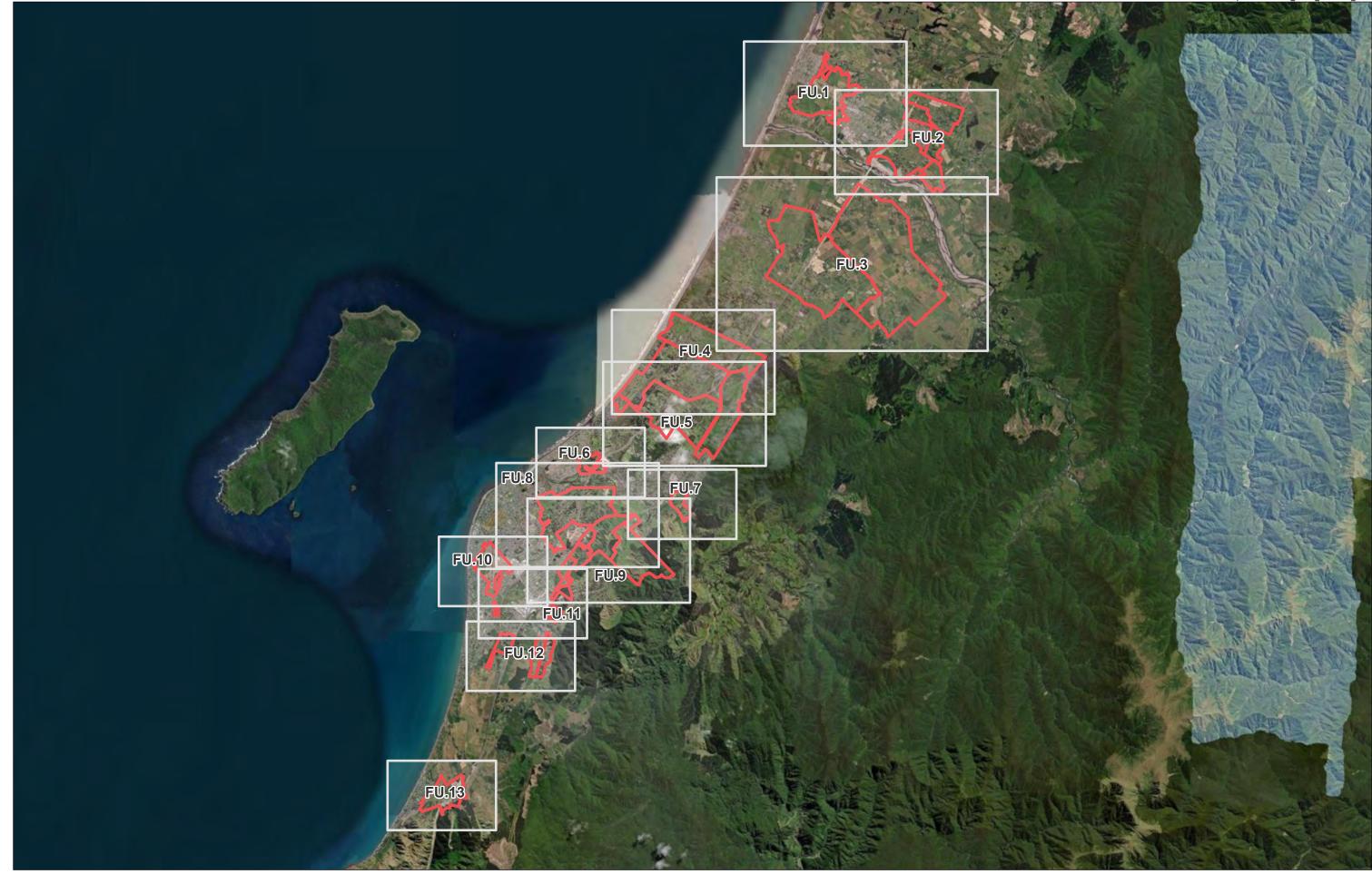
Future Urban Study Area Spatial Influences and Constraints Mapping

Natural Environment and Landscape



Boffa Miskell 🥒 www.boffamiskell.co.nz

This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

Data Sources: KCDC, BML, Earthstar Geographics

Projection: NZGD 2000 New Zealand Transverse Mercator

Map Index

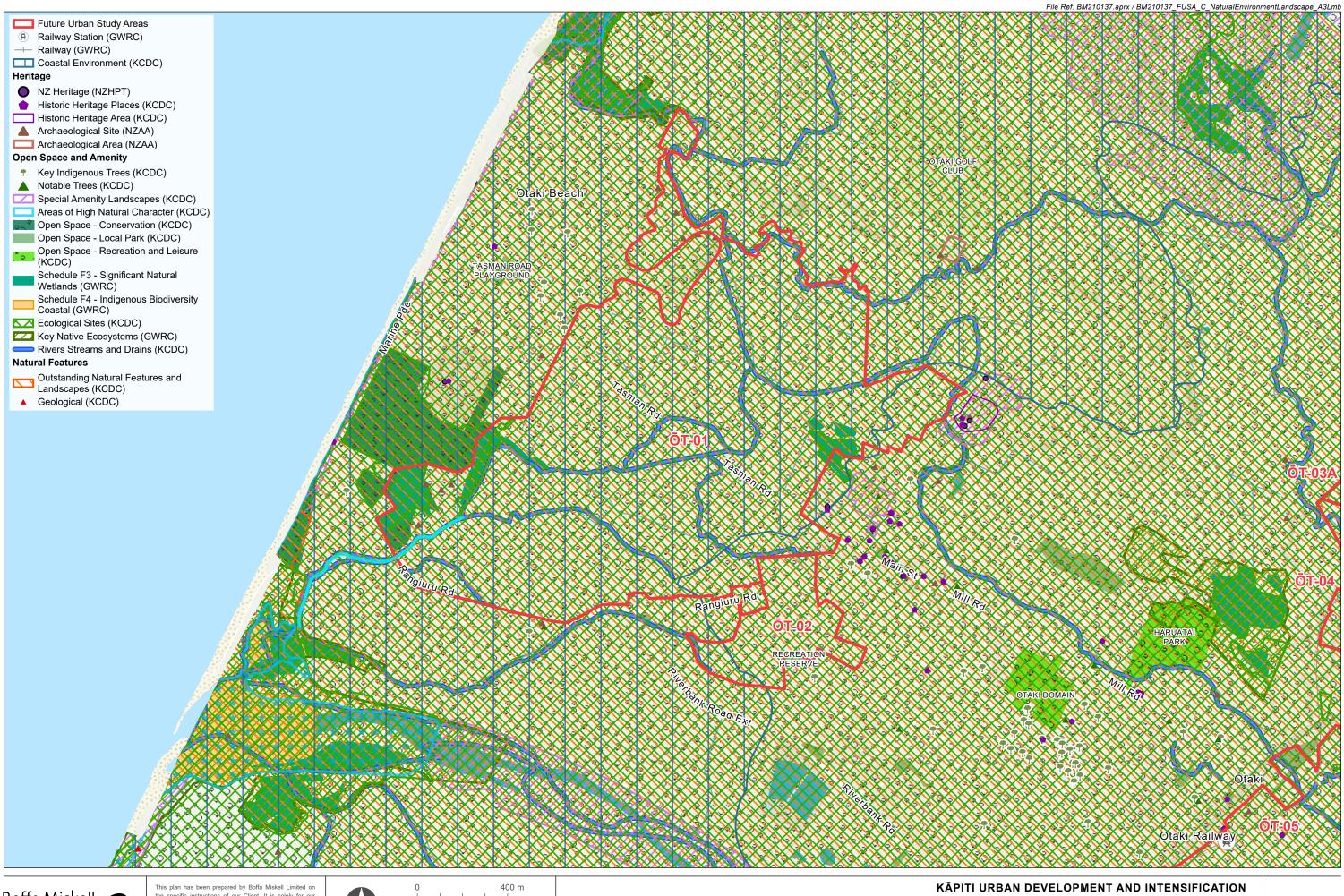
Future Urban Study Areas

LEGEND

4 km

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Future Urban Study Area Mapbook Date: 15 July 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited

FUSA



the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

1:15,000 @ A3 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS

Projection: NZGD 2000 New Zealand Transverse Mercator

Natural Environment and Landscape Future Urban Study: Ōtaki West Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.1.C

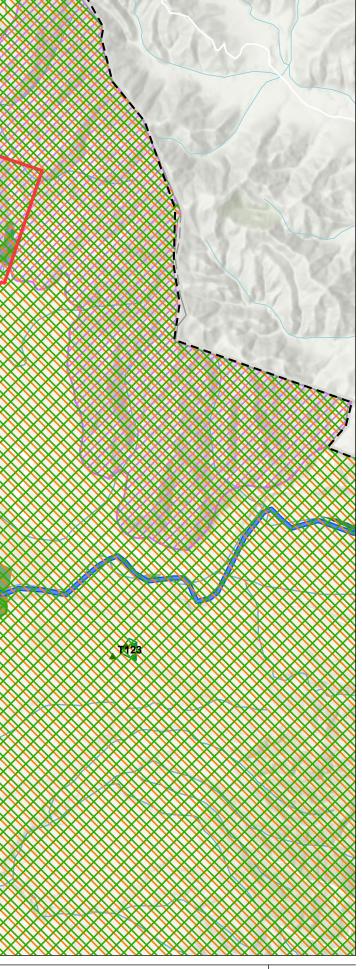




This plan has been prepared by Boffa Miskell Limited or Inis plan has been prepared by Borta Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



File Ref: BM210137.aprx / BM210137_FUSA_C_NaturalEnvironmentLandscape_A3Lmb



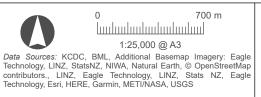
KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Natural Environment and Landscape Future Urban Study: Ōtaki East Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.2.C

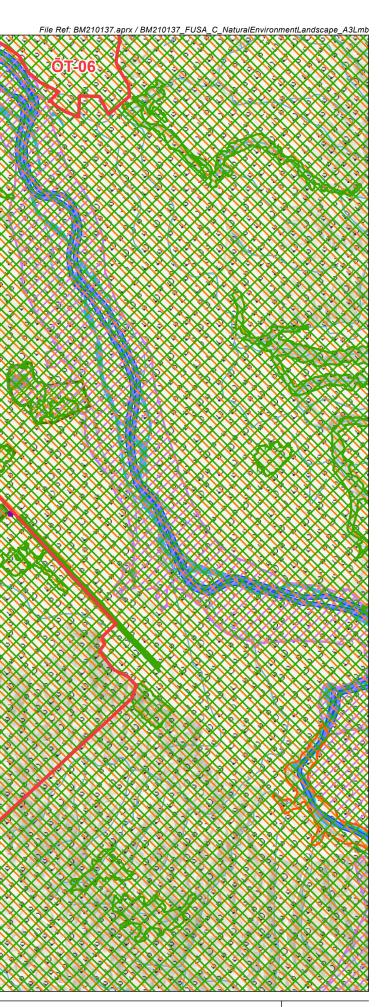




This plan has been prepared by Boffa Miskell Limited or Inis plan has been prepared by Borta Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

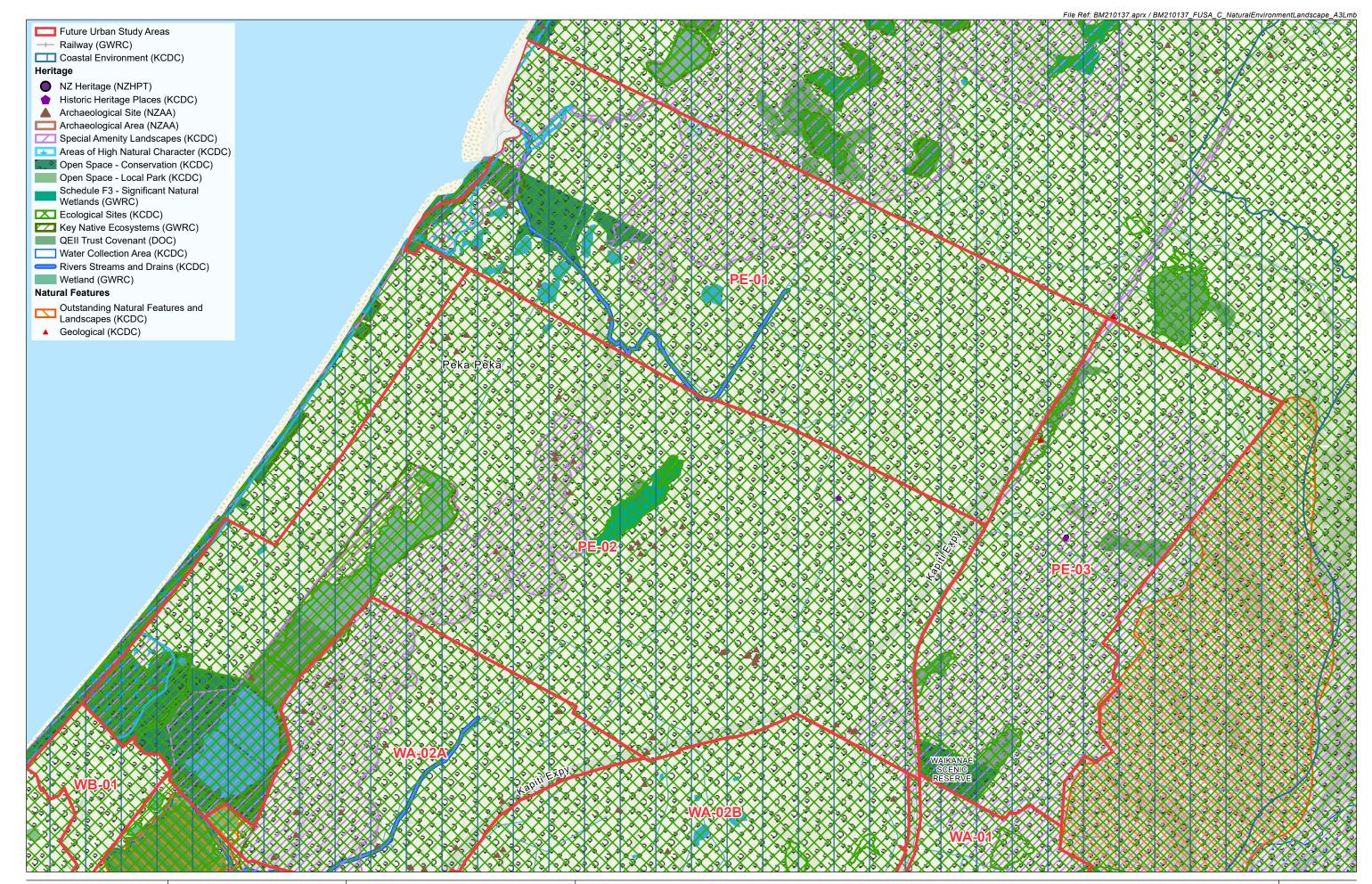


Projection: NZGD 2000 New Zealand Transverse Mercator



KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Natural Environment and Landscape Future Urban Study: Te Horo/Hautere Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.3.C



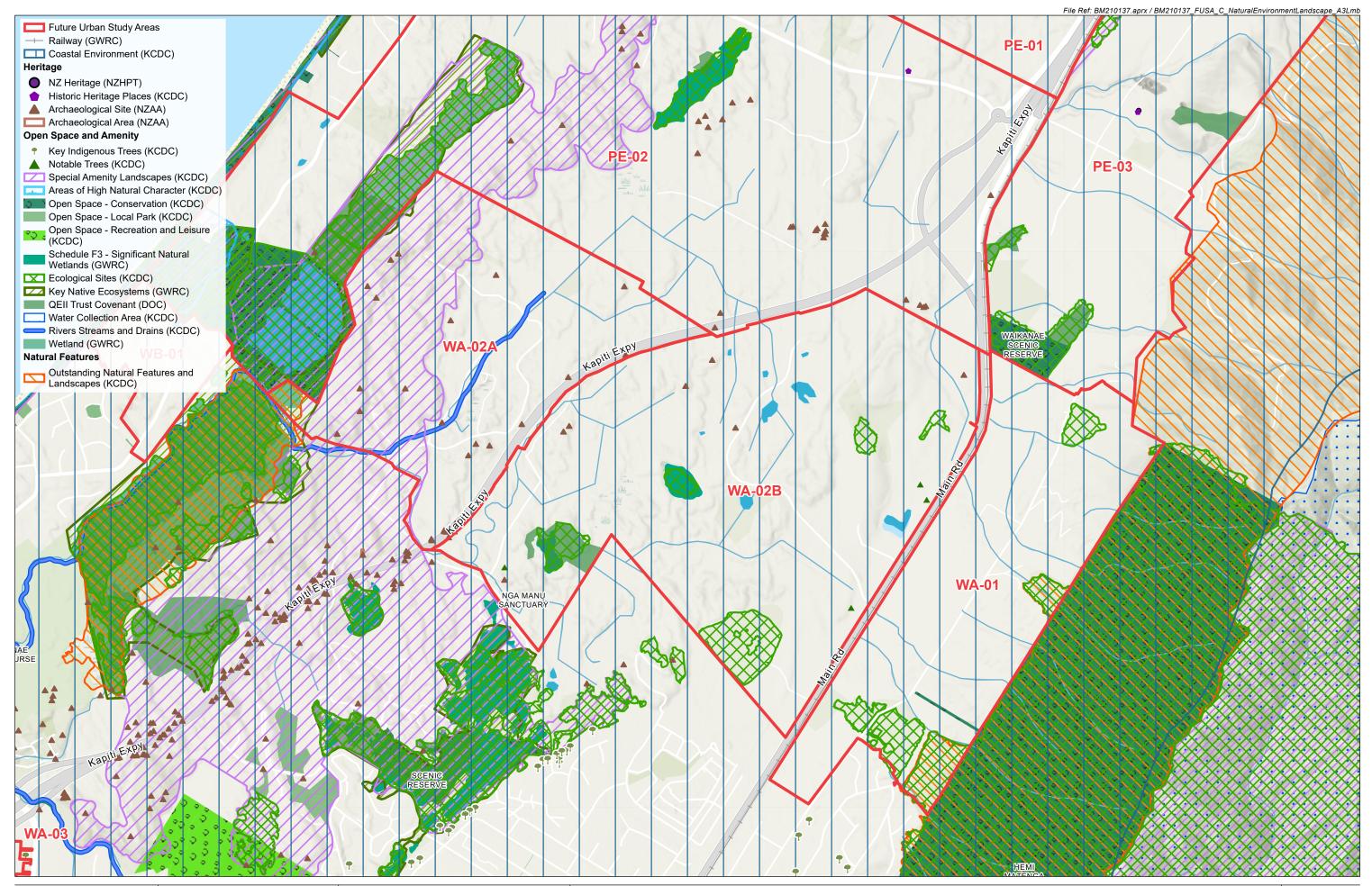
This plan has been prepared by Boffa Miskell Limited on This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

400 m

1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors, LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections, NZGD 2020 1 Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Natural Environment and Landscape Future Urban Study: Peka Peka Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.4.C



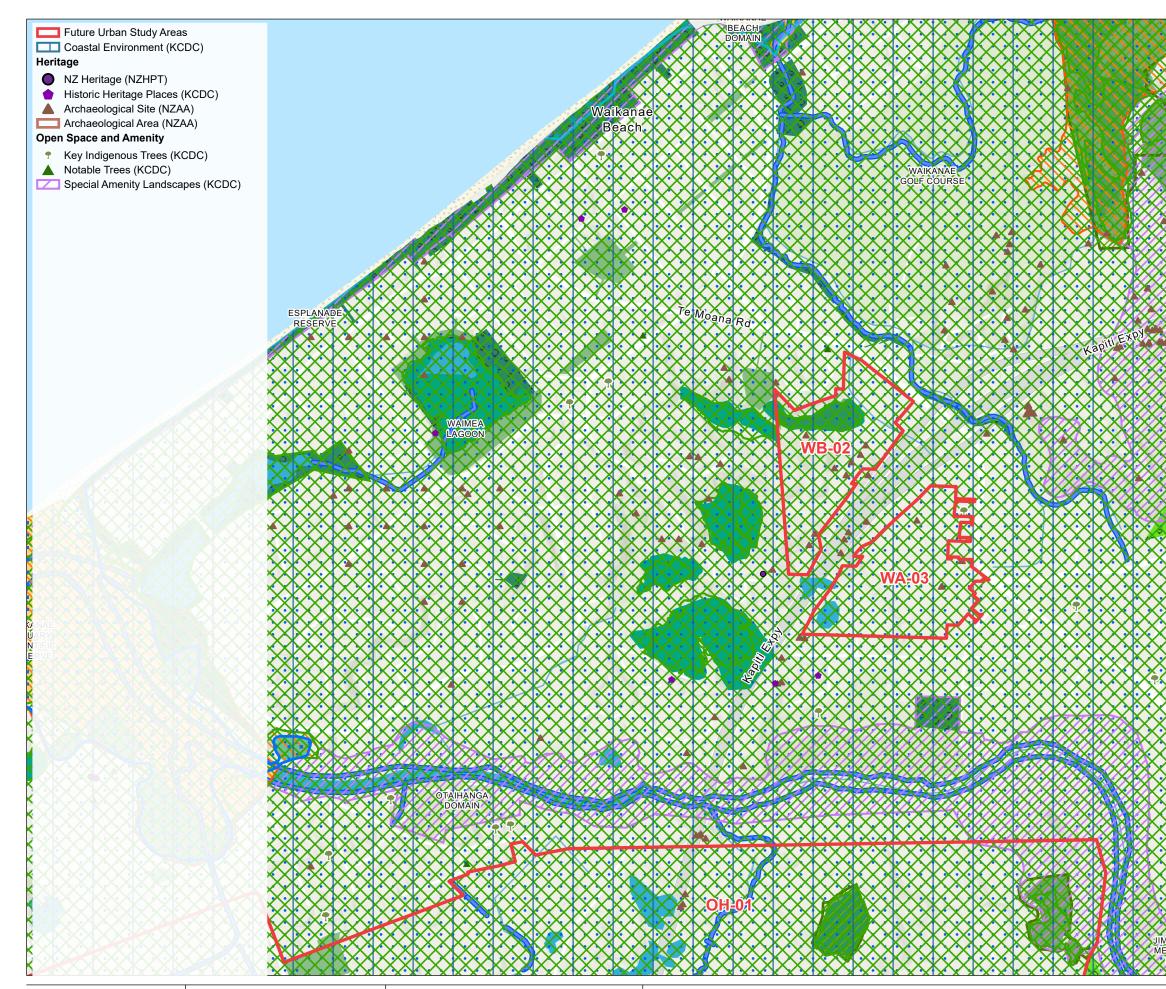
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2000 M. T Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Natural Environment and Landscape Future Urban Study: Waikanae North Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.5.C



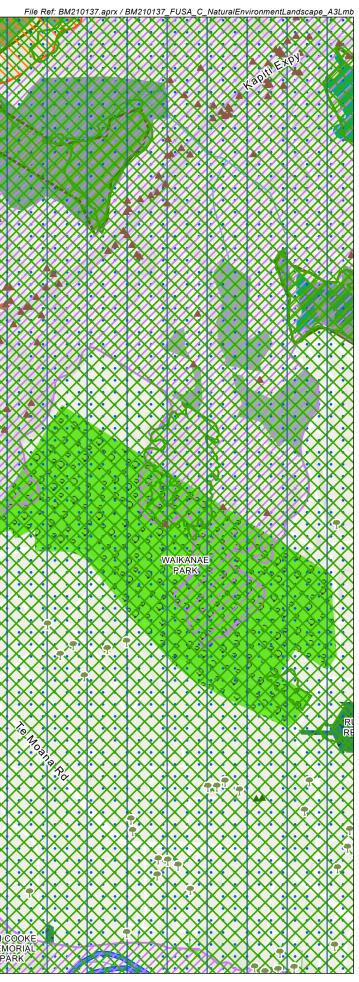
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

300 m 1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors, LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections, NZGD 2020 1

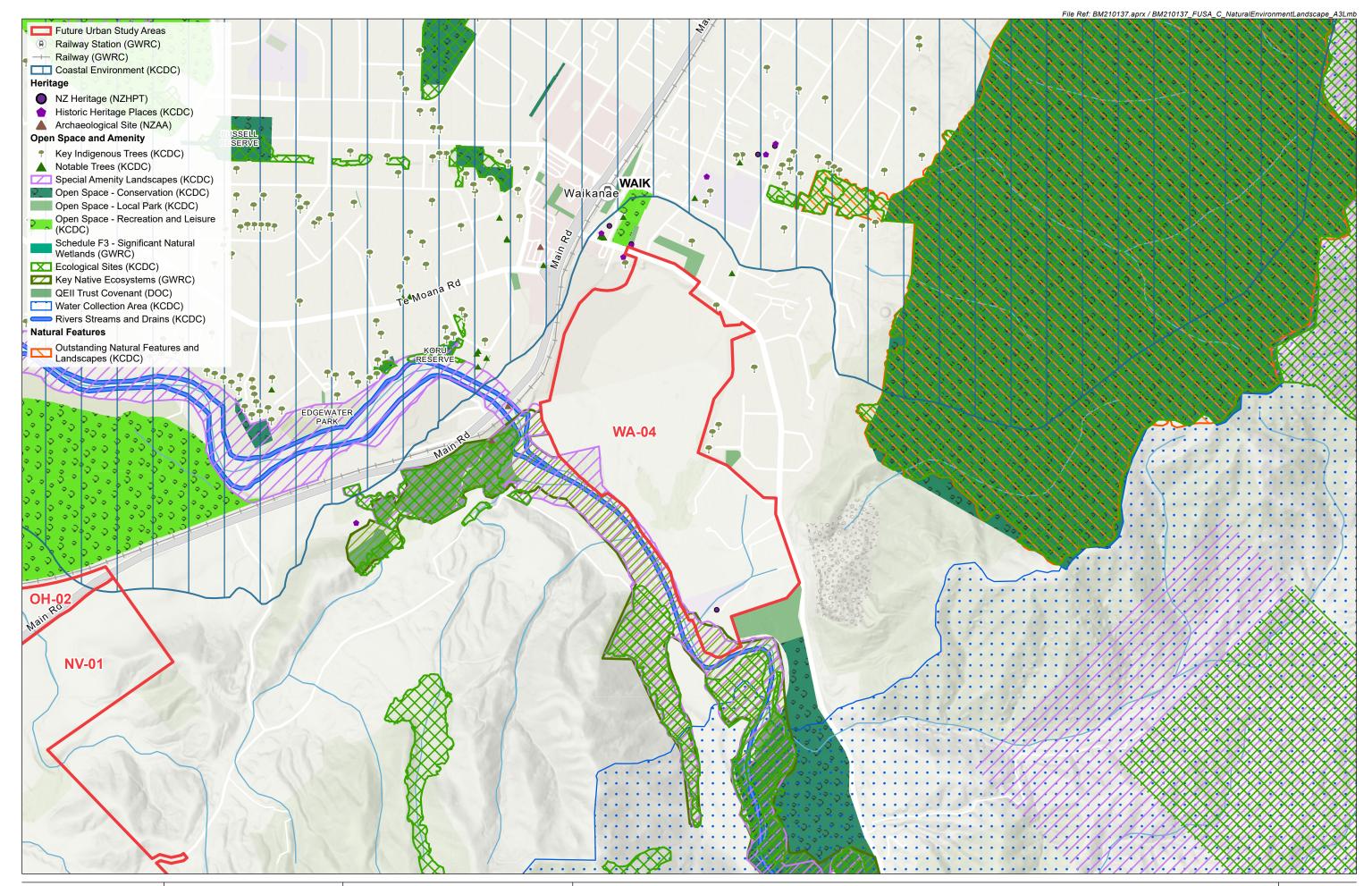
0

Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Natural Environment and Landscape Future Urban Study: Waikanae West Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa



FU.6.C



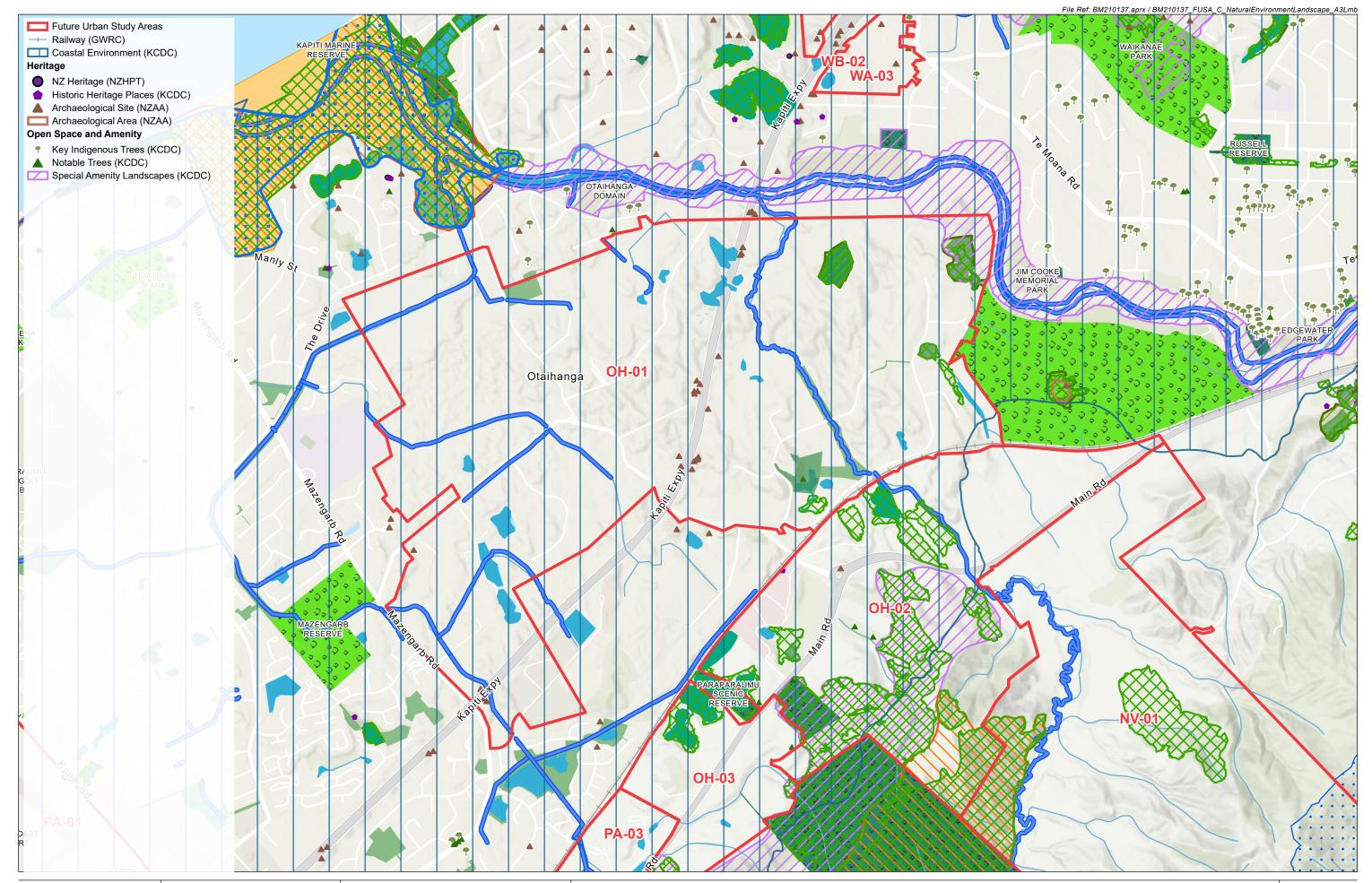
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Natural Environment and Landscape Future Urban Study: Waikanae East Date: 24 Áugust 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.7.C



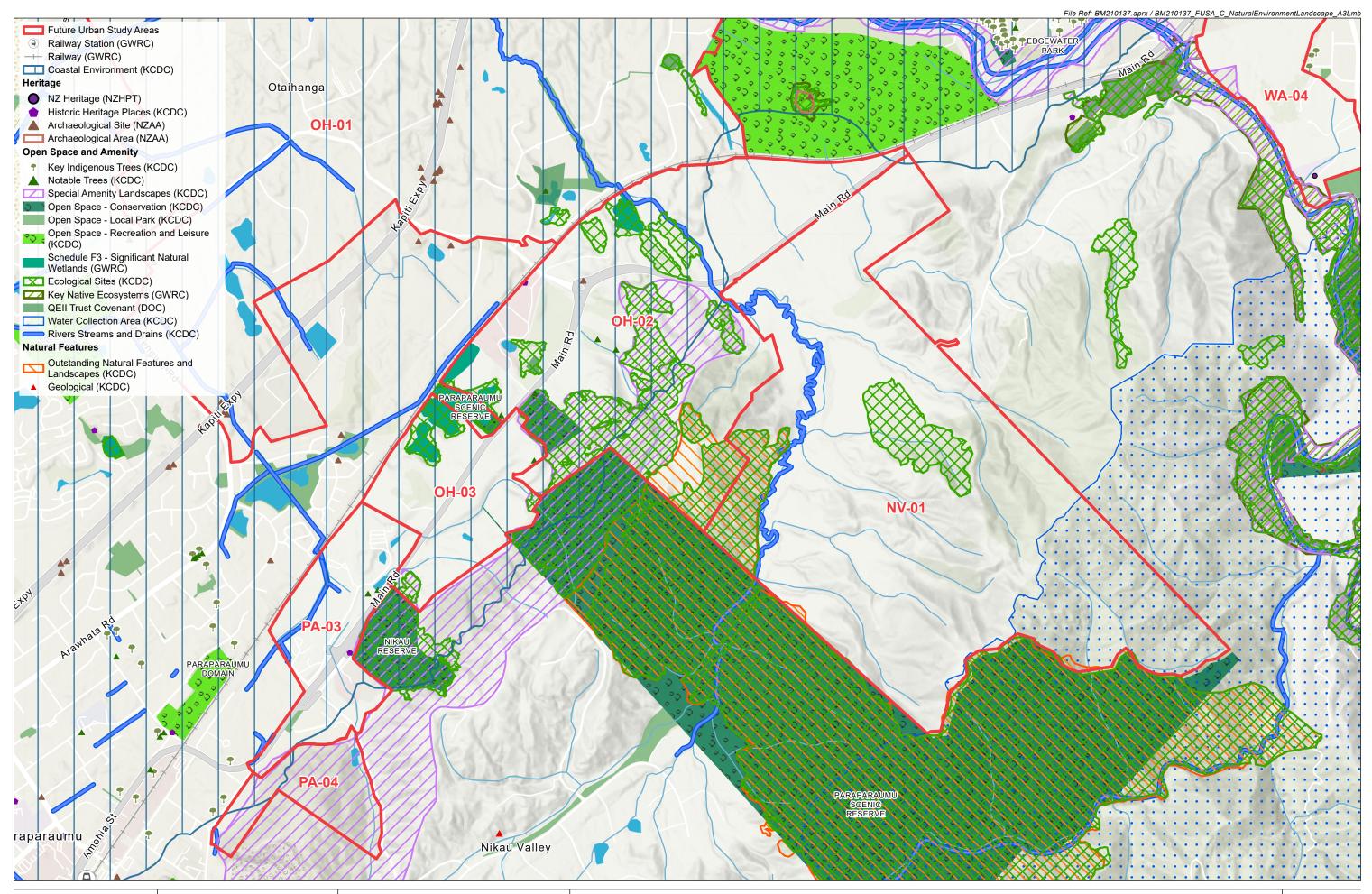
This plan has been prepared by Boffa Miskell Limited on This plan has been prepared by Borta Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

400 m 0 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2000 Mager

Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Natural Environment and Landscape Future Urban Study: Otaihanga Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.8.C

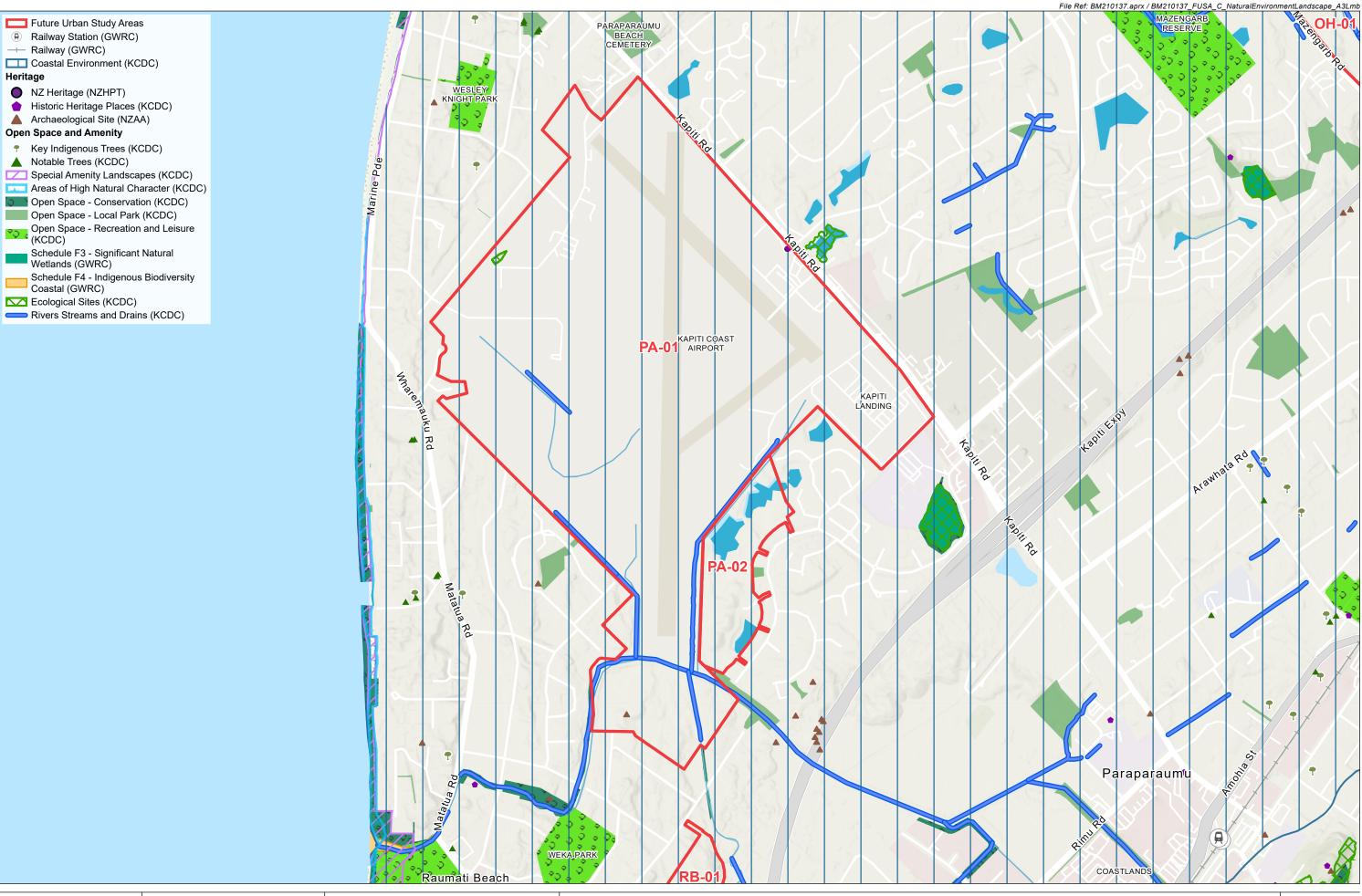


This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

400 m 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors, LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projection: NZCD 2000 M = T Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Natural Environment and Landscape Future Urban Study: Otaihanga South-east Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.9.C



KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Natural Environment and Landscape Future Urban Study: Paraparaumu Central Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

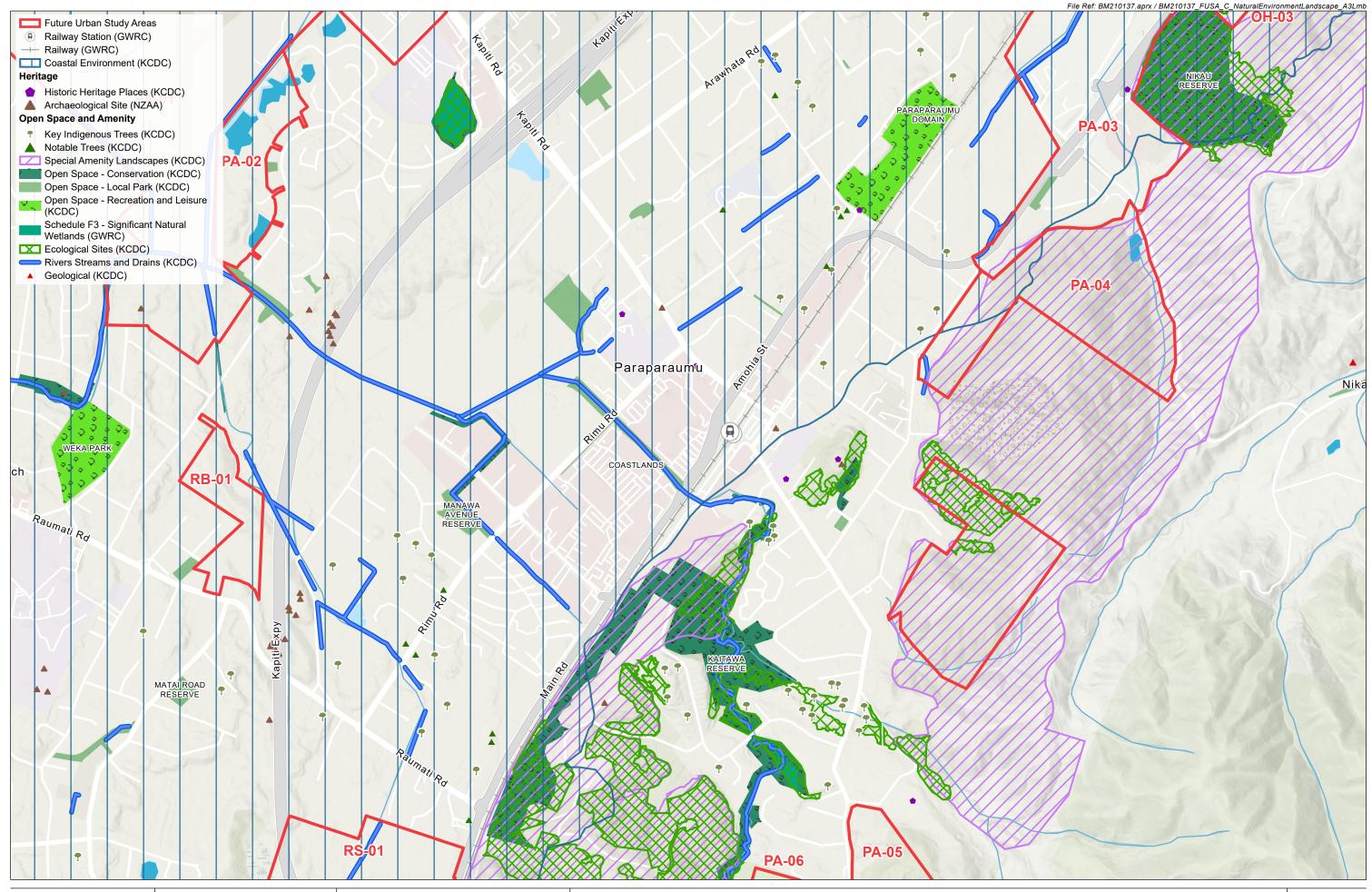


This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

300 m 1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2020 M = T Projection: NZGD 2000 New Zealand Transverse Mercator

0

FU.10.C



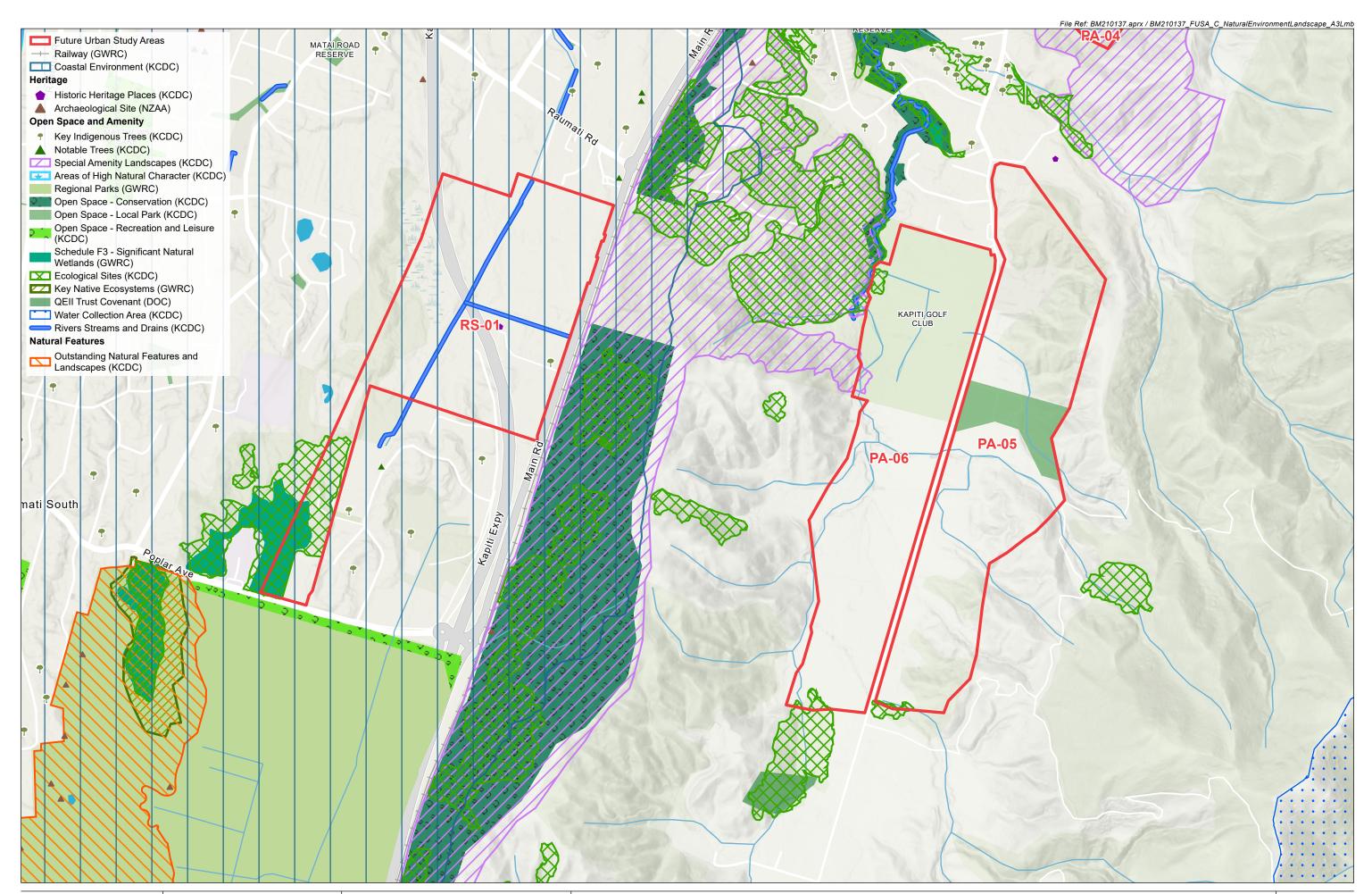
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

300 m 0 1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2020 M = T

Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Natural Environment and Landscape Future Urban Study: Paraparaumu East Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.11.C



Boffa Miskell
\mathcal{O}
www.boffamiskell.co.nz

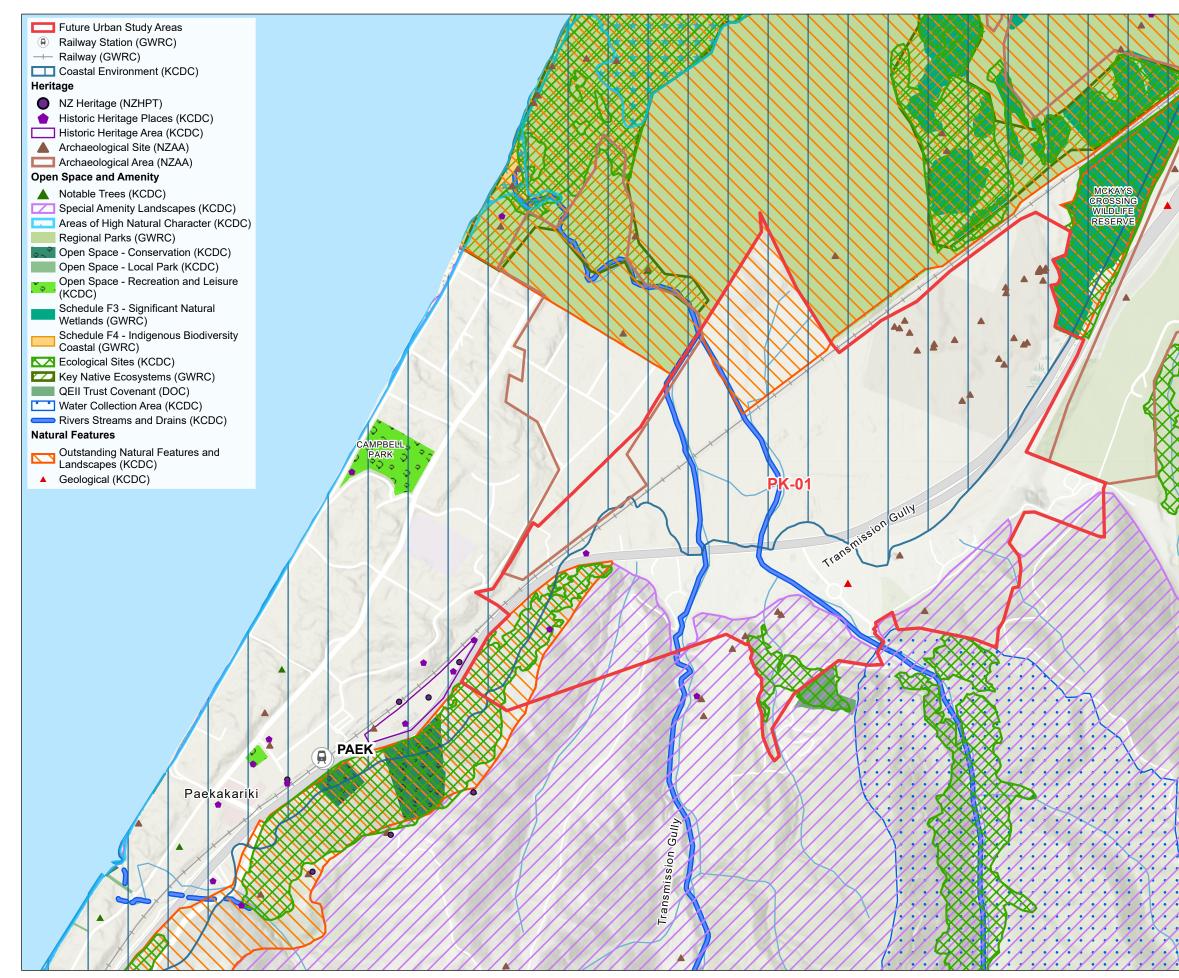
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



TE 10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Natural Environment and Landscape Future Urban Study: Paraparaumu South Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.12.C



This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

300 m 0 1:10,000 @ A3 1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Natural Environment and Landscape Future Urban Study: Paekakariki East Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

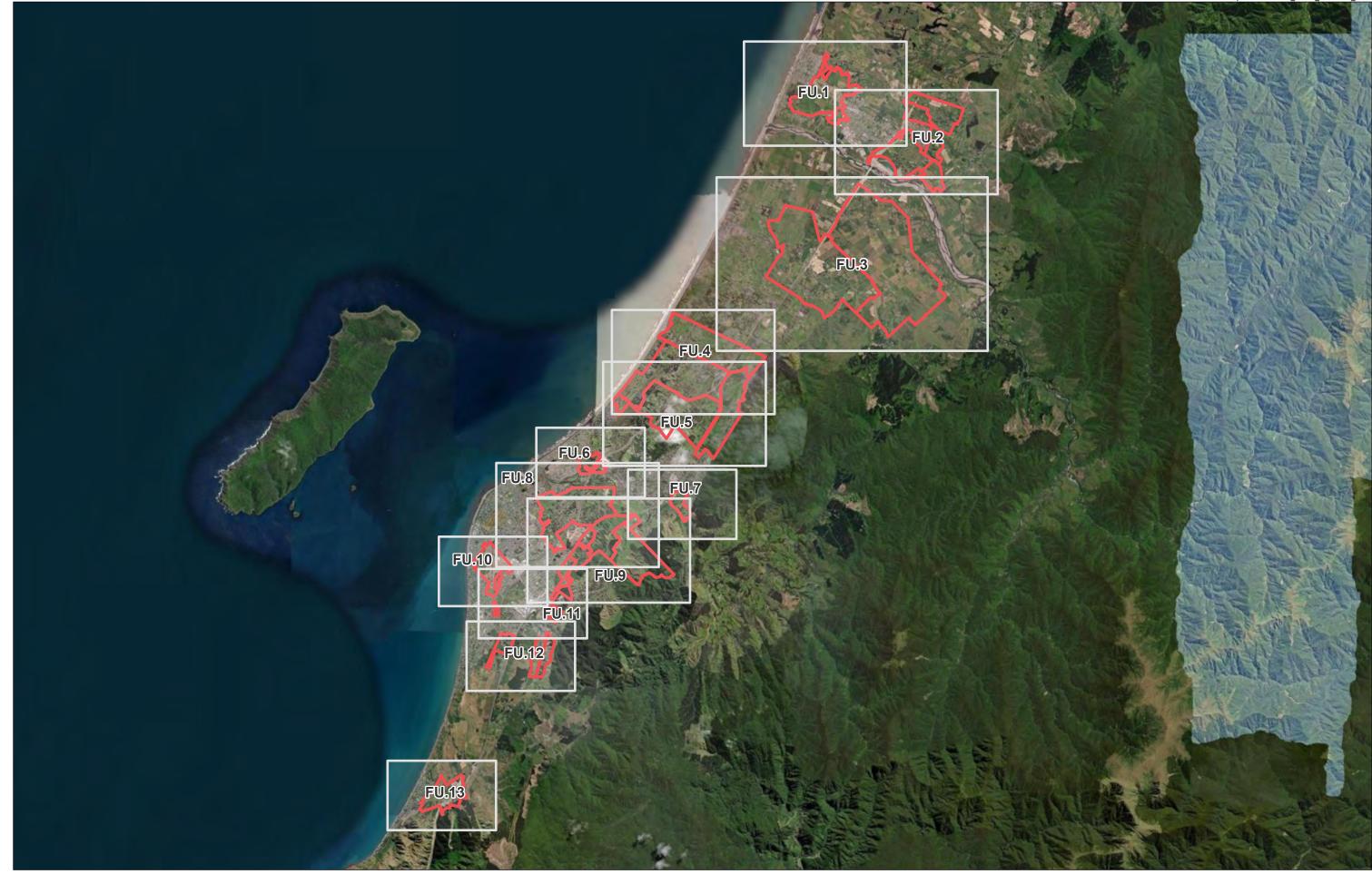


Mackay

FU.13.C

Future Urban Study Area Spatial Influences and Constraints Mapping

Land Development Constraints



Boffa Miskell 🥒 www.boffamiskell.co.nz

This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

Data Sources: KCDC, BML, Earthstar Geographics

Projection: NZGD 2000 New Zealand Transverse Mercator

Map Index

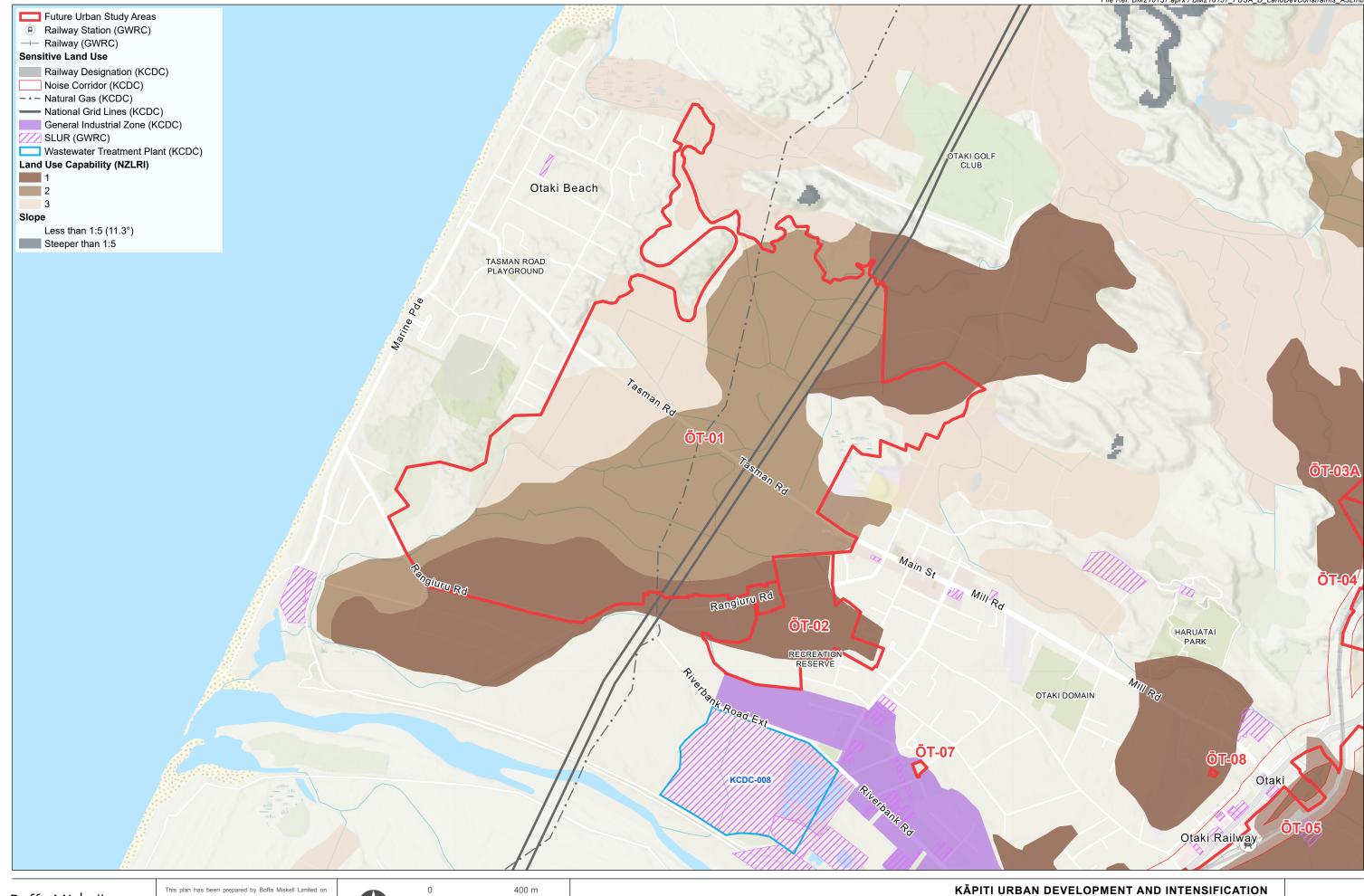
Future Urban Study Areas

LEGEND

4 km

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Future Urban Study Area Mapbook Date: 15 July 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited

FUSA



the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Bolfa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

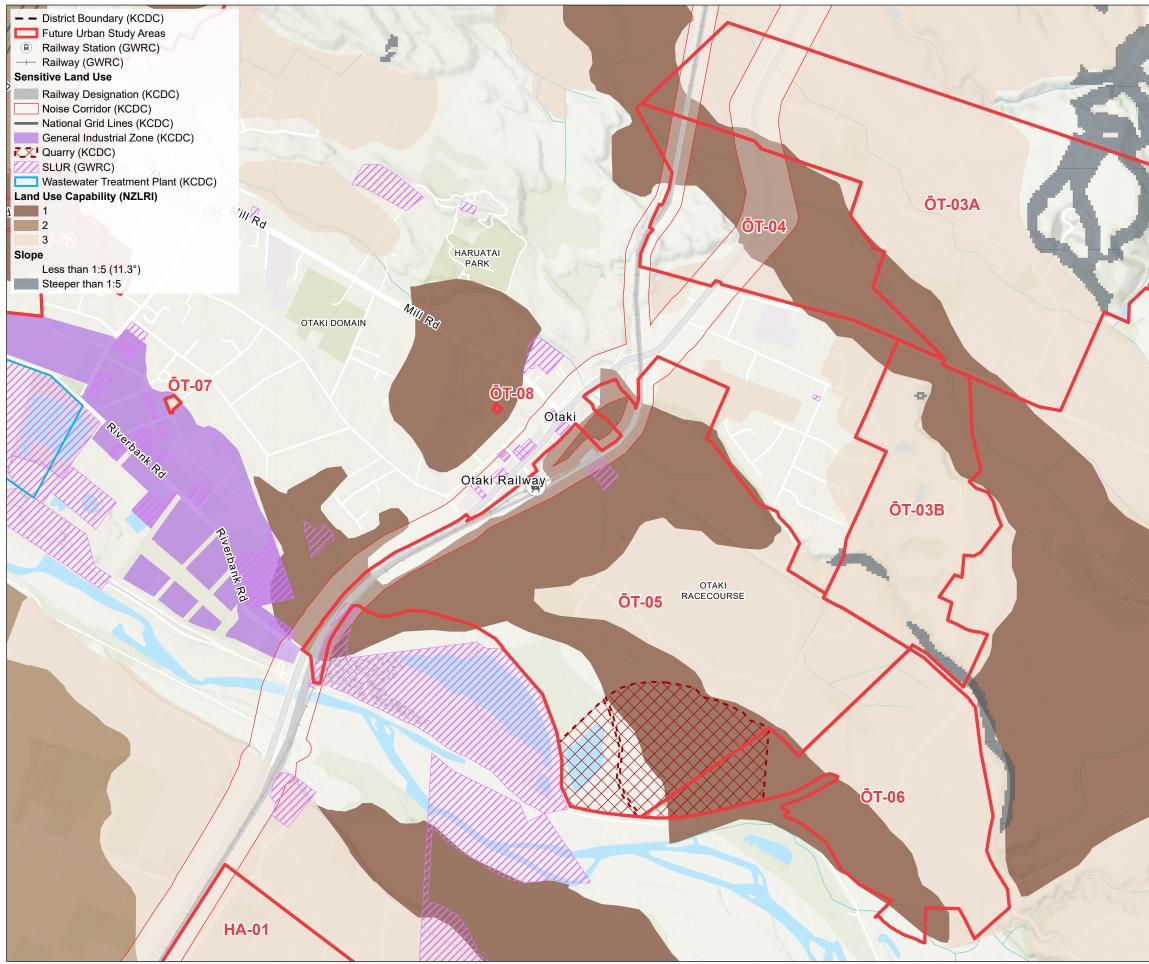


1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2000 Mager Contents Projection: NZGD 2000 New Zealand Transverse Mercator



Land Development Constraints Future Urban Study: Ōtaki West Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.1.D





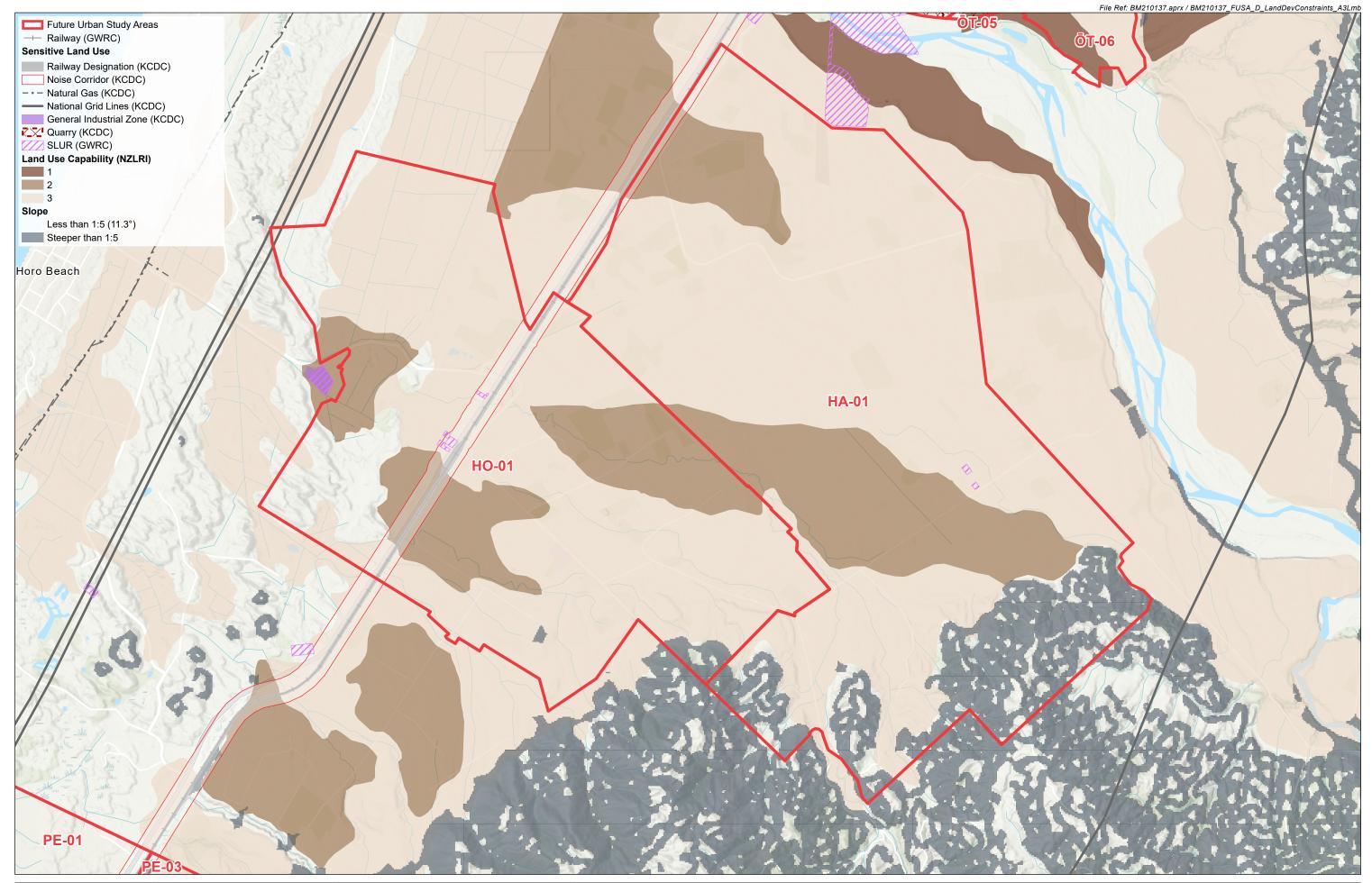
This plan has been prepared by Boffa Miskell Limited on This plan has been prepared by Borta Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Bolfa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.







FU.2.D





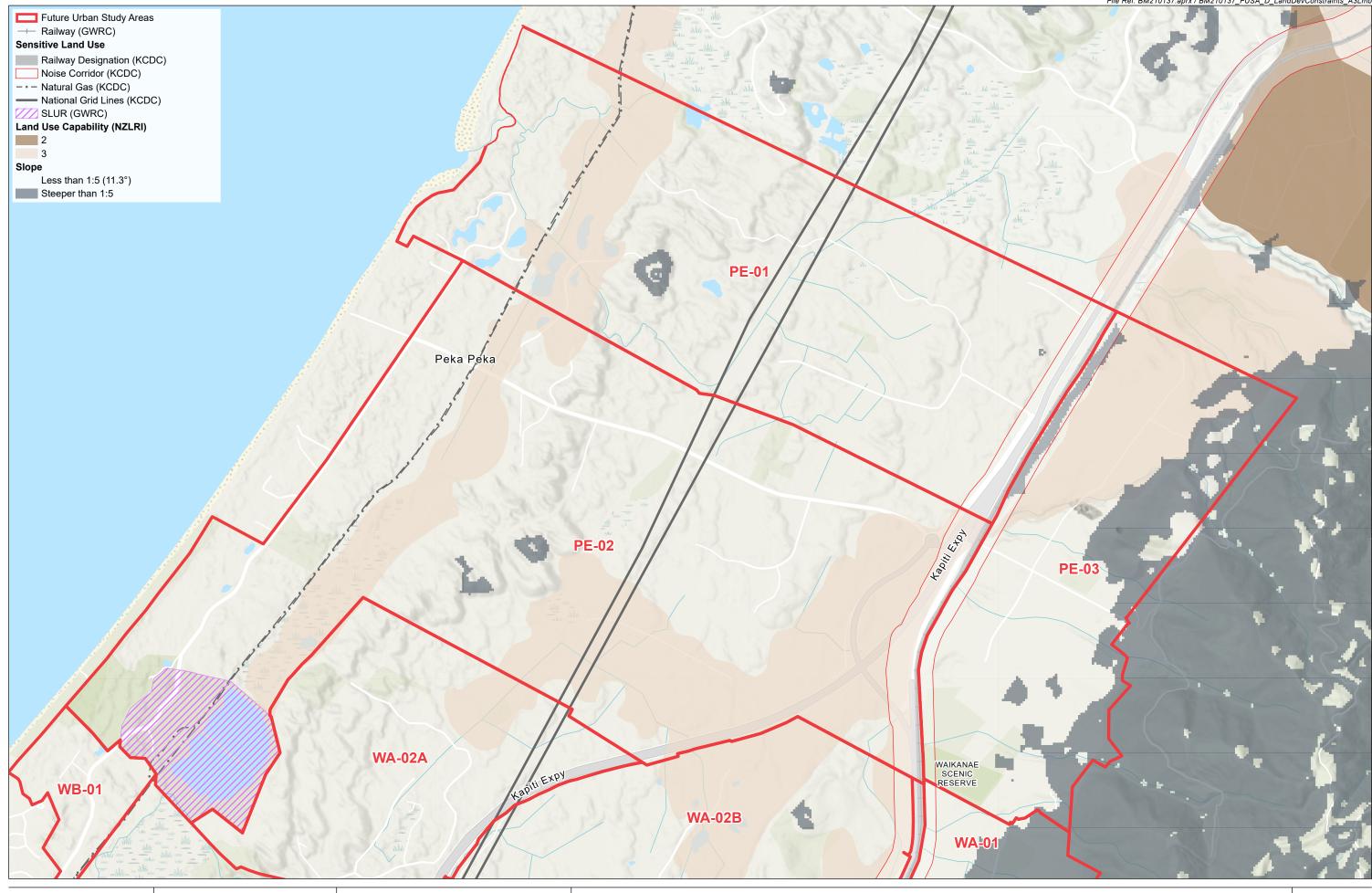
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Land Development Constraints Future Urban Study: Te Horo/Hautere Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.3.D



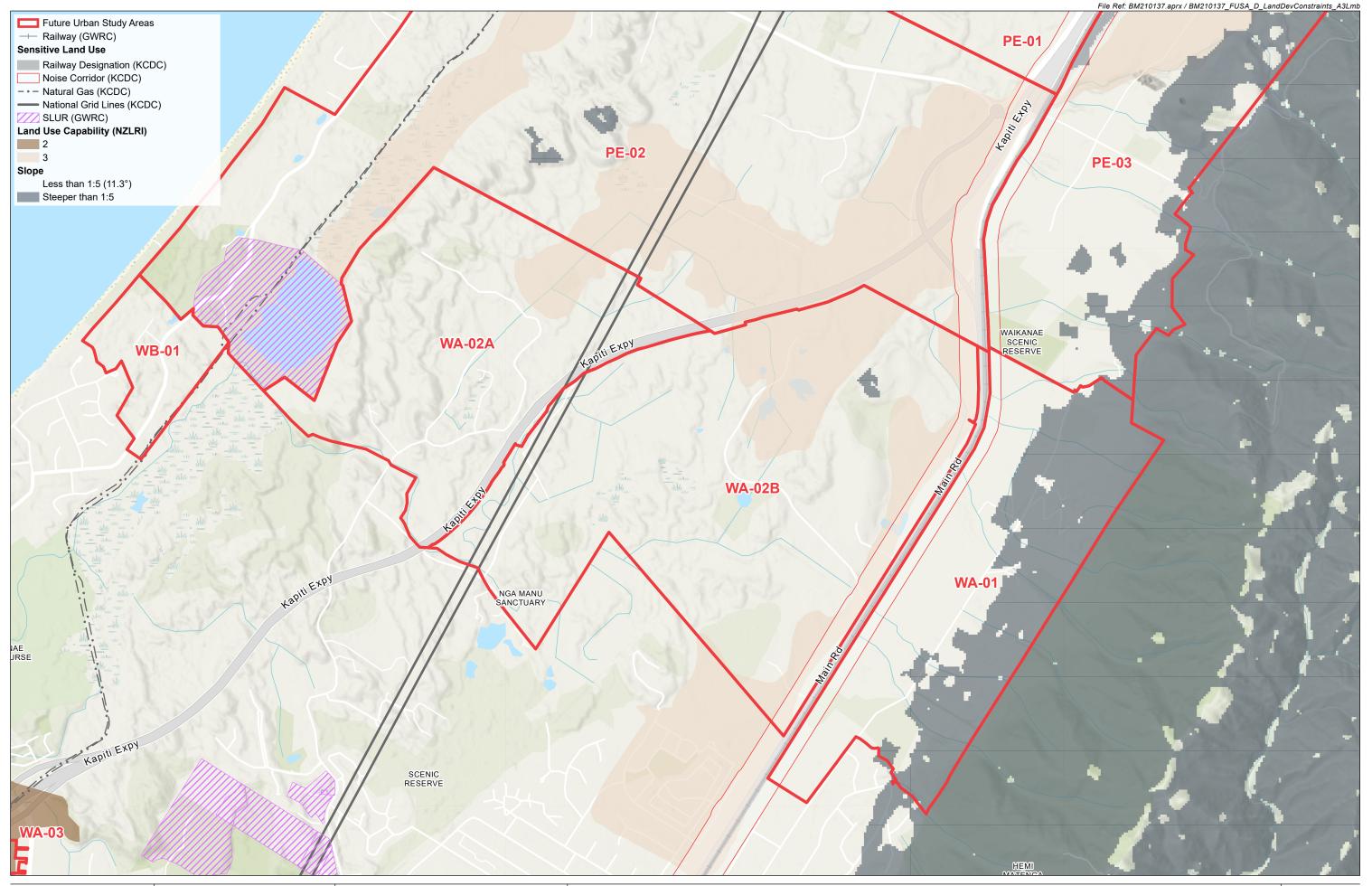
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

400 m 0 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2000 Mager Projection: NZGD 2000 New Zealand Transverse Mercator

File Ref: BM210137.aprx / BM210137_FUSA_D_LandDevConstraints_A3Lmb

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Land Development Constraints Future Urban Study: Peka Peka Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.4.D



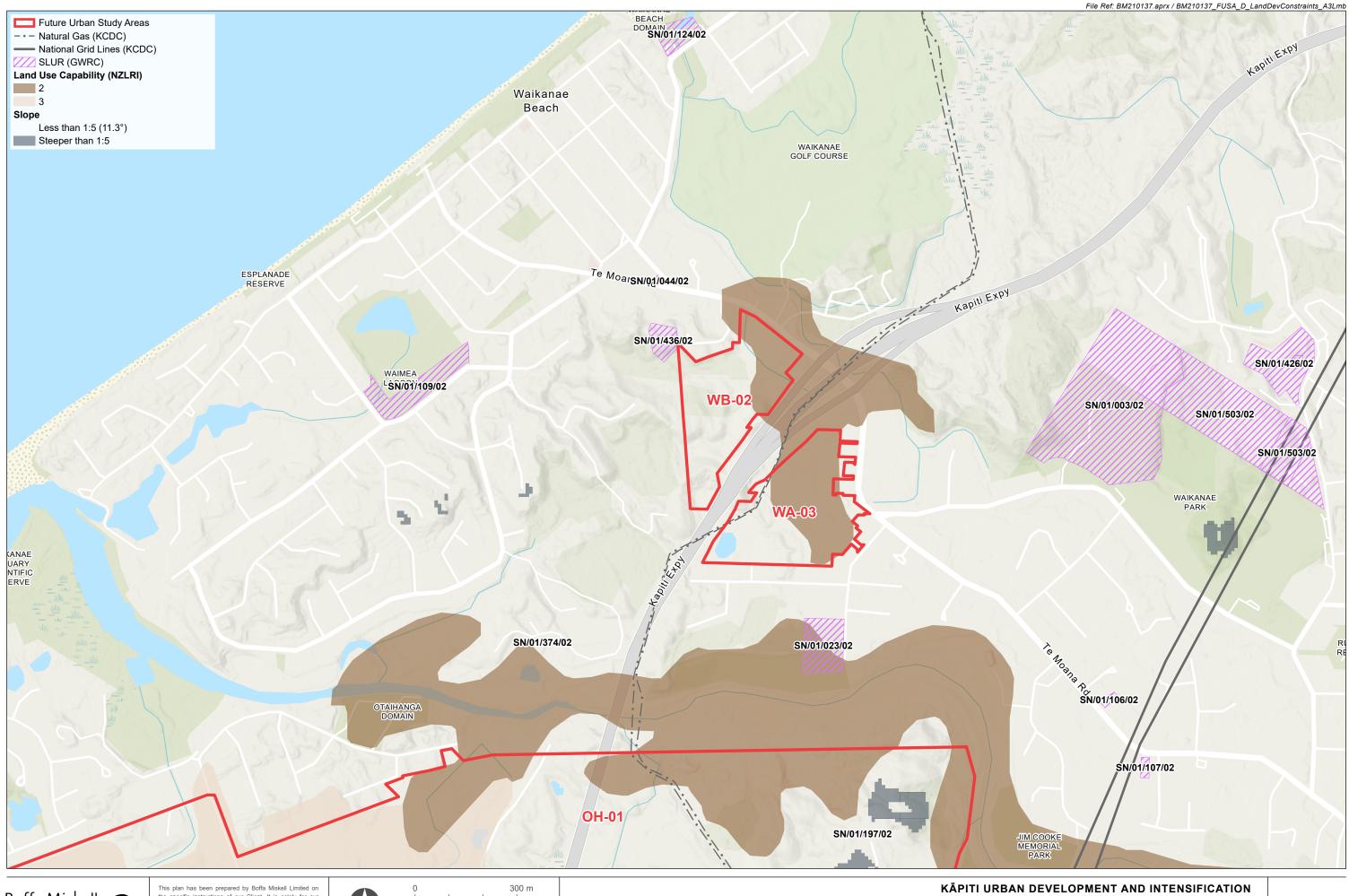


This plan has been prepared by Boffa Miskell Limited on This pian has been prepared by Botta Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Bolfa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

400 m 0 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2000 M. T Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Land Development Constraints Future Urban Study: Waikanae North Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.5.D

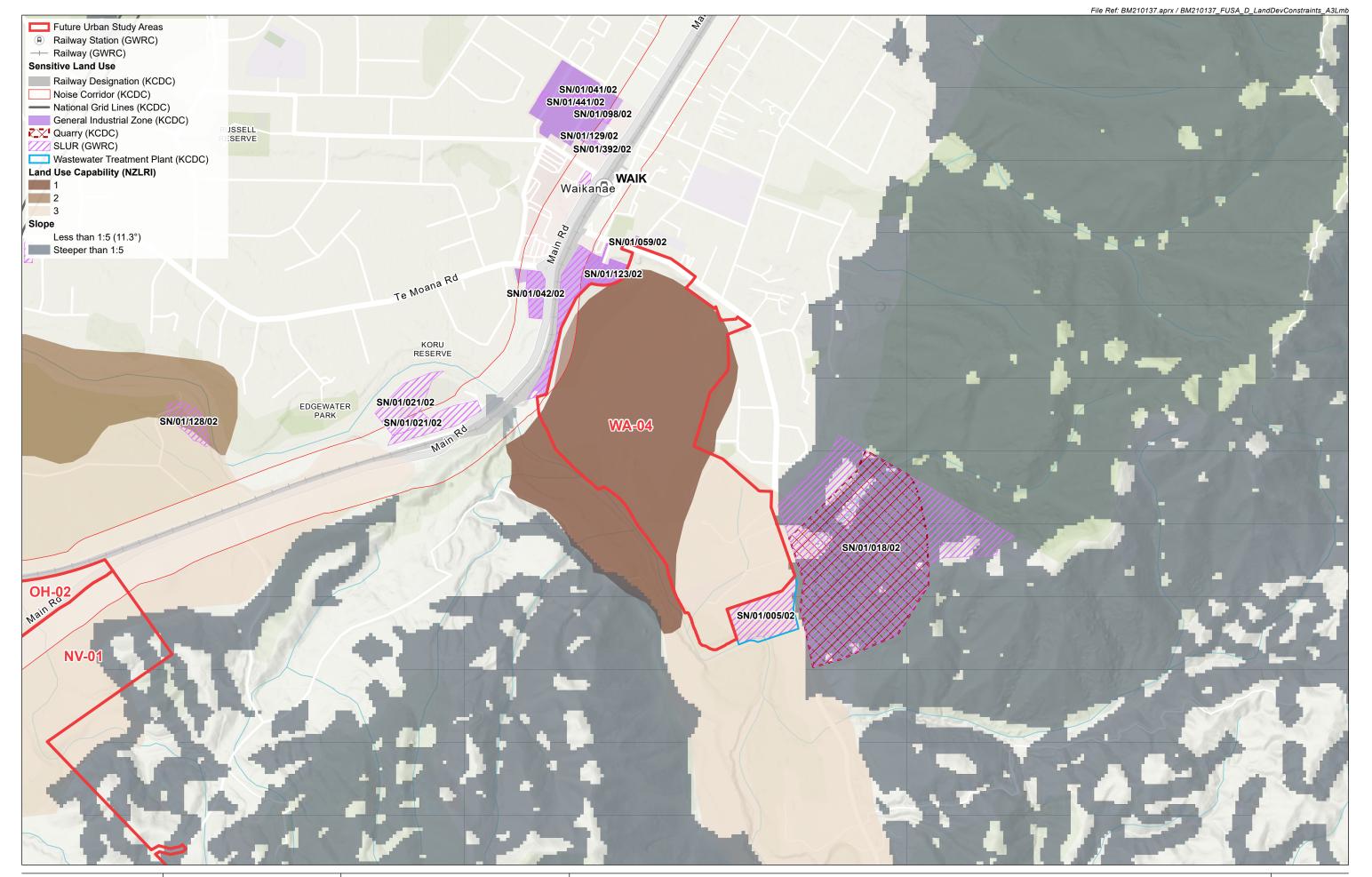


Inis plan has been prepared by Borna Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2020 M = T Projection: NZGD 2000 New Zealand Transverse Mercator

Land Development Constraints Future Urban Study: Waikanae West Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.6.D

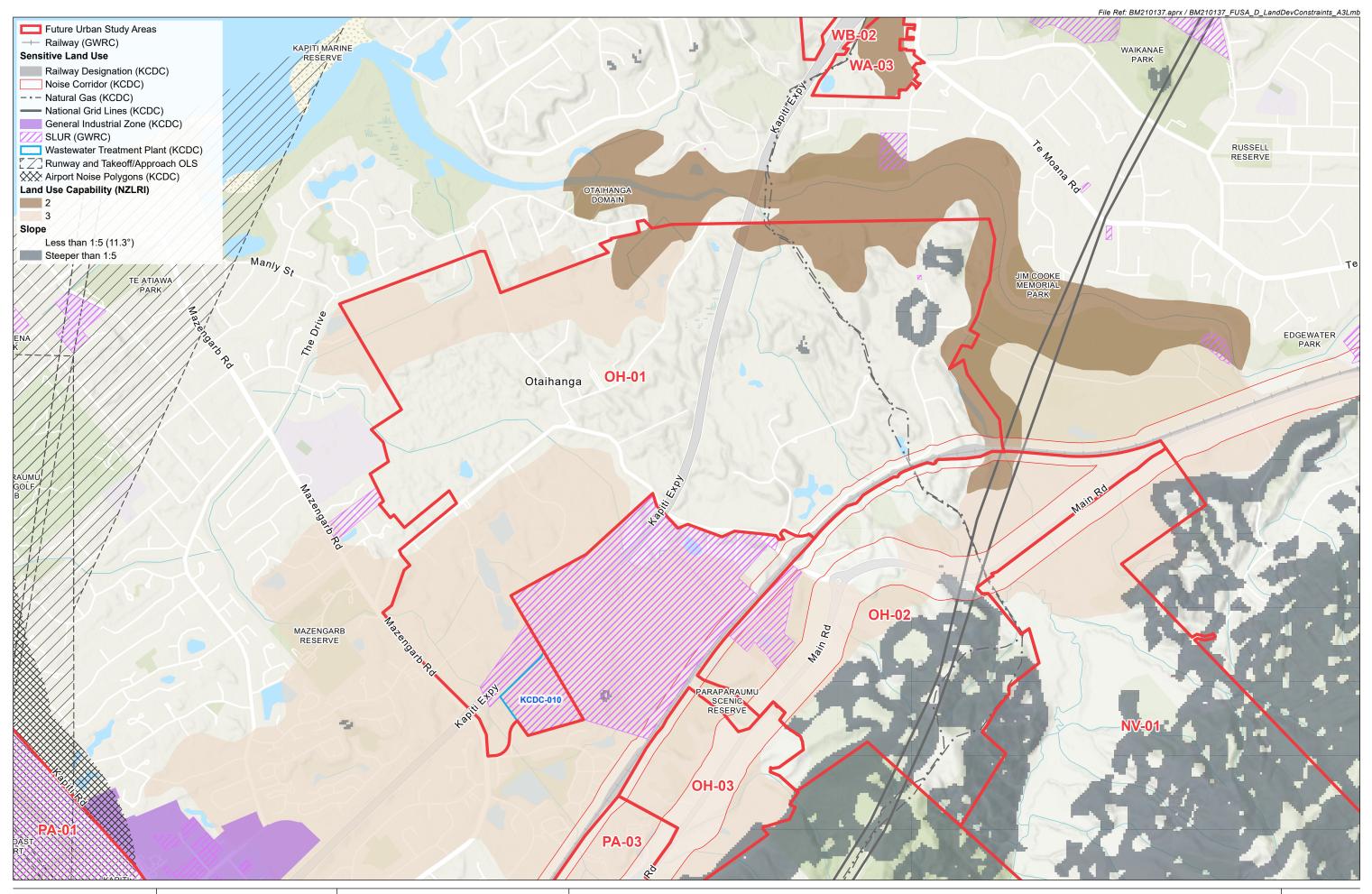


This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

300 m 0 1:10,000 @ A3 TE 10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Land Development Constraints Future Urban Study: Waikanae East Date: 24 Áugust 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.7.D

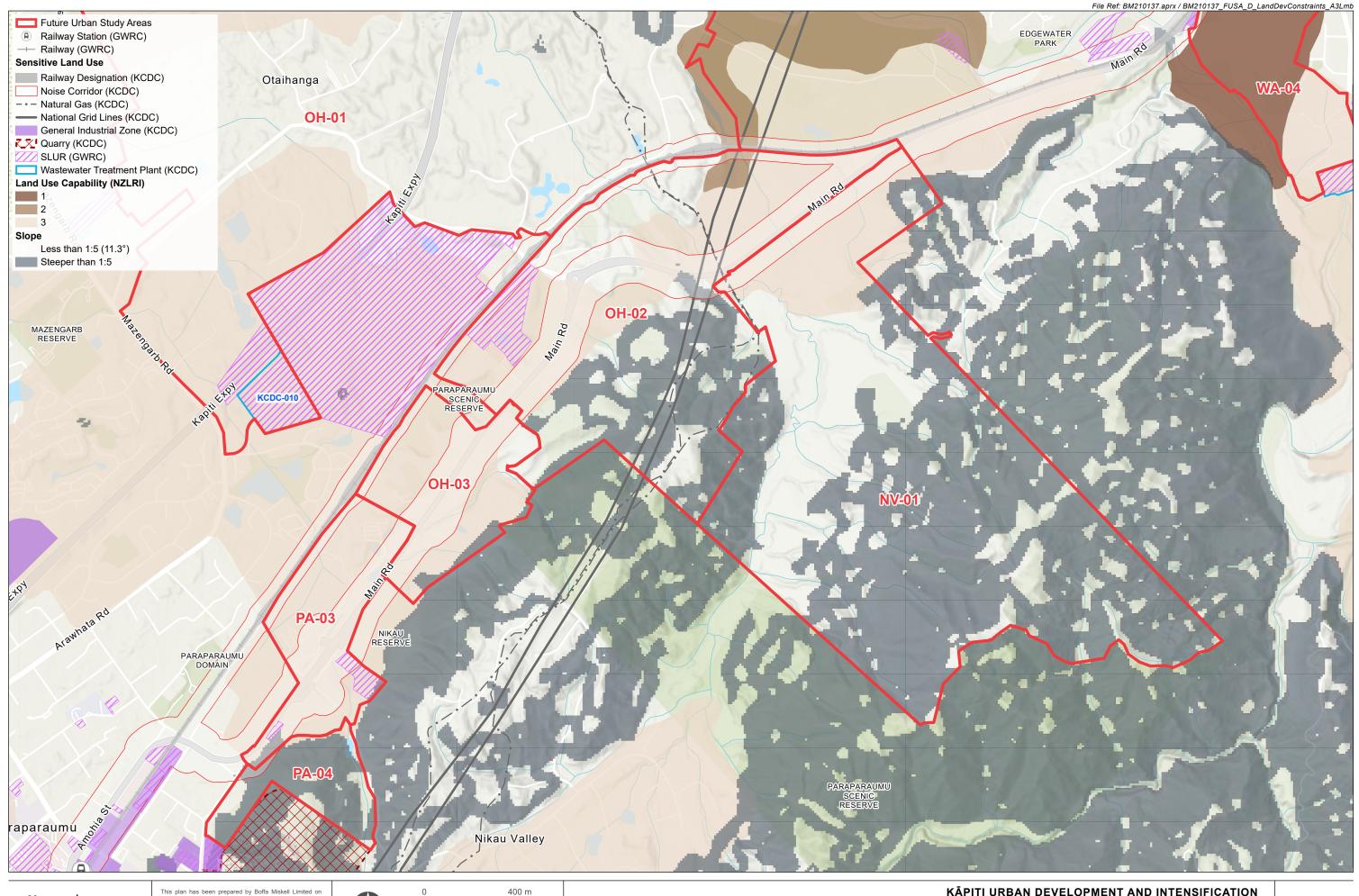


This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

400 m 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, @ OpenStreetMap contributors, LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projection: NZCD 2020 M Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Land Development Constraints Future Urban Study: Otaihanga Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.8.D

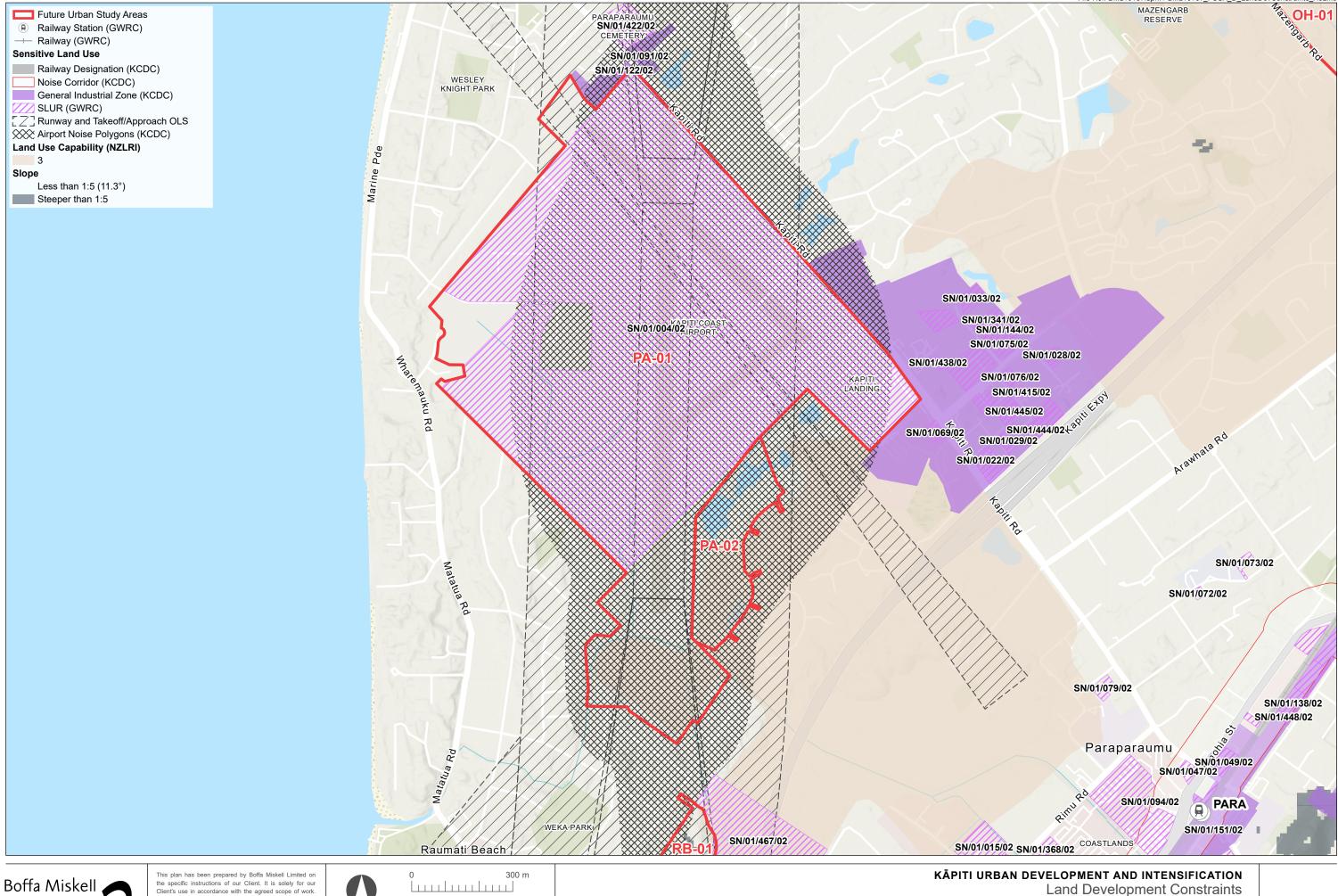


the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2020 Mager Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Land Development Constraints Future Urban Study: Otaihanga South-east Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.9.D



Future Urban Study: Paraparaumu Central Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

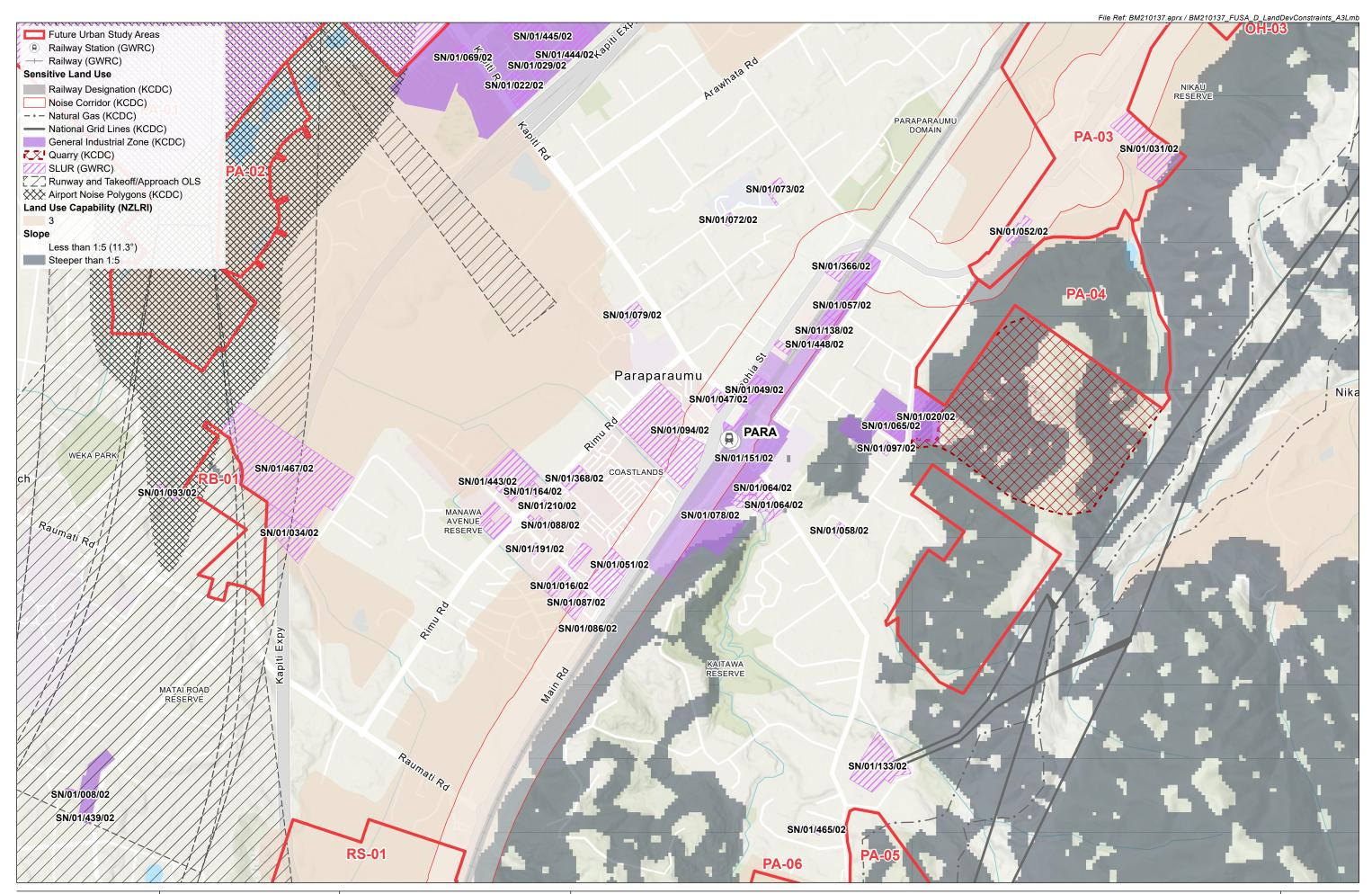
www.boffamiskell.co.nz

the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors, LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projection: NZGD 2000 New Zealand Transverse Mercator

FU.10.D

File Ref: BM210137.aprx / BM210137_FUSA_D_LandDevConstraints_A3Lmb

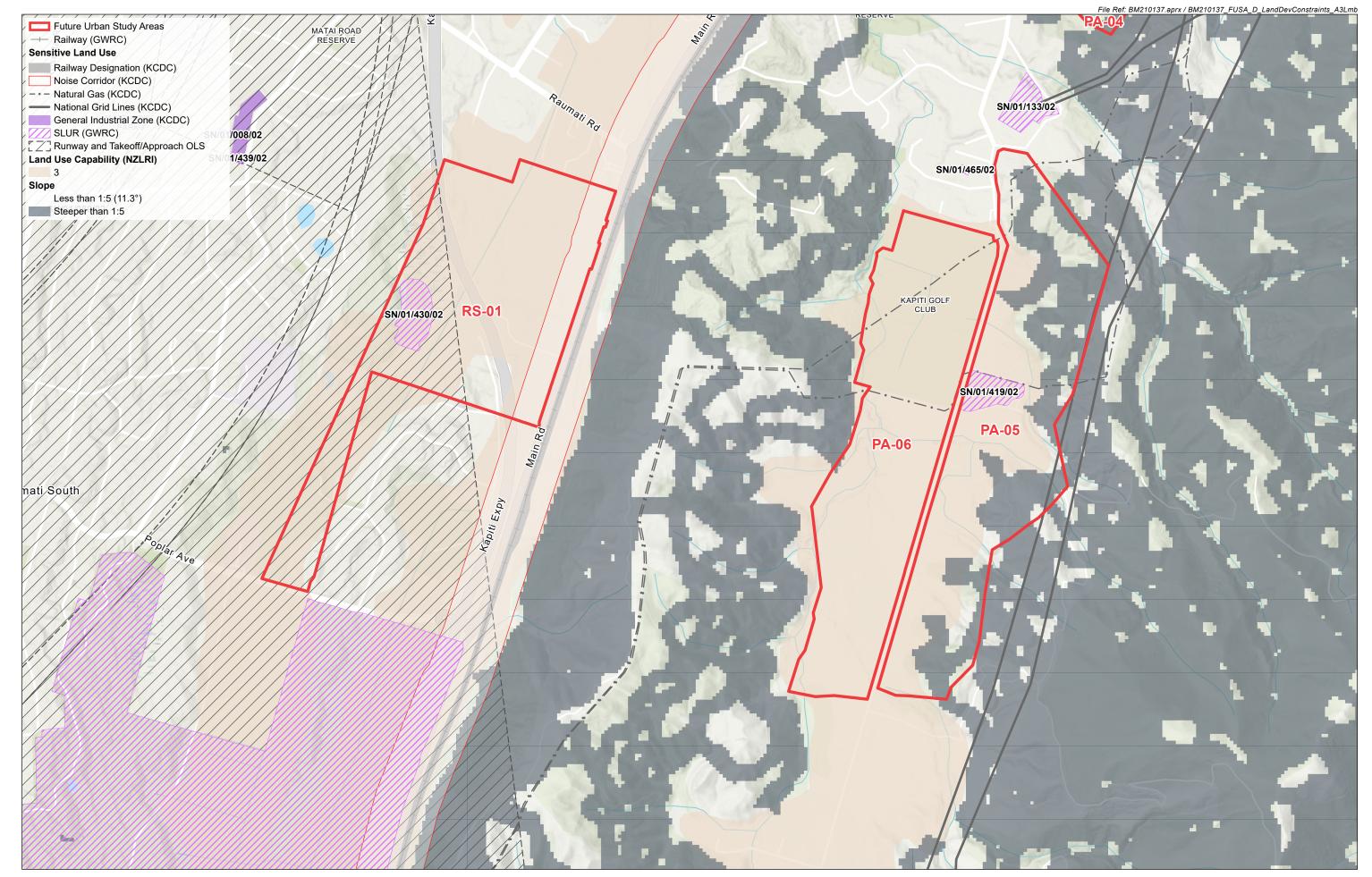


This plan has been prepared by Boffa Miskell Limited or the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

300 m 0 1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Land Development Constraints Future Urban Study: Paraparaumu East Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.11.D



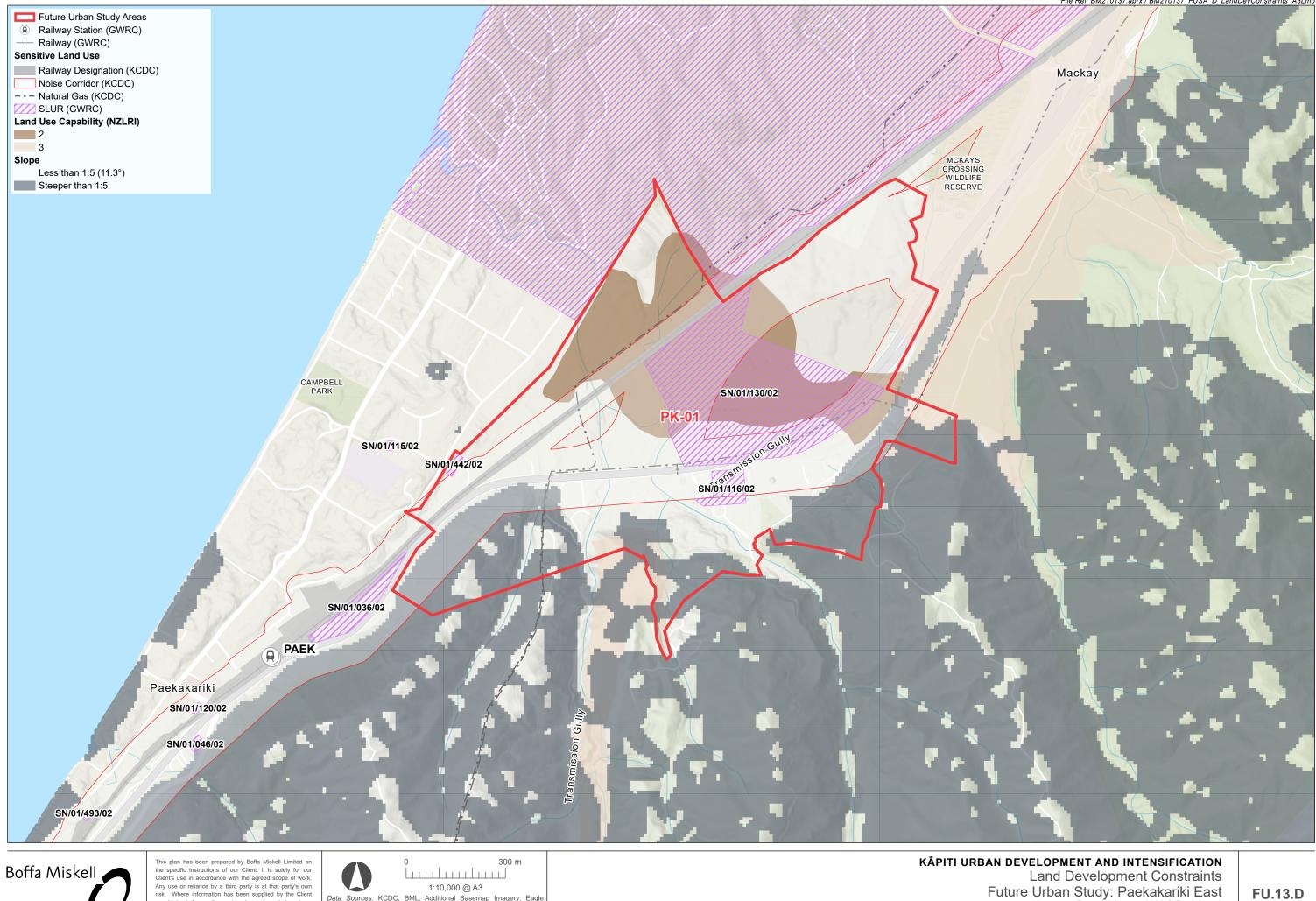
Boffa Miskell 👝
\mathcal{O}
www.boffamiskell.co.nz

This plan has been prepared by Boffa Miskell Limited on This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Land Development Constraints Future Urban Study: Paraparaumu South Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.12.D



www.boffamiskell.co.nz

risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Bolfa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2020 M = T Projection: NZGD 2000 New Zealand Transverse Mercator

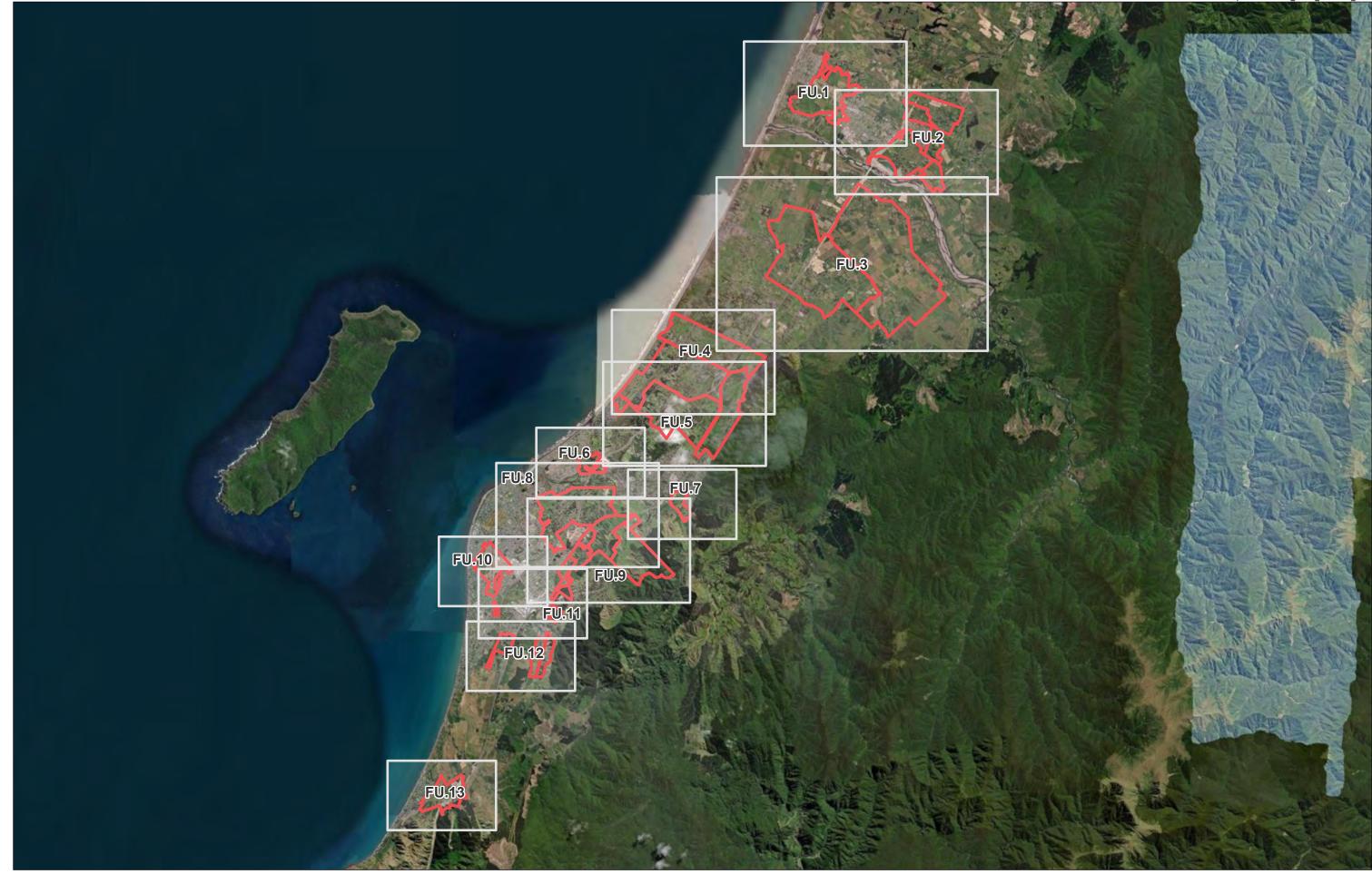
Land Development Constraints Future Urban Study: Paekakariki East Date: 24 August 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa



FU.13.D

Future Urban Study Area Spatial Influences and Constraints Mapping

Hazards



Boffa Miskell 🥒 www.boffamiskell.co.nz

This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

Data Sources: KCDC, BML, Earthstar Geographics

Projection: NZGD 2000 New Zealand Transverse Mercator

Map Index

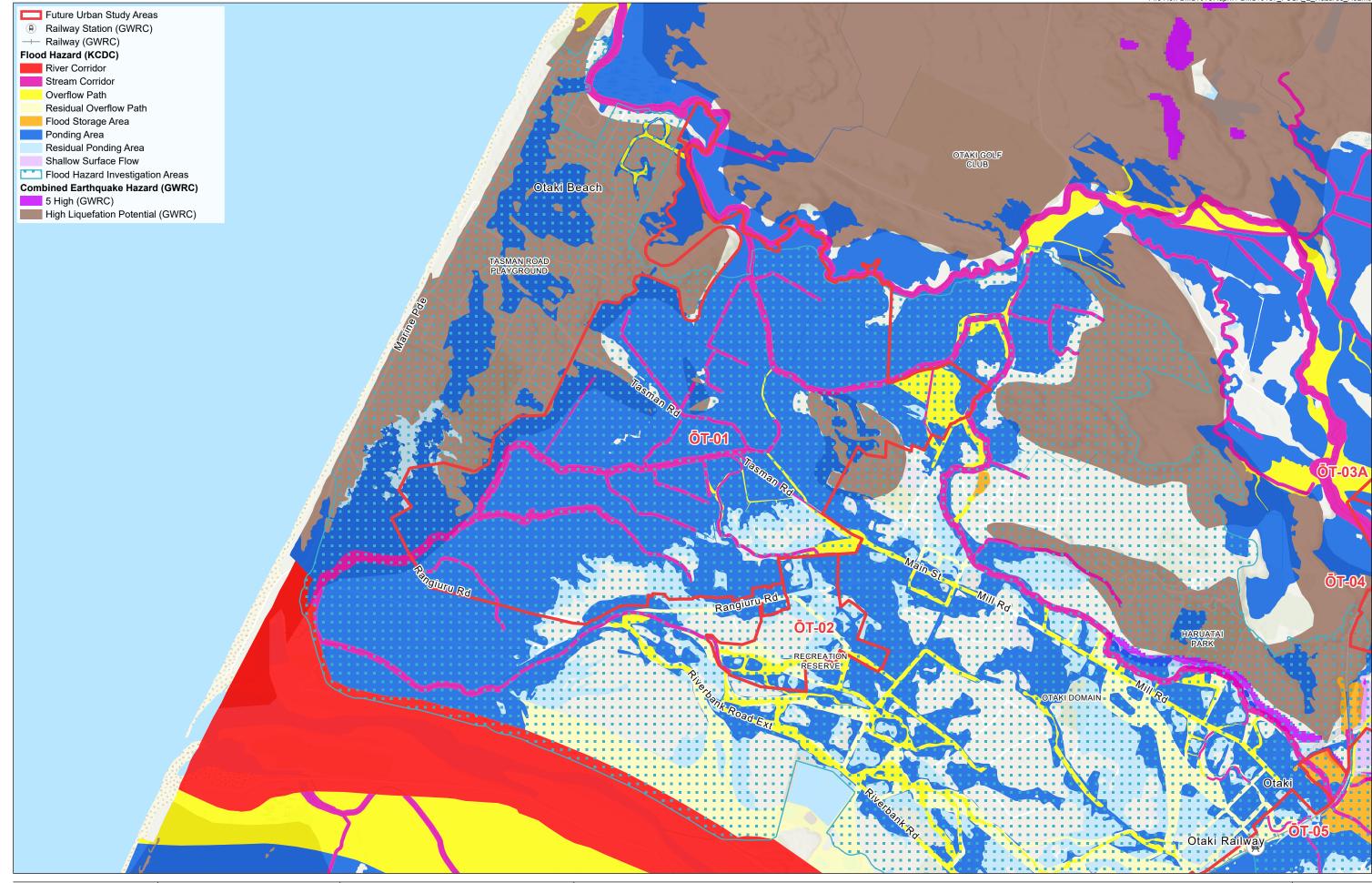
Future Urban Study Areas

LEGEND

4 km

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Future Urban Study Area Mapbook Date: 15 July 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited

FUSA



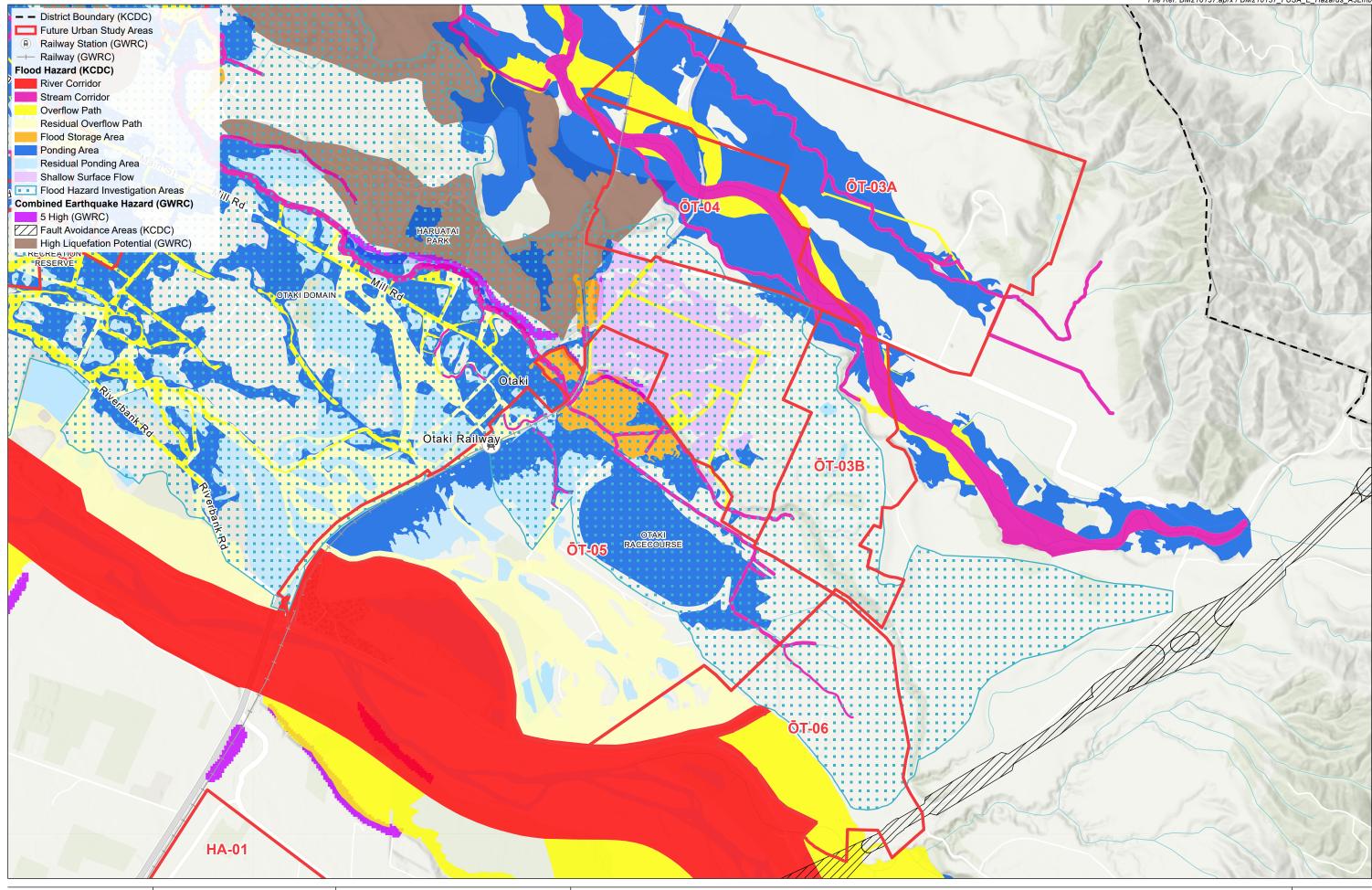
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

400 m 0 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2000 Mager Contents

Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Hazards Future Urban Study: Ōtaki West Date: 24 August 2021 | Revision: 1 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.1.E



This plan has been prepared by Boffa Miskell Limited on This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2020 Mager Projection: NZGD 2000 New Zealand Transverse Mercator

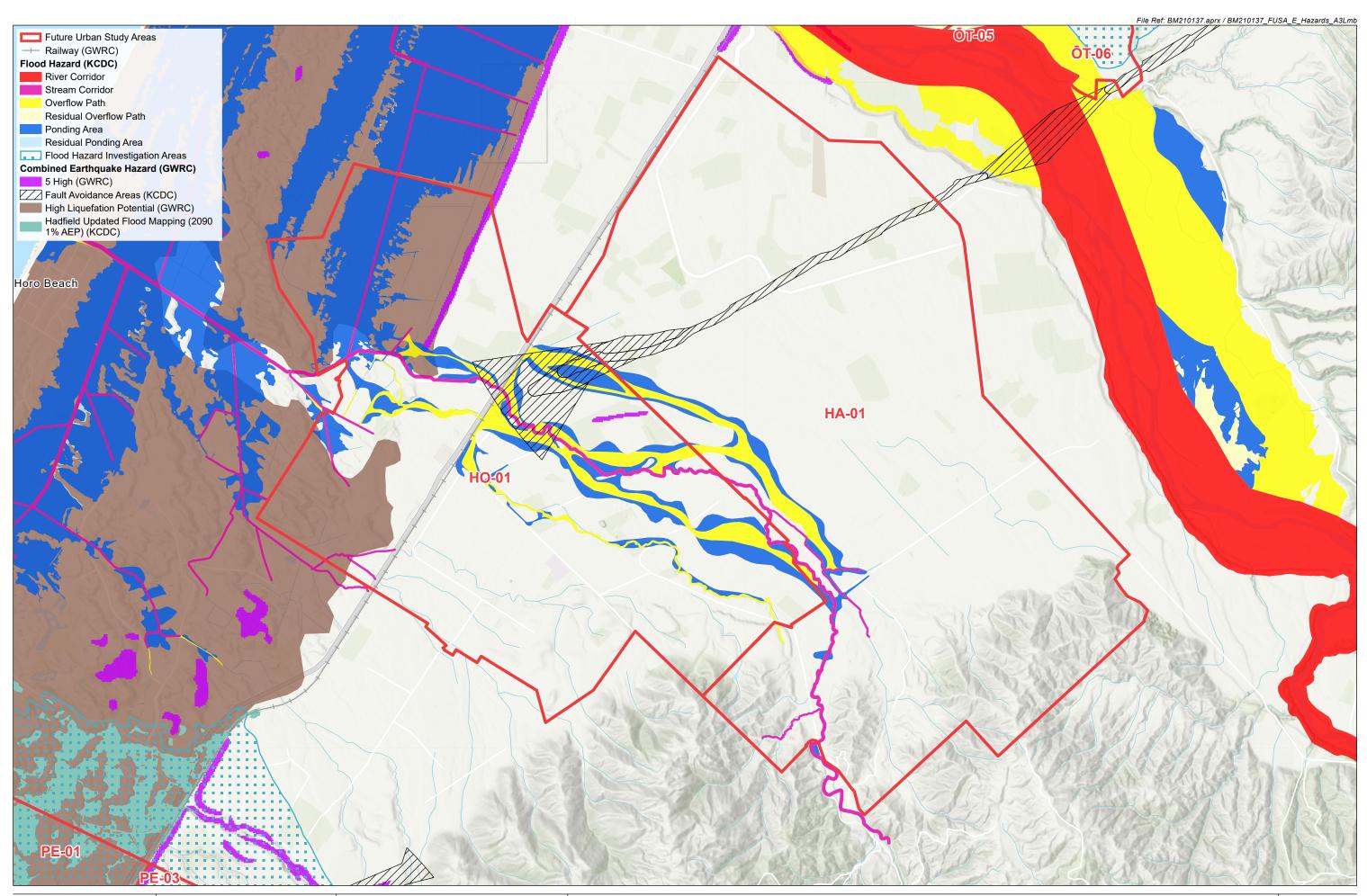
0

400 m

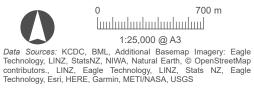
File Ref: BM210137.aprx / BM210137_FUSA_E_Hazards_A3Lmb

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Hazards Future Urban Study: Ōtaki East Date: 24 August 2021 | Revision: 1 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.2.E



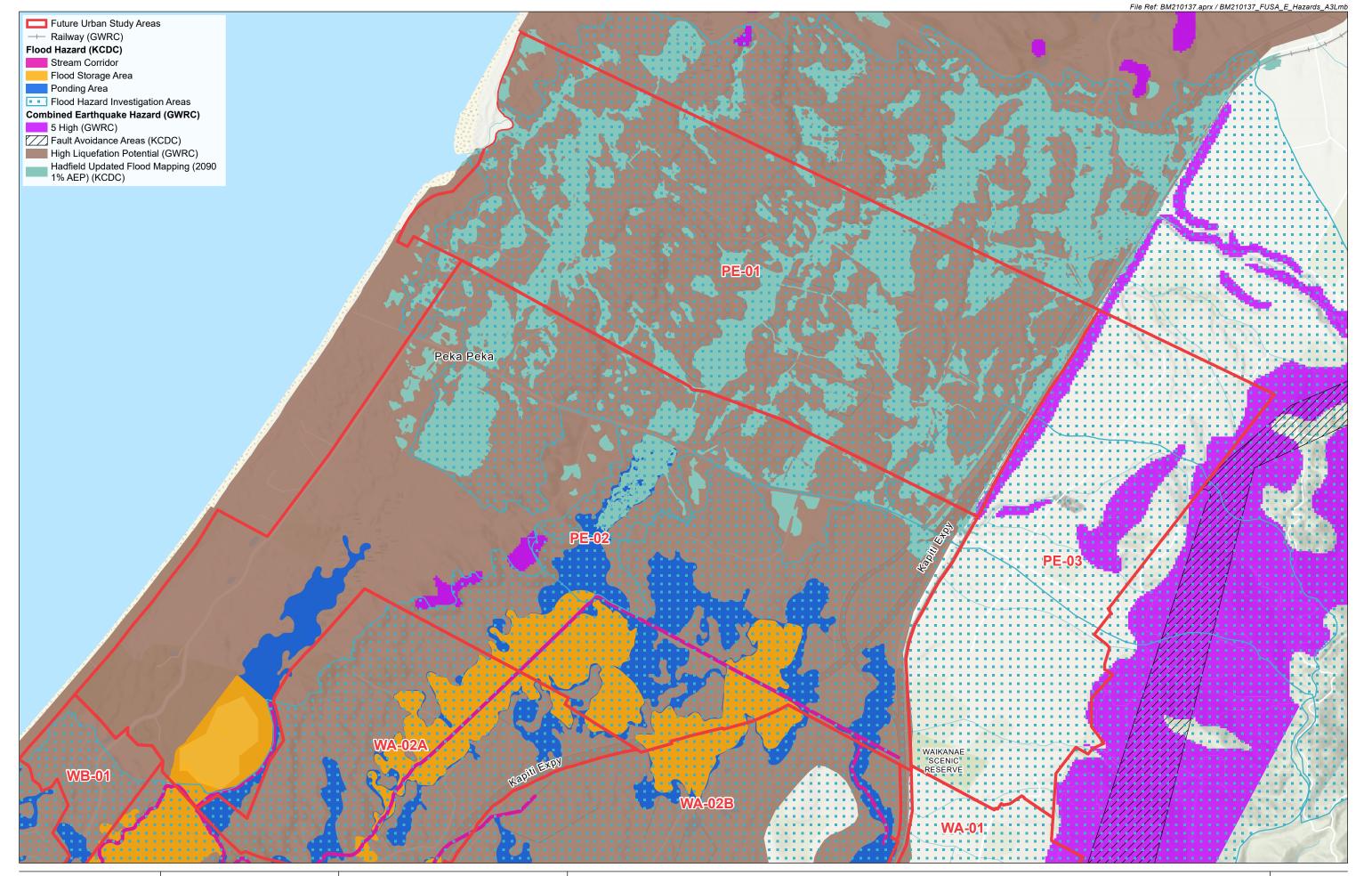
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Hazards Future Urban Study: Te Horo/Hautere Date: 24 August 2021 | Revision: 1 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.3.E

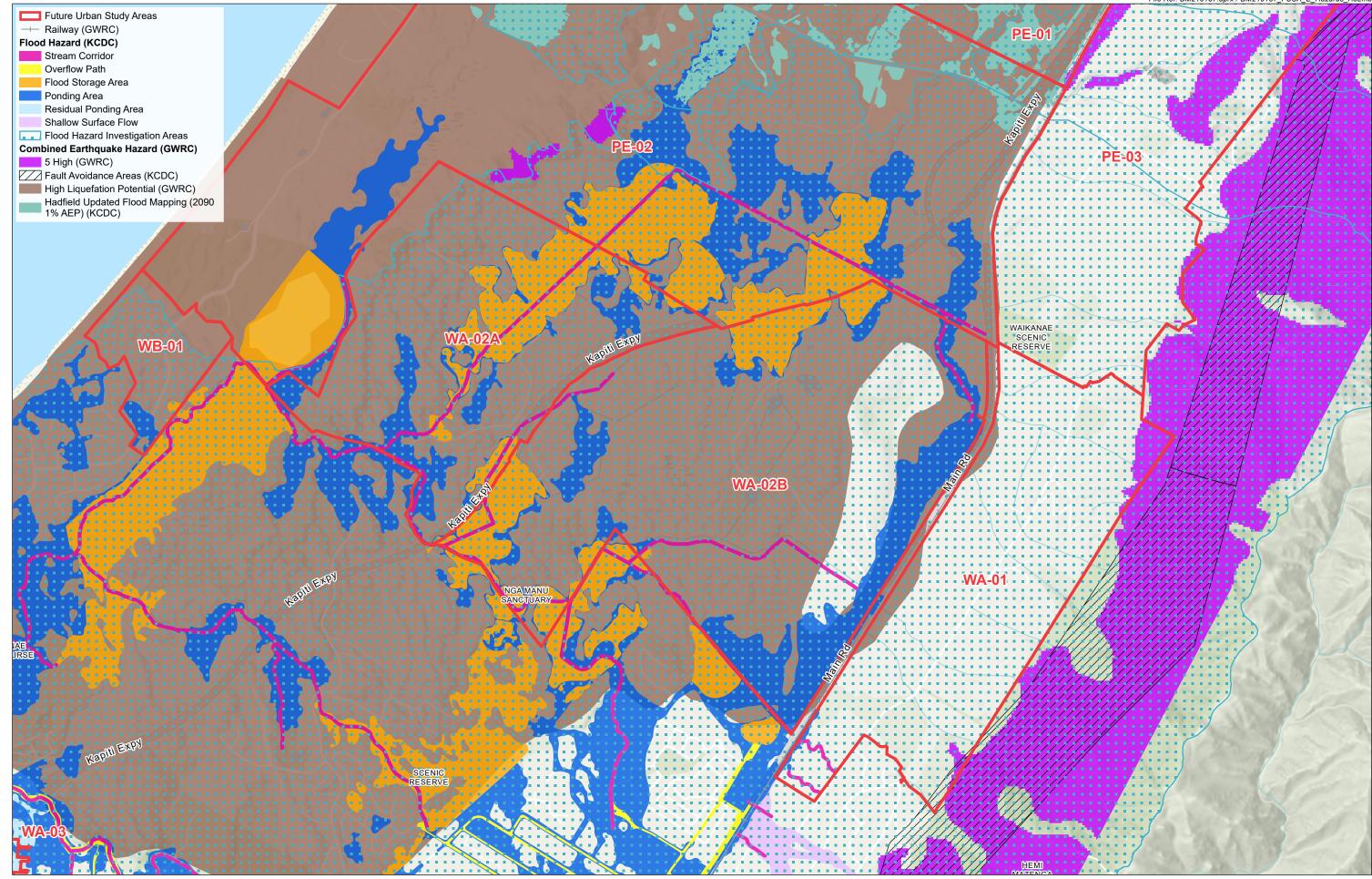


This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

400 m 0 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2000 Mager Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Hazards Future Urban Study: Peka Peka Date: 24 August 2021 | Revision: 1 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.4.E



This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

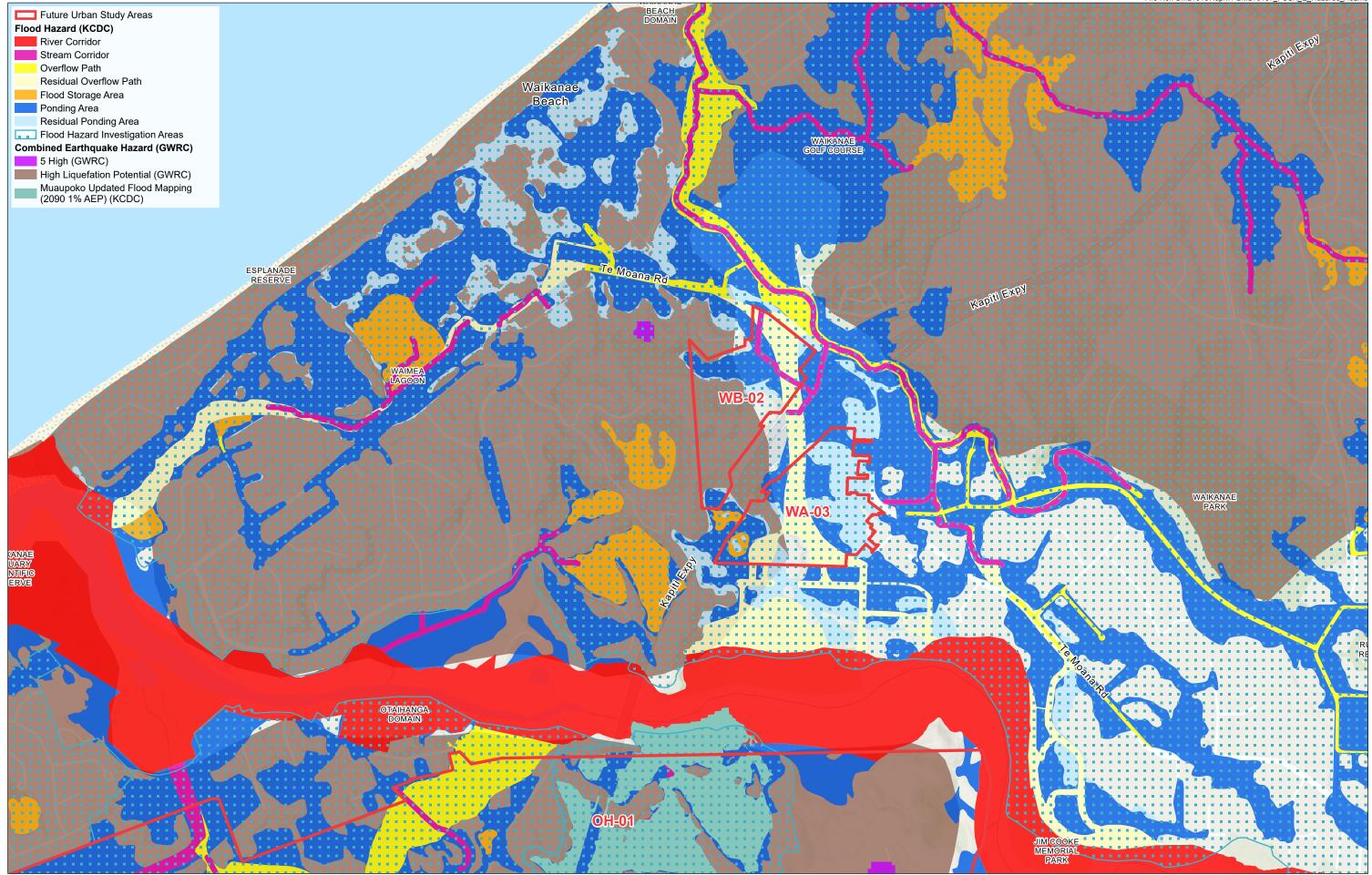
400 m 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2000 Mager

Projection: NZGD 2000 New Zealand Transverse Mercator



KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Hazards Future Urban Study: Waikanae North Date: 24 August 2021 | Revision: 1 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.5.E



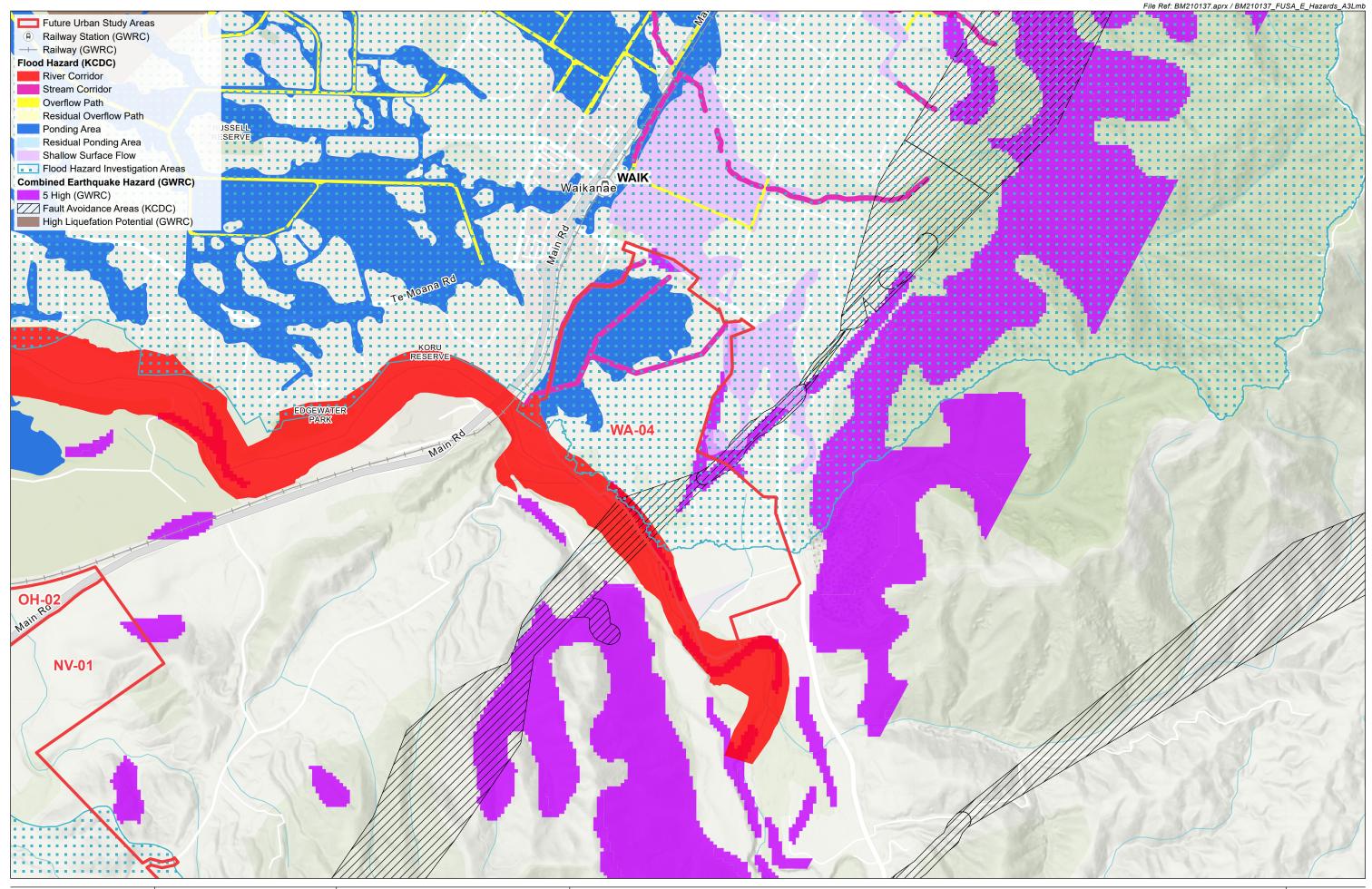
This plan has been prepared by Boffa Miskell Limited on This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2000 M. Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Hazards Future Urban Study: Waikanae West Date: 24 August 2021 | Revision: 1 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.6.E



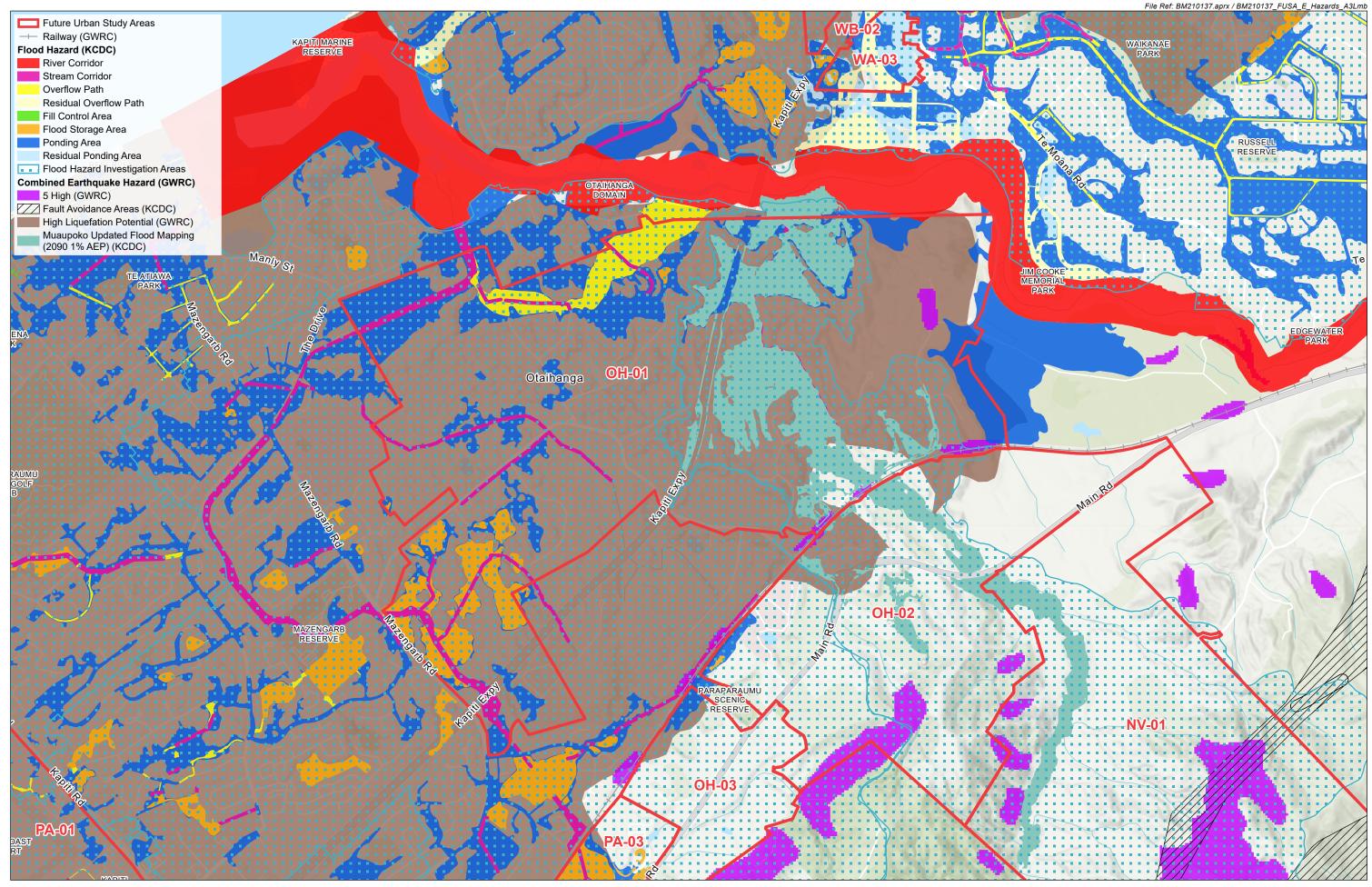
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2000 M. Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Hazards Future Urban Study: Waikanae East Date: 24 August 2021 | Revision: 1 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.7.E



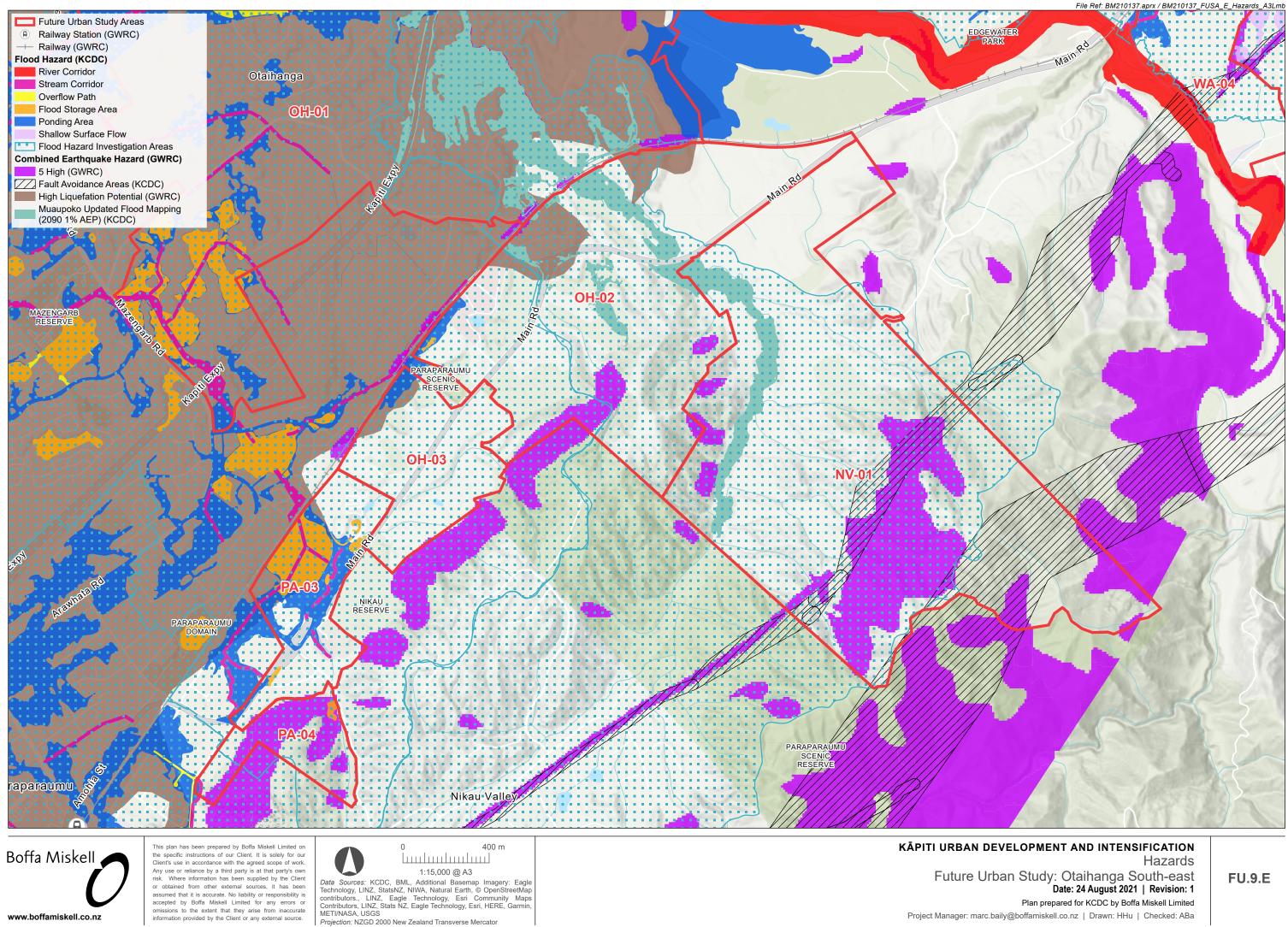
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

400 m 0 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2000 Mager Contents

Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Hazards Future Urban Study: Otaihanga Date: 24 August 2021 | Revision: 1 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.8.E



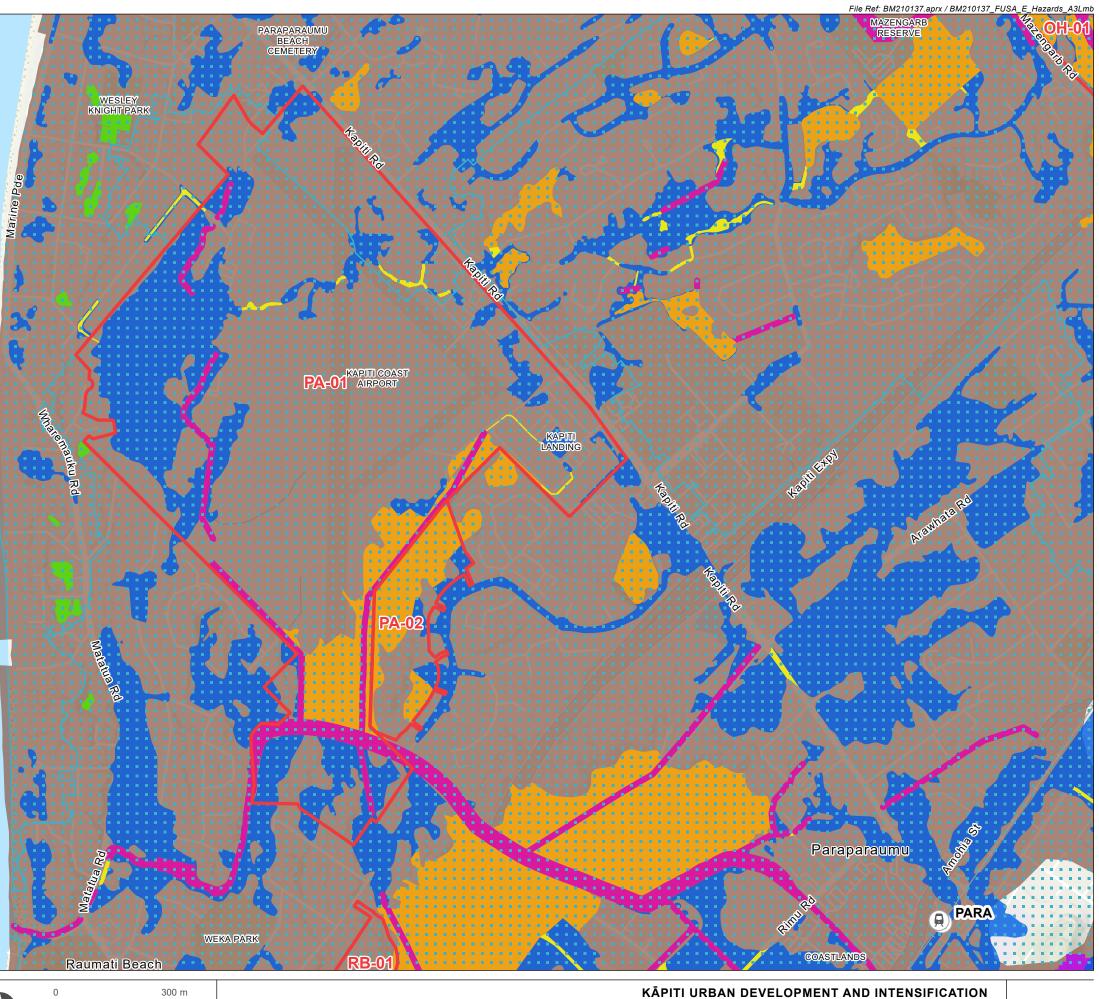
Projection: NZGD 2000 New Zealand Transverse Mercator

www.boffamiskell.co.nz

Future Urban Study: Otaihanga South-east Date: 24 August 2021 | Revision: 1 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.9.E





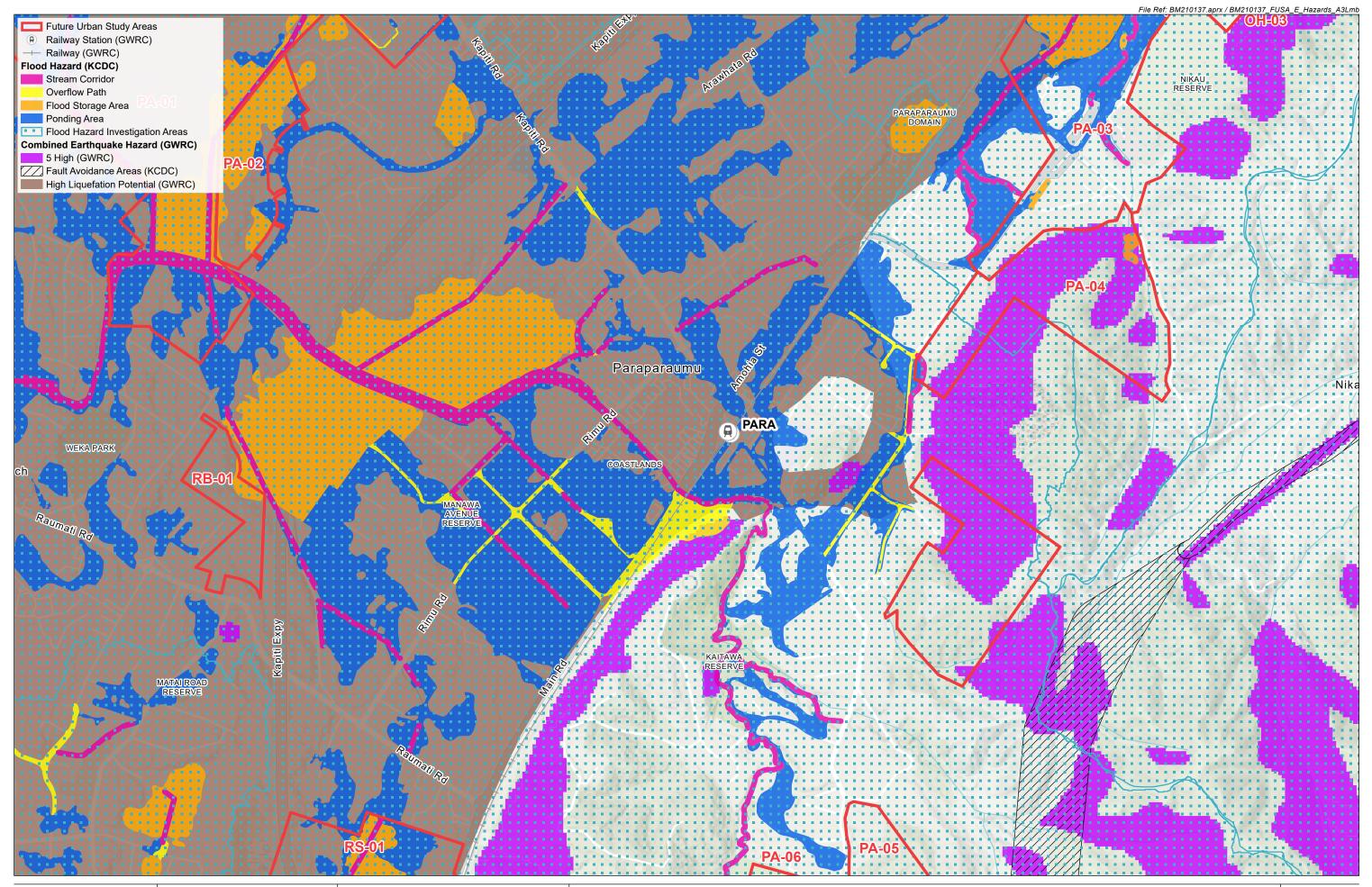
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



Projection: NZGD 2000 New Zealand Transverse Mercator

Hazards Future Urban Study: Paraparaumu Central Date: 24 August 2021 | Revision: 1 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.10.E



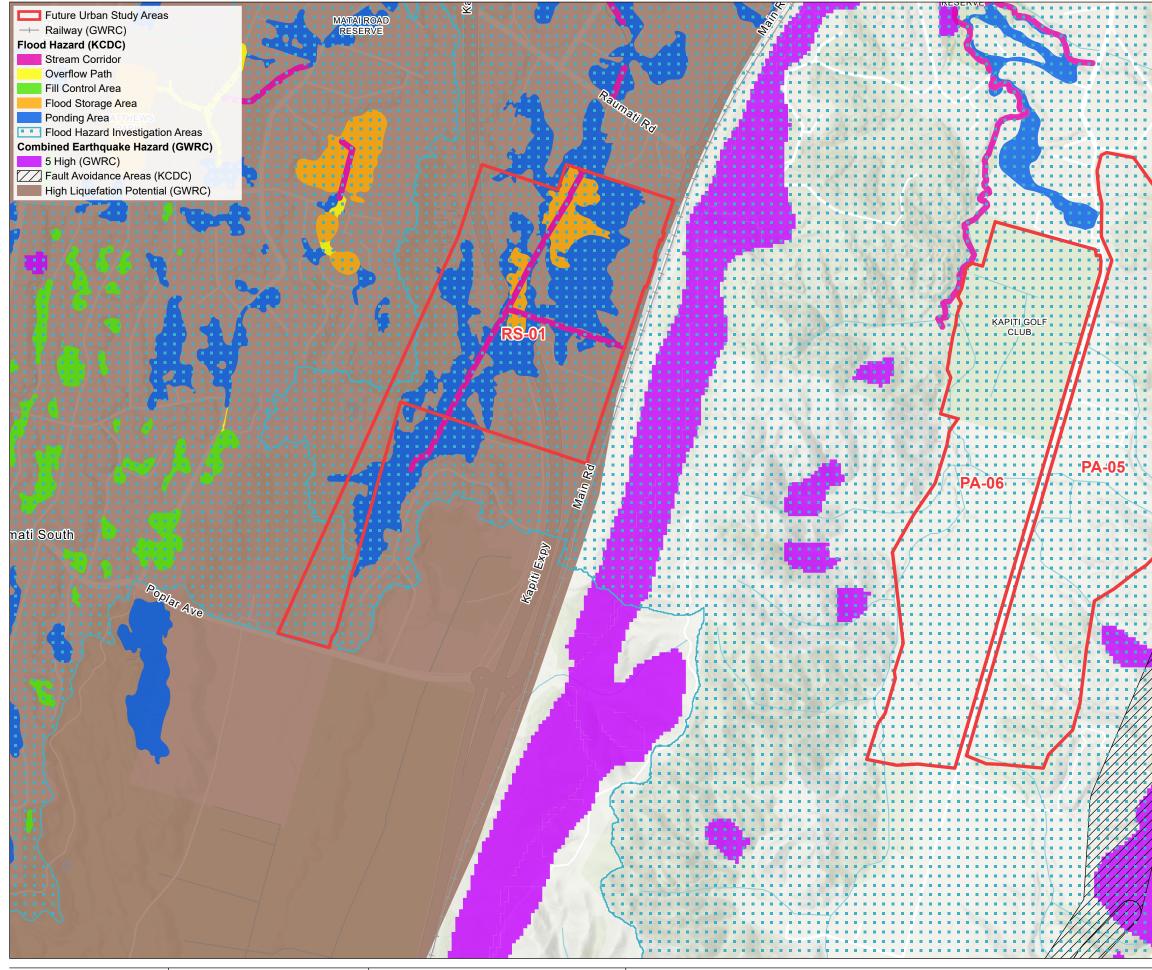
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



Projection: NZGD 2000 New Zealand Transverse Mercator

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Hazards Future Urban Study: Paraparaumu East Date: 24 August 2021 | Revision: 1 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.11.E



This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

300 m 0

1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors, LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections, NZGD 2000 M. Projection: NZGD 2000 New Zealand Transverse Mercator

		BM210137_FUSA	_E_Hazards_A3Lmb
FA-04			
	Will	///	
	VIIII	1	
· · · · · · · · · · · · · · · · · · ·			
	\square		
		.	
·····			
			a na sa
	$////\lambda$		
			<mark></mark>
	///		1
			χ
	7		
	\leq	\rangle	
			<mark>.</mark> /.
			1
/*/*/*/*/**********			and the state of the state
//////			a na a na <mark>a</mark> na a
			• • • • • • • • • • • • • • • • • • •
			84 C
		H	
		$ \rangle$	
		/	

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Hazards Future Urban Study: Paraparaumu South Date: 24 August 2021 | Revision: 1 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.12.E



This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS Projections: NZGD 2000 M. Projection: NZGD 2000 New Zealand Transverse Mercator

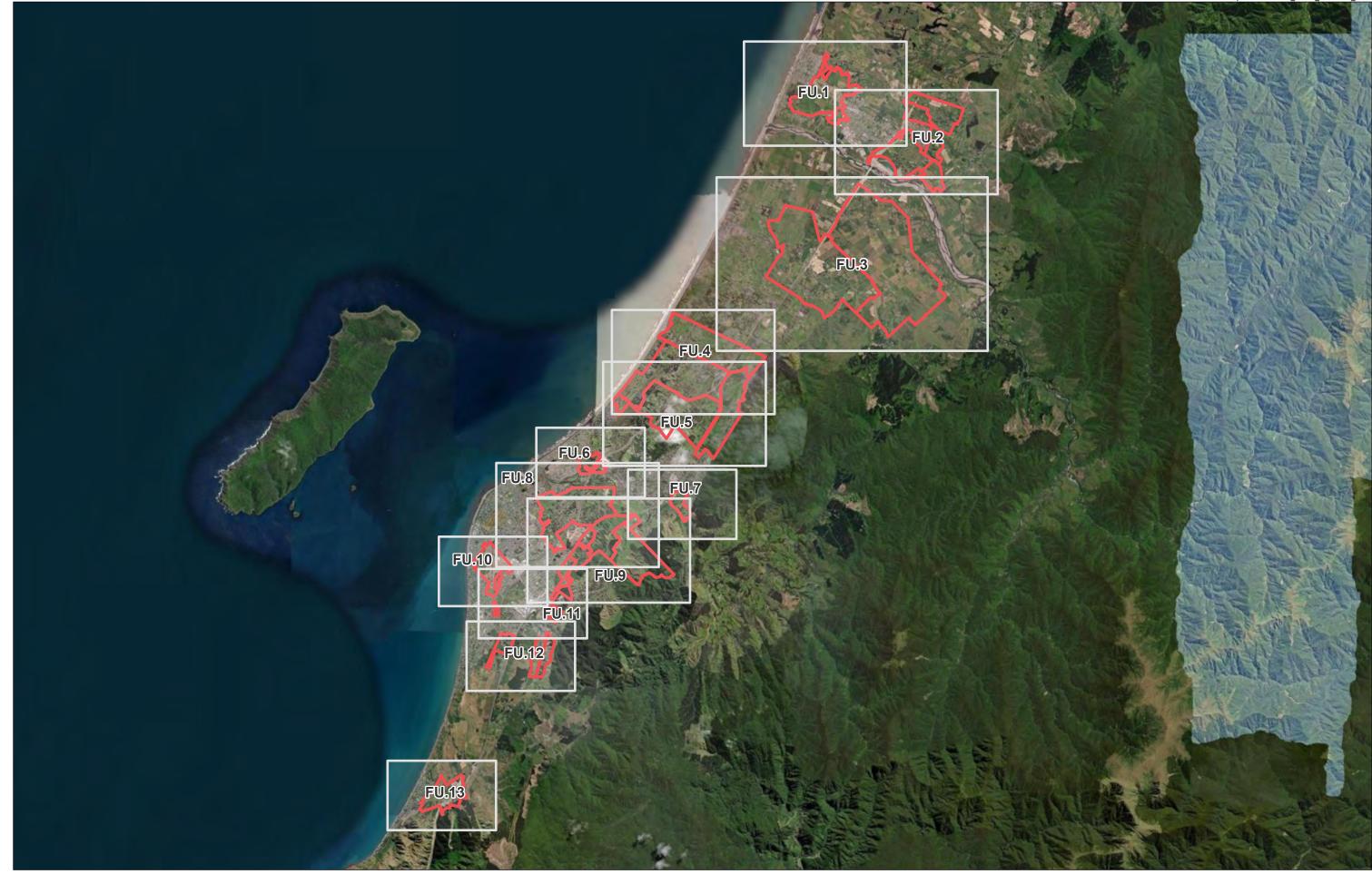
KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Hazards Future Urban Study: Paekakariki East Date: 24 August 2021 | Revision: 1 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.13.E

Future Urban Study Area Spatial Influences and Constraints Mapping

Mana Whenua

It is noted that the areas, sites and places of significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kōkiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps.



Boffa Miskell 🥒 www.boffamiskell.co.nz

This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

Data Sources: KCDC, BML, Earthstar Geographics

Projection: NZGD 2000 New Zealand Transverse Mercator

Map Index

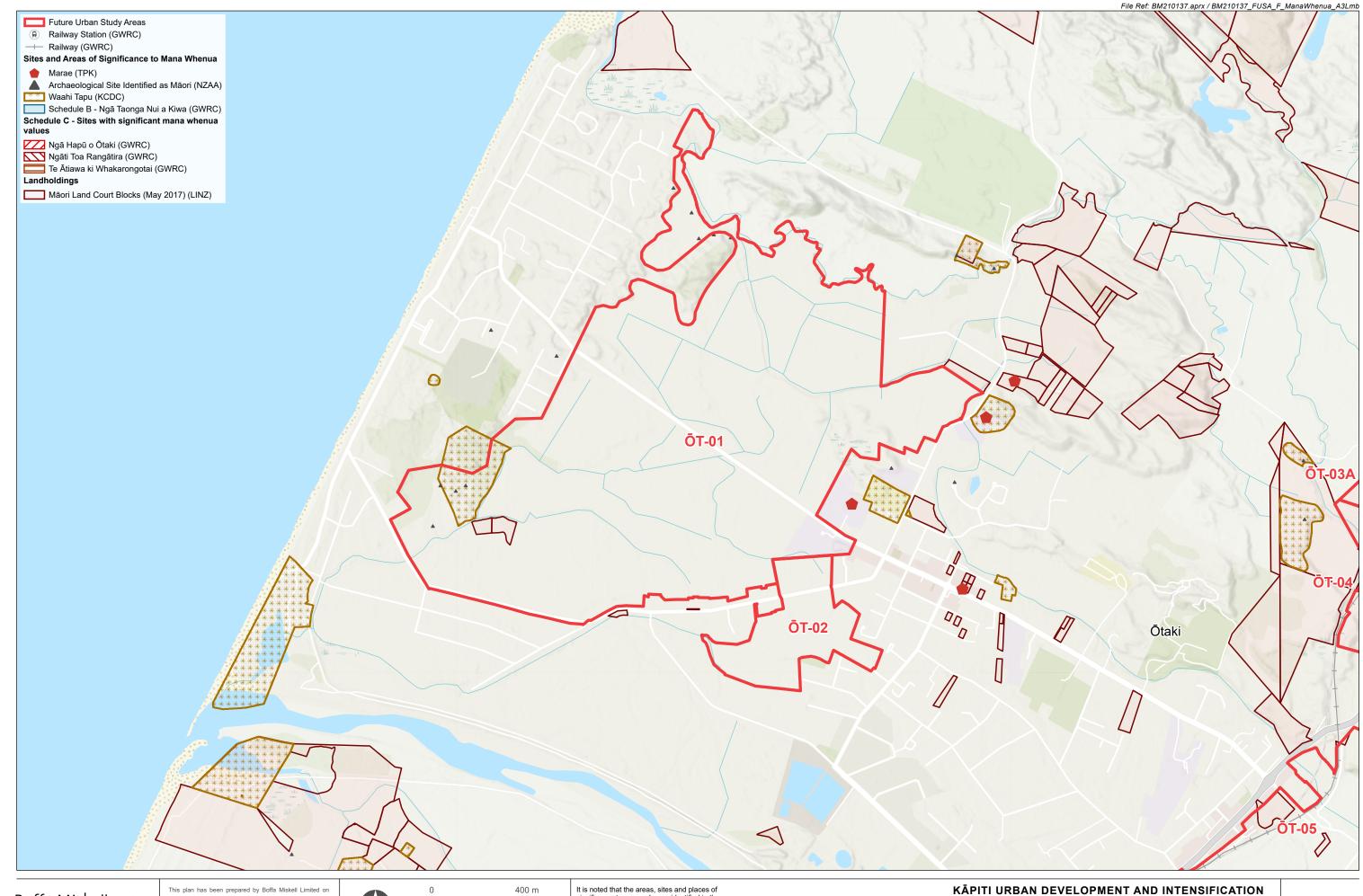
Future Urban Study Areas

LEGEND

4 km

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Future Urban Study Area Mapbook Date: 15 July 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited

FUSA



the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Bolfa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

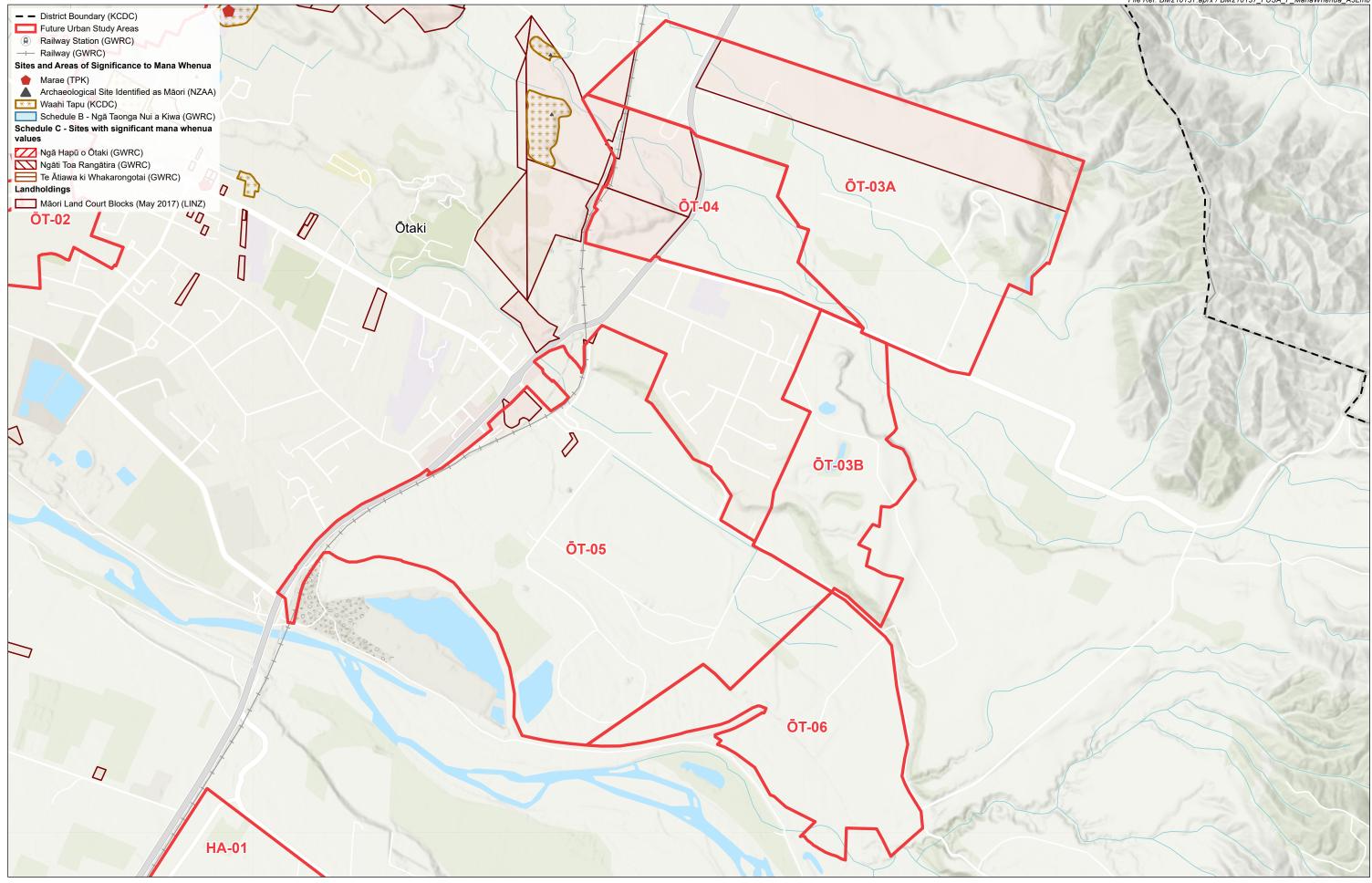
1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology

Projection: NZGD 2000 New Zealand Transverse Mercator

significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kökiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps.

Mana Whenua Future Urban Study: Ōtaki West Date: 01 September 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.1.F



This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Bolfa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

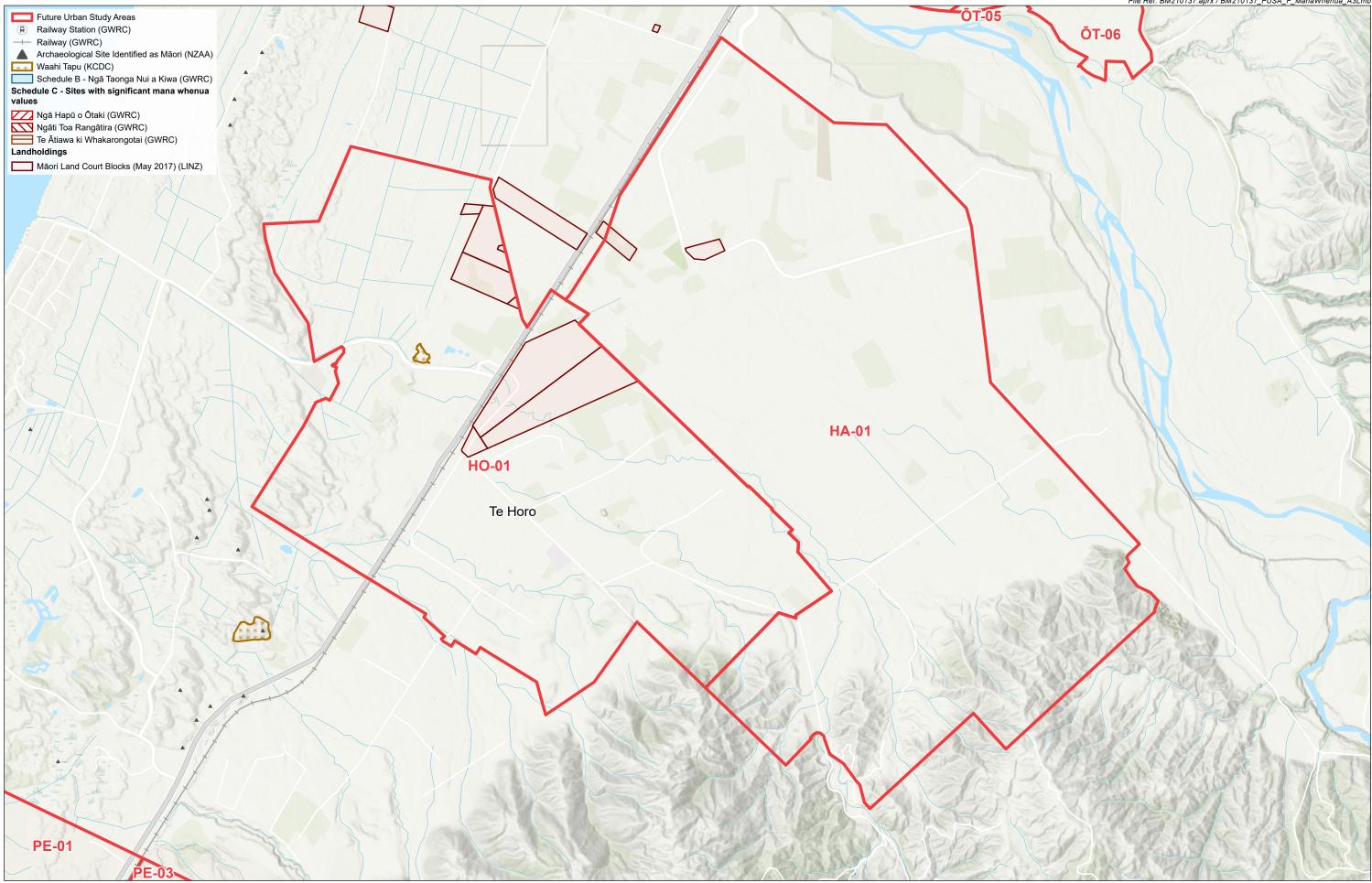


Projection: NZGD 2000 New Zealand Transverse Mercator

It is noted that the areas, sites and places of significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kökiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps.

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Mana Whenua Future Urban Study: Ōtaki East Date: 01 September 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.2.F



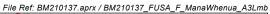
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

700 m 1:25,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology

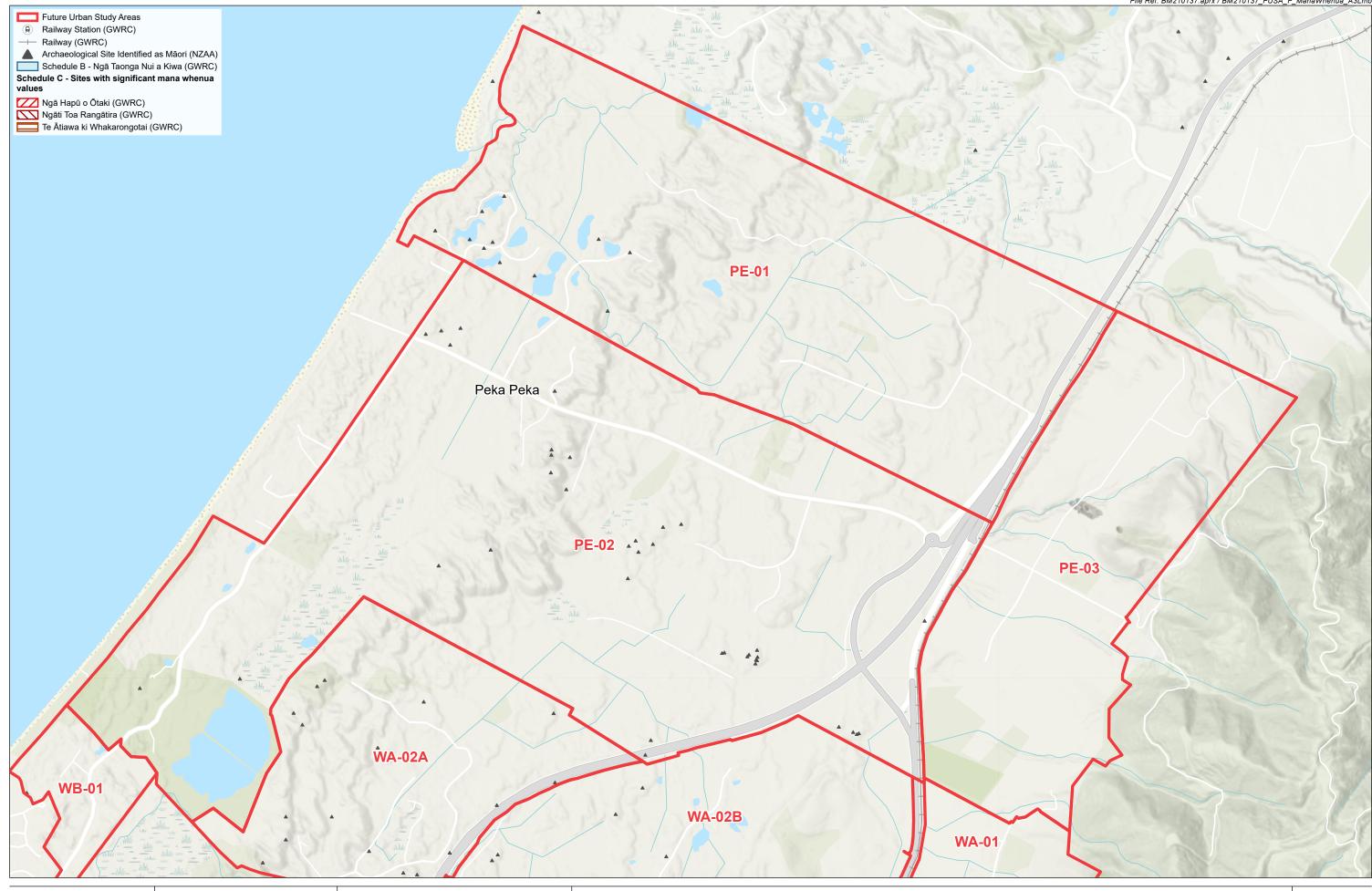
Projection: NZGD 2000 New Zealand Transverse Mercator

It is noted that the areas, sites and places of significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kökiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps.

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Mana Whenua Future Urban Study: Te Horo/Hautere Date: 01 September 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa



FU.3.F



This plan has been prepared by Boffa Miskell Limited on Boffa Miskell 🥒 www.boffamiskell.co.nz

This plan has been prepared by Borta Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

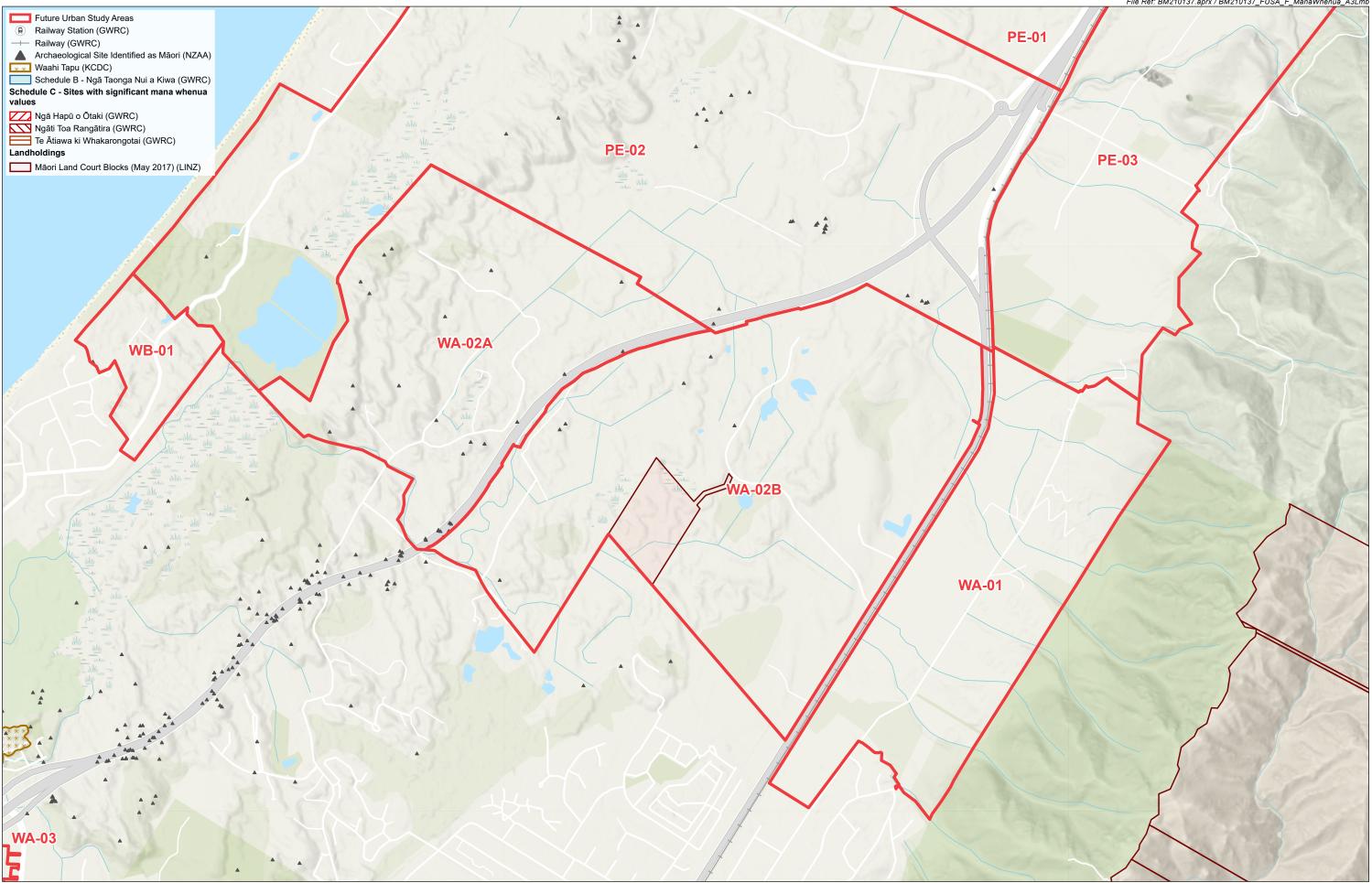
400 m 0 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology

Projection: NZGD 2000 New Zealand Transverse Mercator

It is noted that the areas, sites and places of significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kökiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps. KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Mana Whenua Future Urban Study: Peka Peka Date: 01 September 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa



FU.4.F



This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Bolfa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

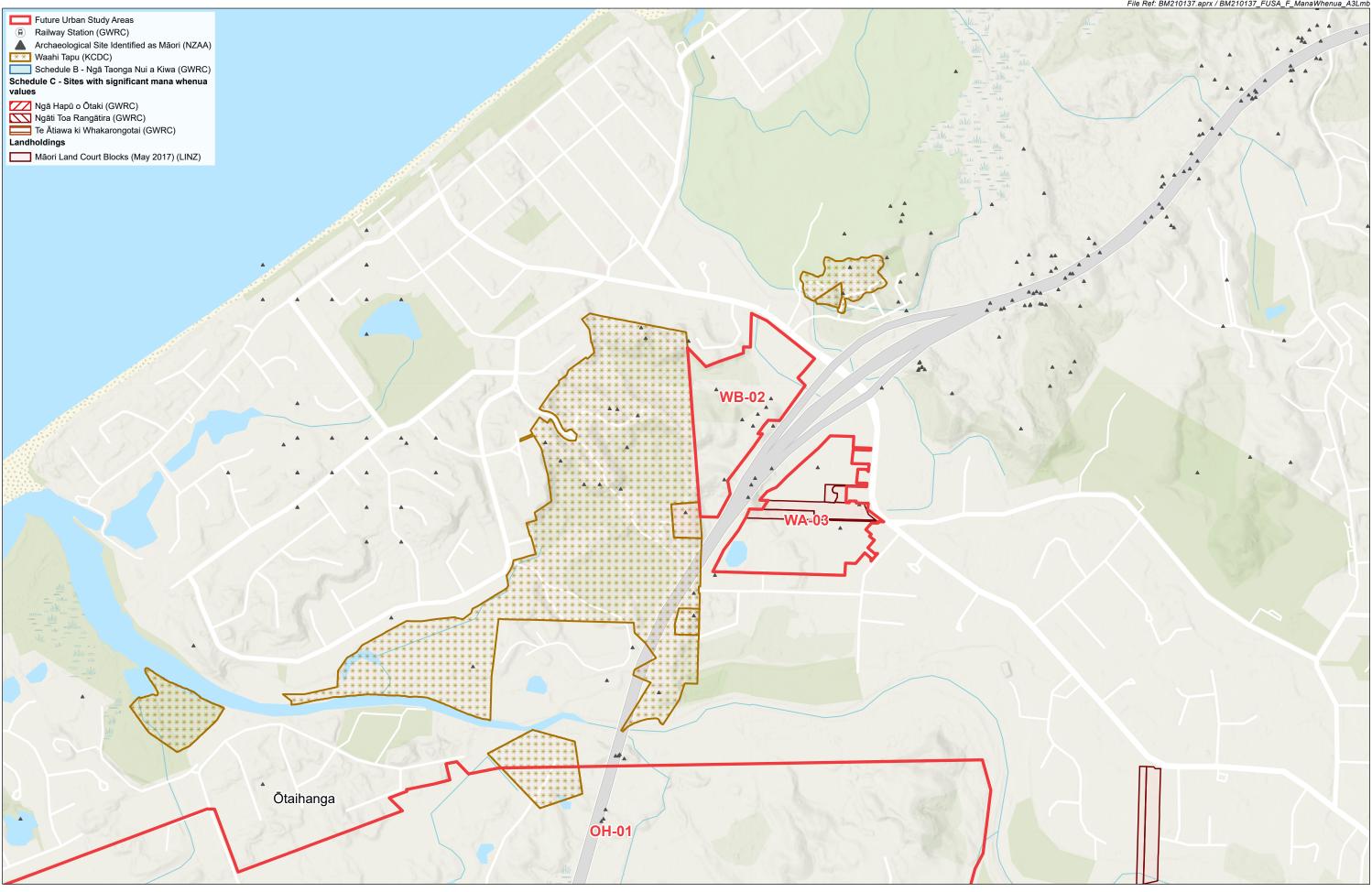
400 m 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology

Projection: NZGD 2000 New Zealand Transverse Mercator

It is noted that the areas, sites and places of significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kökiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps. KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Mana Whenua Future Urban Study: Waikanae North Date: 01 September 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa



FU.5.F



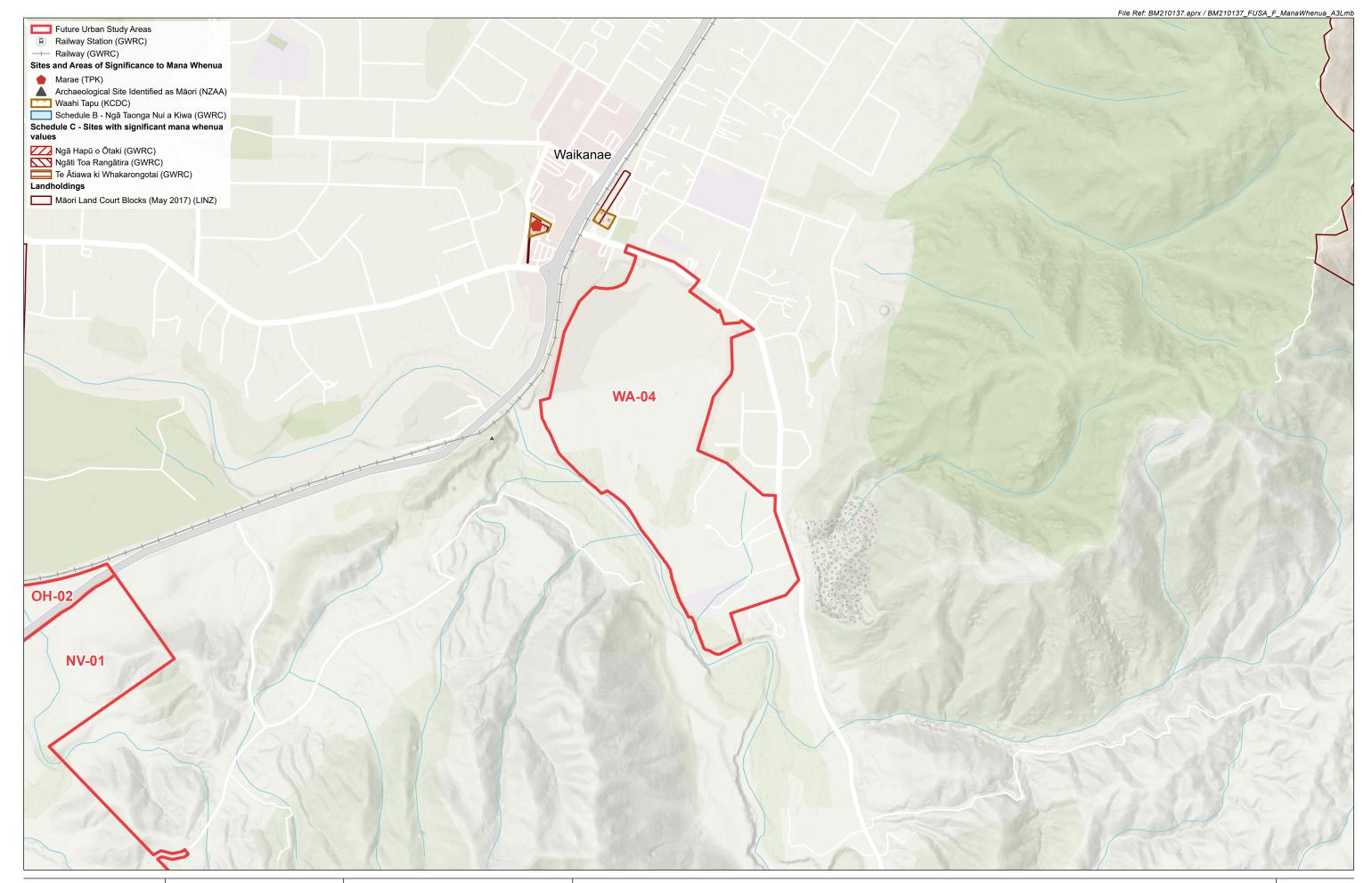
This plan has been prepared by Boffa Miskell Limited on This plan has been prepared by Borta Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

300 m 0 1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology

Projection: NZGD 2000 New Zealand Transverse Mercator

It is noted that the areas, sites and places of significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kökiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps. KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Mana Whenua Future Urban Study: Waikanae West Date: 01 September 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.6.F



This plan has been prepared by Boffa Miskell Limited on This plan has been prepared by Borta Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

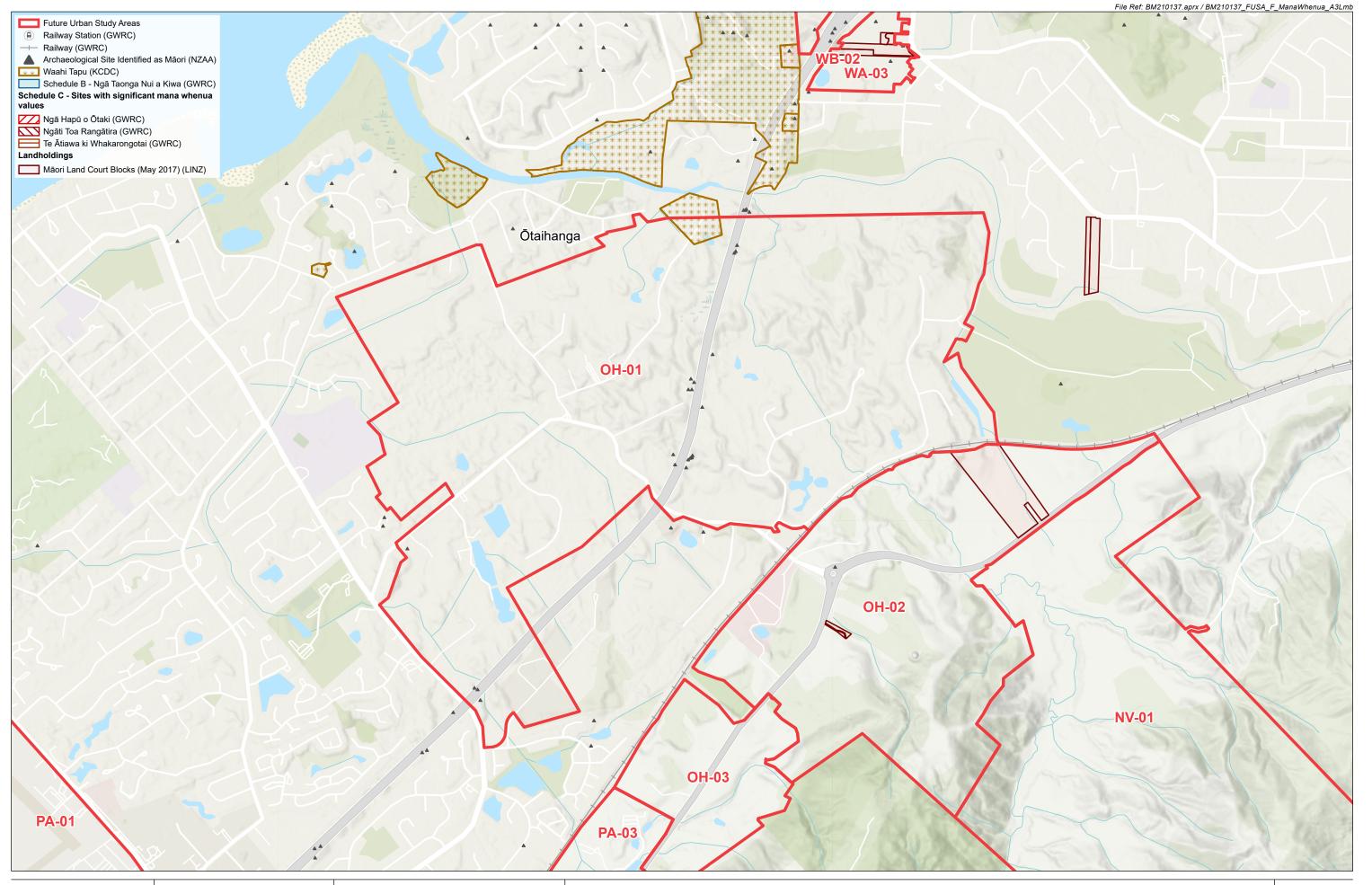
300 m 0 1:10,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology

Projection: NZGD 2000 New Zealand Transverse Mercator

It is noted that the areas, sites and places of significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kökiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps.

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Mana Whenua Future Urban Study: Waikanae East Date: 01 September 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.7.F



This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Bolfa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

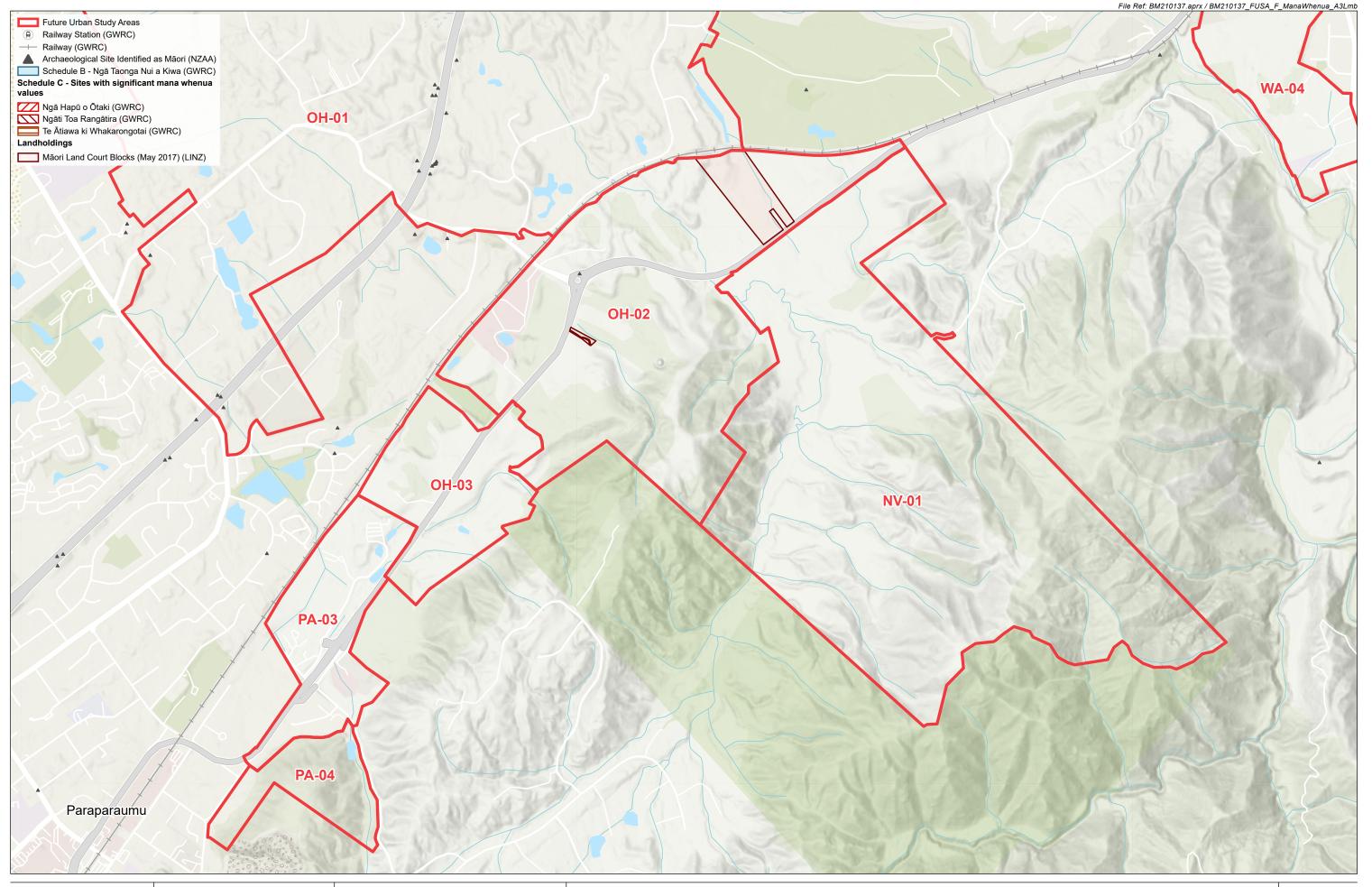
400 m 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology

Projection: NZGD 2000 New Zealand Transverse Mercator

It is noted that the areas, sites and places of significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kökiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps.

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Mana Whenua Future Urban Study: Otaihanga Date: 01 September 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.8.F



This plan has been prepared by Boffa Miskell Limited on This plan has been prepared by Borta Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Bolfa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

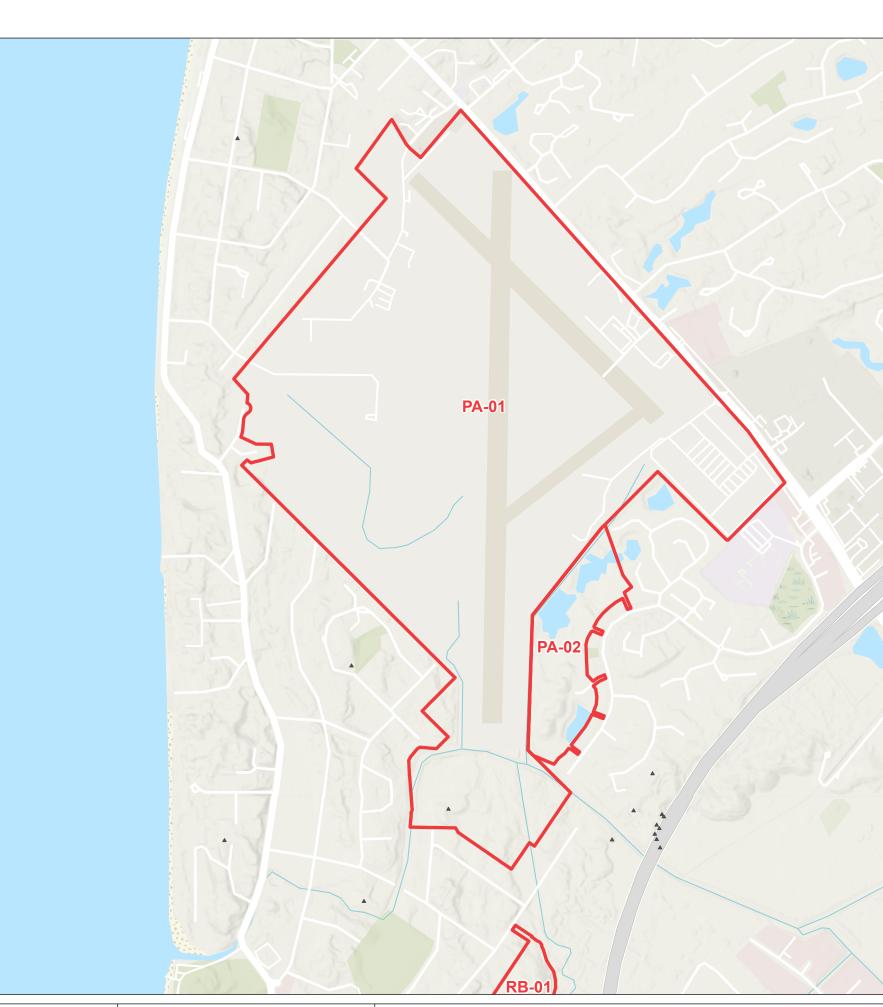
400 m 1:15,000 @ A3 Data Sources: KCDC, BML, Additional Basemap Imagery: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., LINZ, Eagle Technology

Projection: NZGD 2000 New Zealand Transverse Mercator

It is noted that the areas, sites and places of significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kökiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps.

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Mana Whenua Future Urban Study: Otaihanga South-east Date: 01 September 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.9.F





Future Urban Study Areas

Railway Station (GWRC) ── Railway (GWRC)

values

Archaeological Site Identified as Māori (NZAA) Schedule B - Ngā Taonga Nui a Kiwa (GWRC) Schedule C - Sites with significant mana whenua

Ngā Hapū o Ōtaki (GWRC) Ngāti Toa Rangātira (GWRC) Te Ātiawa ki Whakarongotai (GWRC)

This plan has been prepared by Boffa Miskell Limited on This plan has been prepared by Borta Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



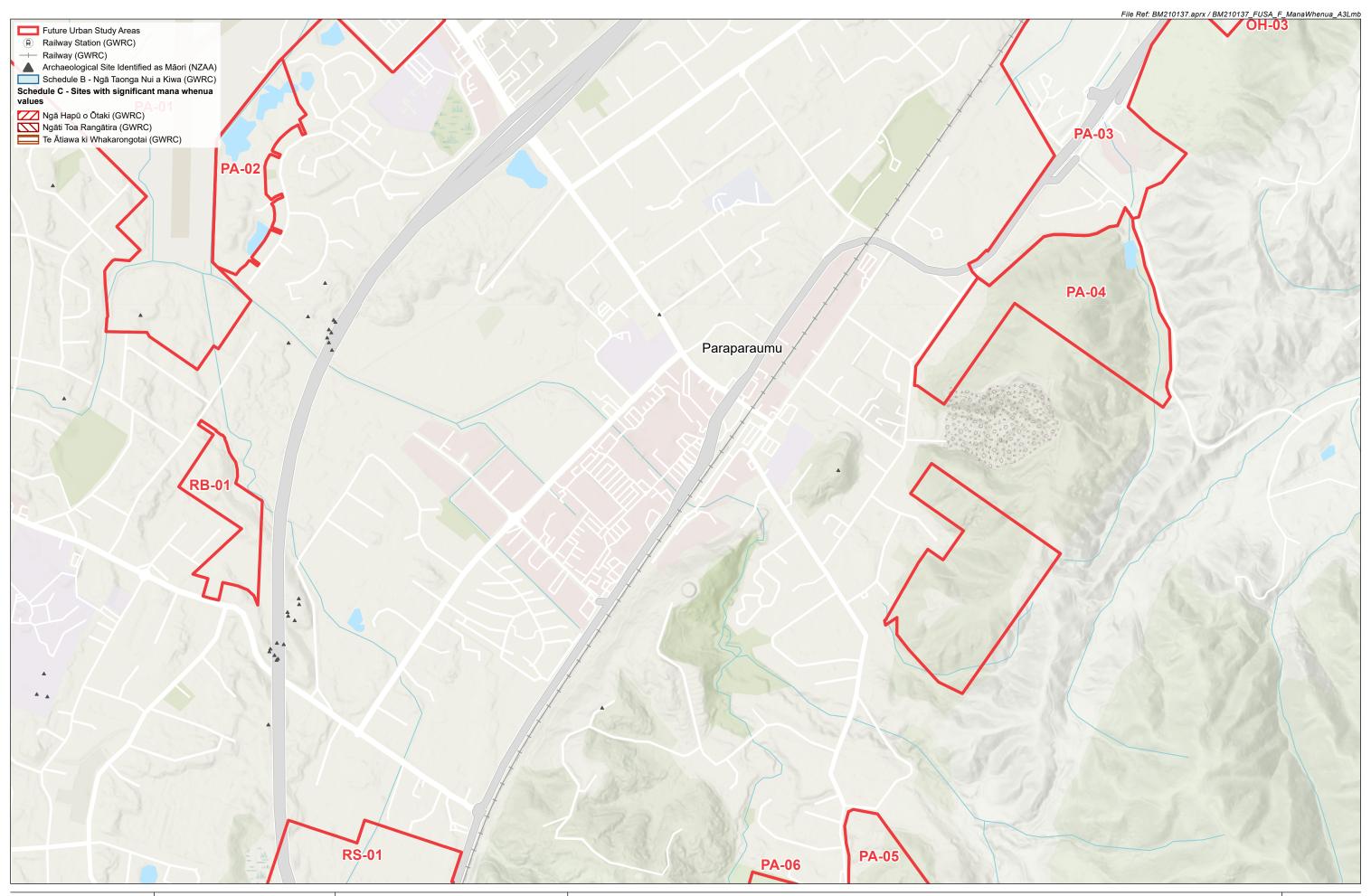
Projection: NZGD 2000 New Zealand Transverse Mercator

It is noted that the areas, sites and places of significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kökiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps.

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Mana Whenua Future Urban Study: Paraparaumu Central Date: 01 September 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa OH-01

Paraparaumu

FU.10.F



This plan has been prepared by Boffa Miskell Limited on This plan has been prepared by Borta Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Bolfa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

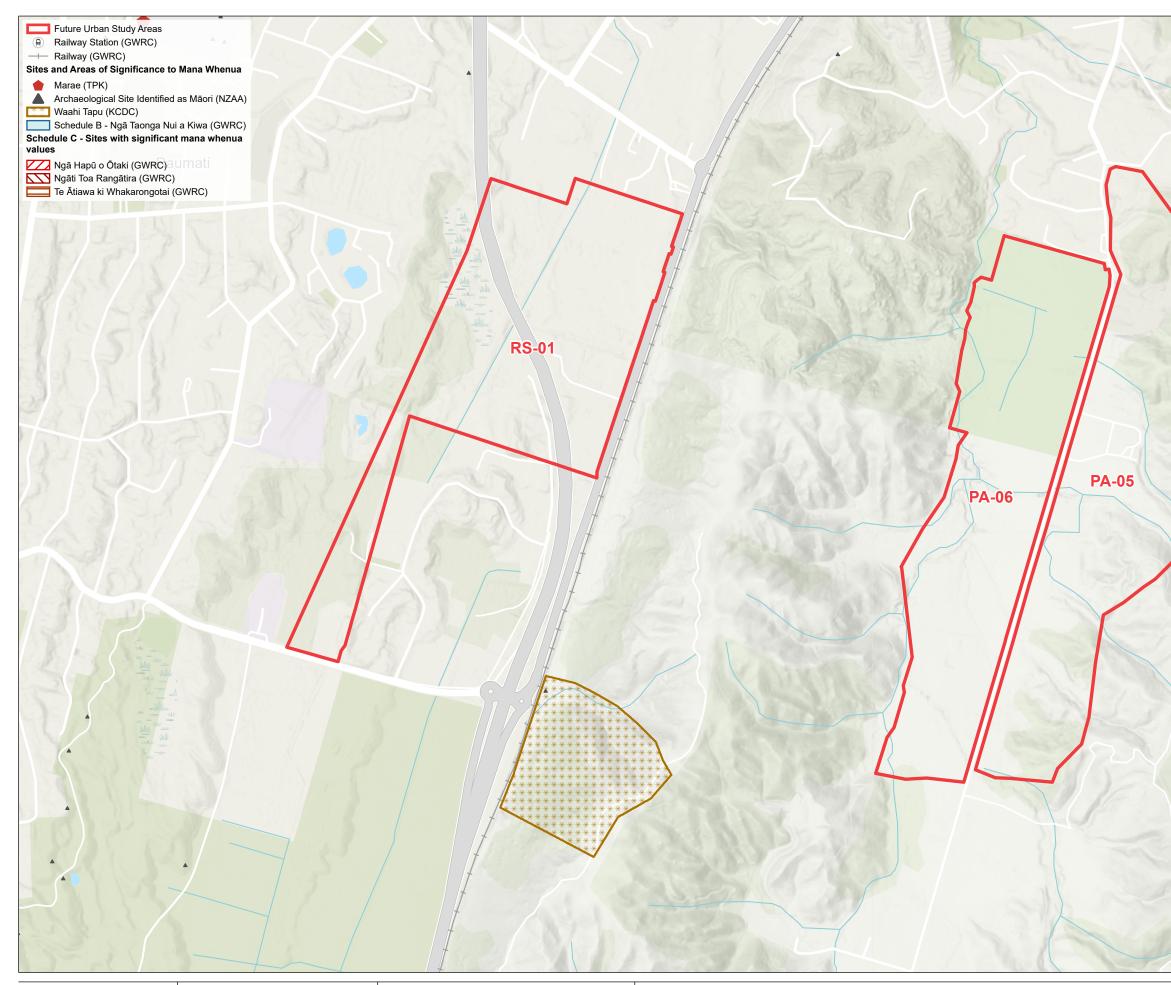


Projection: NZGD 2000 New Zealand Transverse Mercator

It is noted that the areas, sites and places of significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kökiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps.

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Mana Whenua Future Urban Study: Paraparaumu East Date: 01 September 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.11.F



This plan has been prepared by Boffa Miskell Limited on This plan has been prepared by Borta Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



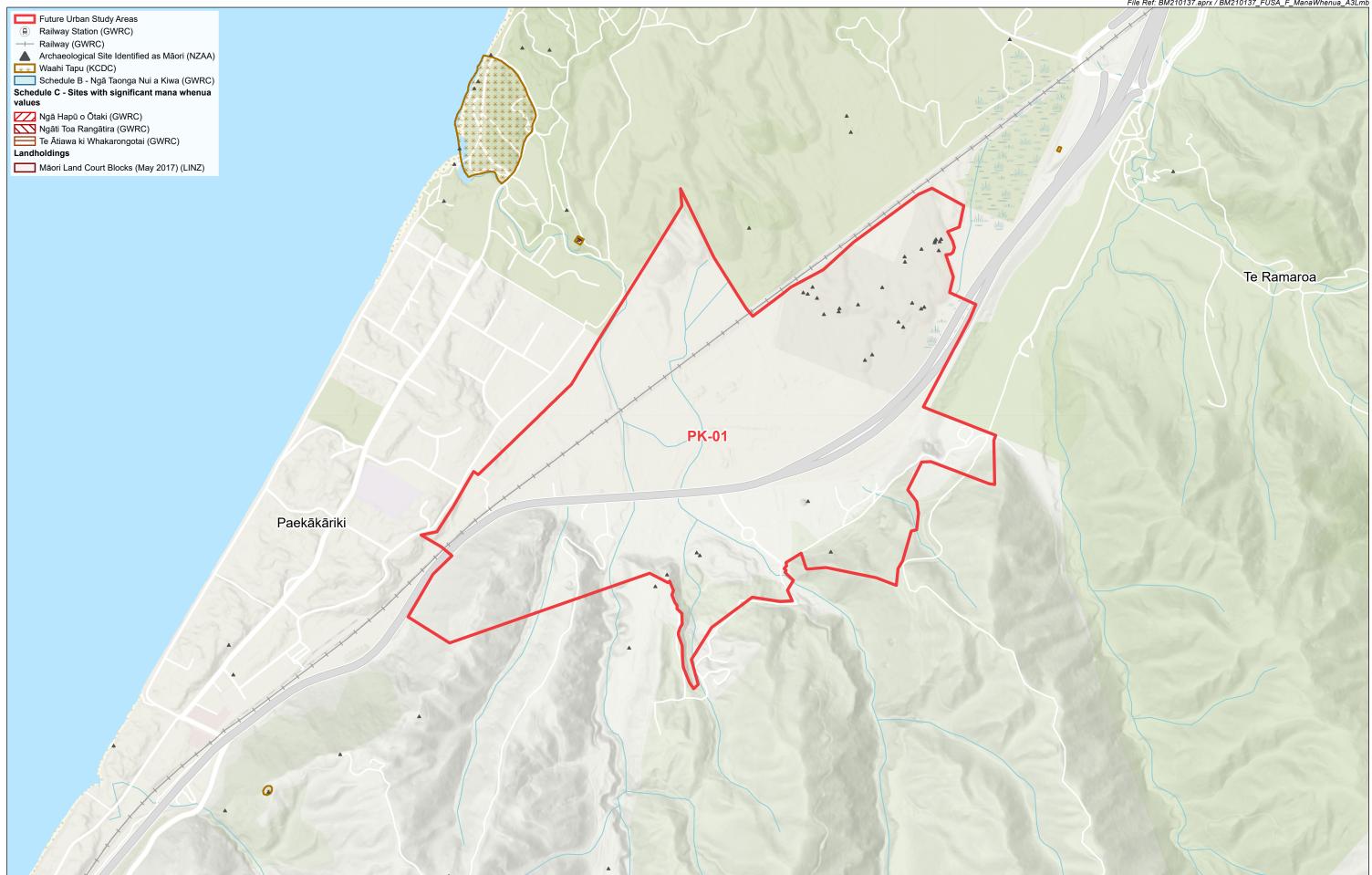
Projection: NZGD 2000 New Zealand Transverse Mercator

It is noted that the areas, sites and places of significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kökiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps.

File Ref: BM210137.aprx / BM210137_FUSA_F_ManaWhenua_A3Lmb **PA-04**

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Mana Whenua Future Urban Study: Paraparaumu South Date: 01 September 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.12.F



This plan has been prepared by Boffa Miskell Limited on This plan has been prepared by Borta Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client risk. Where information has been supplied by the client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



Projection: NZGD 2000 New Zealand Transverse Mercator

It is noted that the areas, sites and places of significance to mana whenua identified in the maps have been sourced from publicly available sources, including KCDC, GWRC, Heritage New Zealand, Te Puni Kökiri and Land Information New Zealand. It is acknowledged that there may be more sites of significance to mana whenua that are known to them but not identified in publicly available data, and not shown on these maps.

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Mana Whenua Future Urban Study: Paekakariki East Date: 01 September 2021 | Revision: 0 Plan prepared for KCDC by Boffa Miskell Limited Project Manager: marc.baily@boffamiskell.co.nz | Drawn: HHu | Checked: ABa

FU.13.F

Appendix 3A: Assessment of Study Areas – summary table

Future Urban Study Areas Assessment Summary

Ref.	Location	Area (ha)	Key Constraints	Key Opportunities		Local neighbourhoods	Activity centres	Residential development	Business land	Transport networks	Infrastructure & servicing	Natural ecosystems	Waterbodies	Landscape and open space	Heritage	Topography	Natural hazards & land risks	Land use compatibility	Highly productive land	Climate change (low- carbon futures)	Theoretical dwelling estimate	Overall priority group
		1			ŌTAK	(I																
ŌT-01	Ōtaki (west)	249.3ha	 Streams, drains and wetlands. Significant presence of flood hazard. Highly productive land. Poor access to public transport. Constrained water supply. Wāhi tapu. 	 Contiguous expansion of urban Ōtaki. Close proximity to Ōtaki. Improved access to Ōtaki Beach. Relatively flat. 																	270	3
ŌT-02	Ōtaki (west)	21.8ha	Flood hazard.Poor access to public transport.	 Contiguous expansion of urban Ōtaki. Close proximity to Ōtaki. Relatively unconstrained. 																	380 (already zoned Residential)	1
ŌT-03A	Ōtaki (east)	141.2ha	 Disconnected from established urban environments. Poor access for all forms of transport. Highly productive land. Established rural lifestyle development. Constrained water supply and waste water reticulation. 	Some areas appropriate for residential development.																	970	3
ŌT-03B	Ōtaki (east)	52.5ha	Highly productive land.Constrained water supply and waste water reticulation.	Contiguous extension of the Waitohu Neighbourhood.Relatively free from natural hazard.																	1,020	2A
ŌT-04	Ōtaki (east)	53.0ha	 Poor access to public transport. Flood hazard and liquefaction. Highly productive land. Constrained water supply and waste water reticulation. 	 Proximity to Ōtaki town centre. Relatively flat. 																	220	2A
ŌT-05	Ōtaki (east)	188.8ha	 High-consequence flood hazard associated with stop bank failure. Dividing effect of the Expressway. Highly productive land. Poor access to public transport. Constrained water supply and waste water reticulation. 	 Proximity to Ōtaki town centre. Relatively flat. Open space provision associated with the river. 																	430	2B
ŌT-06	Ōtaki (east)	71.3ha	 Disconnected from established urban environments. Poor access for all forms of transport. Highly productive land. Constrained water supply and waste water reticulation. 	 Relatively flat. Low risk of natural hazards to majority of the area. 																	1,090	2В
			Disconnected from established urban	TE HORO, PEKA F Relatively flat.	EKA AN	ID WAI																
HA-01	Hautere	1,169ha	environments.Poor access to public transport.Highly productive land.No reticulated services.	 Relatively low natural hazard risk. Significant contribution to dwelling supply. Connectivity opportunities (a new railway station). 																	20,070	2B
HO-01	Te Horo	878.8ha	 Disconnected from established urban environments. Poor access to public transport. Waterbodies. Flood hazard and liquefaction. Highly productive land. No reticulated services. 	 Relatively flat. Significant contribution to dwelling supply. Area to the east of the Expressway is likely to be easier to develop. Partnership with Māori freehold land owners. 																	7,200	3

Boffa Miskell Ltd | Future Urban Study Areas Assessment

Ref.	Location	Area (ha)	Key Constraints	Key Opportunities	Urban form	Local neighbourhoods	Activity centres	Residential development	Business land	Transport networks	Infrastructure & servicing	Natural ecosystems	Waterbodies	Landscape and open space	Heritage	Topography	Natural hazards & land risks	Land use compatibility	Highly productive land	Climate change (low- carbon futures)	Theoretical dwelling estimate	Overall priority group
PE-01	Peka Peka (north)	296.1ha	 Disconnected from established urban environments. Poor access for all forms of transport. Extensive flood hazard. Liquefaction and coastal hazard. Established rural lifestyle development. No reticulated services. 	 Access to coastal open space. Opportunity for a cohesive cluster of development around the roundabout, in coordination with adjacent areas. 																	1,340	3
PE-02	Peka Peka (south)	462.8ha	 Disconnected from established urban environments. Poor access to activity centres. Poor access to public transport. Wetlands and waterbodies. Extensive flood hazard. Liquefaction and coastal hazard. Established rural lifestyle development. No reticulated wastewater services. 	 Access to coastal open space. Opportunity for a cohesive cluster of development around the roundabout, in coordination with adjacent areas. 																	1,570	3
PE-03	Peka Peka (east)	173.9ha	 Disconnected from established urban environments. Steep topography. Established rural lifestyle development. Extending services to the area. 	 Low natural hazard risk. Opportunity for a cohesive cluster of development around the roundabout, in coordination with adjacent areas. 																	2,430	2B
WA-01	Waikanae (east)	135.8ha	 Steep topography. Established rural lifestyle development. Congestion at the Elizabeth Street intersection. Extending services to the area. 	 Proximity to Waikanae town centre. Low natural hazard risk. 																	1,350	2A
WA-02A	Waikanae (north-west)	140.3ha	 Dividing effect of the Expressway. Disconnected from established urban environments (north of Ngarara). Flood hazard and liquefaction. Established rural lifestyle development. Extending wastewater services to the area. 	 Area to the east of the Expressway is more appropriate to develop. 																	230	3
WA-02B	Waikanae (north-east)	250.4ha	 Streams, drains and ponds. Flood hazard and liquefaction. Established rural lifestyle development. Extending wastewater services to the area. 	Cohesive expansion of Waikanae North.																	3,300	2A
WA-03	Waikanae (west)	11.1ha	 Flood hazard and liquefaction. Expressway designation. 	 Consolidation of urban form. Reasonable access to Waikanae town centre. Partnership with Māori freehold land owners. 																	20	2B
WA-04	Waikanae (south)	45.0ha	 Highly productive land. Flood hazard in parts. Congestion at the Elizabeth Street intersection. 	 Close proximity to Waikanae town centre. Relatively unconstrained, low risk area. 																	660	1
WB-01	Waikanae Beach (north)	23.7ha	 Low access to activity centres. Flood hazard, liquefaction and coastal hazard. Established rural lifestyle development. Poor access to public transport. 	Good access to coastal open space.																	290	2B
WB-02	Waikanae Beach (east)	10.4ha	 Expressway designation. Ecological sites, wetlands and waterbodies. Flood hazard and liquefaction. Adjacent wāhi tapu site (urupā). 	 Consolidation of urban form. Reasonable access to Waikanae town centre. 																	120	2B

Ref.	Location	Area (ha)	Key Constraints	Key Opportunities	Urban form	Local neighbourhoods	Activity centres	Residential development	Business land	Transport networks	Infrastructure & servicing	Natural ecosystems	Waterbodies	Landscape and open space	Heritage	Topography	Natural hazards & land risks	Land use compatibility	Highly productive land	Climate change (low- carbon futures)	Theoretical dwelling estimate	Overall priority group
		,		OTAIHANGA A		U VALL	EY															
OH-01	Otaihanga	373.7ha	Flood hazard and liquefaction.Established rural lifestyle development.The dividing effect of the Expressway.	 Cohesive expansion of Paraparaumu. Reasonable access to Paraparaumu. Good access to existing open spaces. 																	3,510	2A
OH-02	Otaihanga (east)	153.6ha	 Disconnected from established urban environments. Low access to activity centres. Southern portion too steep to develop. Ecological areas and wetlands. 	 Relatively low natural hazard risk. Good connectivity to old SH1. 																	1,440	2A
OH-03	Otaihanga (south)	41.9ha	 The dividing effect of the railway line. Established rural lifestyle development. Wetlands. 	 Development of the Lindale Mixed Use Zone. Proximity to Paraparaumu. 																	670	2A
NV-01	Nikau Valley (north)	254.3ha	 Disconnected from established urban environments. Low access to activity centres. Steep topography. Poor accessibility. 	The northern extent of the area is well connected and relatively unconstrained.																	1,230	2В
		1 1		PARAPARAUMU, RAU		ND PAE	KAKAF	riki														
PA-01 A*	Paraparaumu (airport, scenario A)*	126.6ha	 Notable reverse sensitivity effects on the operational airport. Kāpiti Road capacity constraints. Fragmented development of urban form, particularly to the west. Existing waterbodies. Flooding, liquefaction and potentially contaminated land. 	 Proximity to activity centres and public transport. Flat site. 																	1,110*	1
PA-01 B*	Paraparaumu (airport, scenario B)*	126.6ha	 Kāpiti Road capacity constraints. Existing waterbodies. Flooding, liquefaction and contaminated land. 	 Cohesive urban growth and consolidation of urban form. Significant increase in dwelling supply in close proximity to the Metropolitan Centre. Close proximity to activity centres and public transport. Flat site. 																	2,510*	1
PA-02	Paraparaumu (west)	8.9ha	Proximity to the airport.Waterbodies.Flood hazard and liquefaction.	 Consolidation of established urban form. Close proximity to activity centres and public transport. 																	110	1
PA-03	Paraparaumu (north-east)	38.6ha	 Flood hazard. Maintaining business uses. Dividing effect of the railway line. 	 Development of the Lindale Mixed Use Zone. Proximity to Paraparaumu. 																	100 + 380 (already zoned Residential)	2В
PA-04	Paraparaumu (east)	36.4ha	 Steep topography across the entire area. Close proximity to the quarry. Earthquake induced slope failure. 	Proximity to Paraparaumu.																	70	2B
PA-05	Paraparaumu (south-east)	44.2ha	 Low connectivity and resilience in the transport network. Steep topography. Cemetery located centrally in the area. 	 Proximity to Paraparaumu. Low natural hazard risk. 																	320	2В
PA-06	Paraparaumu (south-east)	40.4ha	 Low connectivity and resilience in the transport network. Existing golf course. 	Proximity to Paraparaumu.Low natural hazard risk.																	910	2B
RB-01	Raumati Beach	5.9ha	Expressway designation.Some steep topography.Liquefaction.	 Consolidation of established urban form. Close proximity to activity centres and public transport. 																	290	1
RS-01	Raumati South	43.6ha	Wetlands and waterbodies.The Expressway designation.Liquefaction and flood hazard.	 Consolidation of established urban form. Proximity to Paraparaumu and Raumati Beach. 																	320	2A

Ref.	Location	Area (ha)	Key Constraints	Key Opportunities	Urban form	Local neighbourhoods	Activity centres	Residential development	Business land	Transport networks	Infrastructure & servicing	Natural ecosystems	Waterbodies	Landscape and open space	Heritage	Topography	Natural hazards & land risks	Land use compatibility	Highly productive land	Climate change (low- carbon futures)	Theoretical dwelling estimate	Overall priority group
PK-01	Paekakariki (east)	123.1ha	 Accessibility and transport network constraints. Dividing effect of the railway line. Liquefaction and flood hazard. Wastewater servicing. 	 Proximity to Paekakariki. Development as a catalyst to resolve existing issues with access and servicing. 																	630	2В

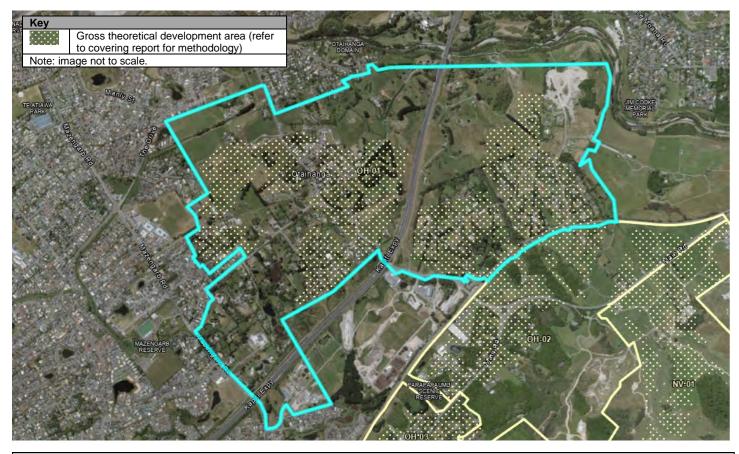
Notes: * These are mutually exclusive development scenarios. Refer to the assessment sheets for a detailed description of each.

Appendix 3B: Assessment of Study Areas

Future Urban Study Area Assessments

Otaihanga & Nikau Valley

Future Urban Study Area OH-01



Area information	
Locality	Otaihanga
Location	The area to the east of the railway line and both sides of the Expressway, from Paraparaumu to the Waikanae river
Total area (ha)	373.7ha
Existing zoning	Rural Lifestyle Zone, General Residential Zone and Open Space Zone

Key constraints	Key opportunities
Flooding and liquefaction.	Cohesive expansion of Paraparaumu.
Established rural lifestyle development.	Reasonable access to Paraparaumu.
The dividing effect of the Expressway.	 Good access to existing open spaces.

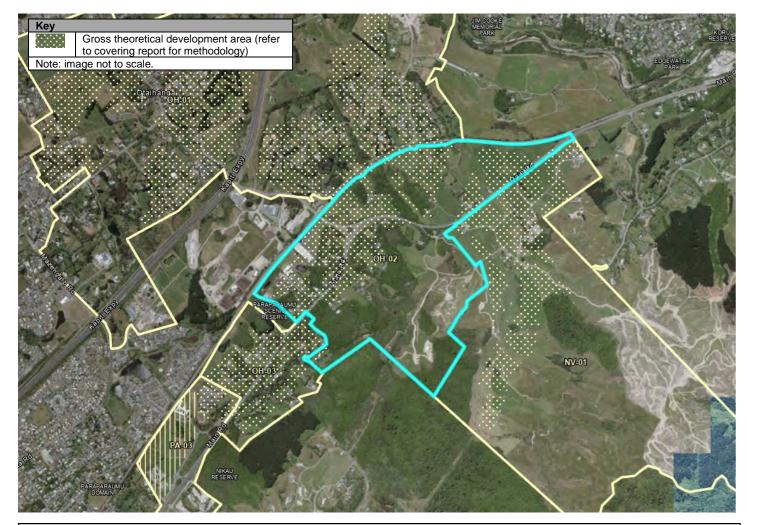
Gross	Public	Net	Densit	y mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
125.4ha	30%	87.8ha	0%	100%	0%	0%	0%	3,510	 Theoretical development area avoids combined constraints associated with flood hazard, wetlands and waterways. Resulting theoretical development area is somewhat fragmented. Density assumes the application of the MDRS.

Criteria	Observations	Rating
Mana whenua	There is a wahi tapu site located at the northern extent of the area.	
	The Maungakotukutuku stream is identified as a site of significance to Te Ātiawa ki Whakarongotai.	
	There are a number of identified archaeological sites located along the Expressway route.	
	There could be concerns around development towards the river.	
Urban form	Development of the area would represent a cohesive expansion of Paraparaumu towards Waikanae.	
	• The division caused by the Expressway will challenge the development of cohesive urban form to the east of the	
	Expressway, where development would be separated from the west.	

Criteria	Observations	Rati
Local	• To the west of the expressway, development could occur as an extension of existing neighbourhoods within	
neighbourhoods	Paraparaumu.	
	The division caused by the Expressway may require the development of a separate new neighbourhood to the	
	east of the Expressway.	
	The existing rural lifestyle neighbourhood would likely be significantly altered by the expansion of the urban	
	environment in to the area.	
Activity centres	• There are existing local centres located to the west. While these will be supported by new development, they are	
	unlikely to be large enough to service new development in the area.	
	A new local centre may need to be established to support development within the area.	
	The division caused by the Expressway may require the development of a separate local centre to service the	
	area to the east of the Expressway.	
	Paraparaumu College is located next to the area.	
Residential	The large area has the potential to contribute significantly to dwelling supply.	
development	Comprehensive planning could enable a diverse range of typologies.	
Business land	There is no existing business zoned land in the area.	
Transport	Access to the western extent of the area is via Mazangarb Road and Ratanui Road/Otaihanga Road that pass	
networks	through the area.	
	Access to the eastern extent of the area is Otaihanga Road and the Otaihange Roundabout at old SH1.	
	There is no local access to or from the Expressway.	
	There are two Expressway crossing points (at Mazengarb Road and Otaihanga Road).	
	• The Expressway includes an active mode shared path that provides access to Paraparaumu and Waikanae.	
	There is a bus route along Mazengarb Road.	
	• There is potential to provide a new train station along the railway line to service the area in future.	
	Paraparaumu station is about 4km by active modes along the Expressway and Kapiti road. Development of the	
	area may put pressure on existing park and ride facilities at the station.	
Infrastructure	 Existing water supply reticulation mains pass through the area on Ratanui Road and Otaihanga Road. 	
and servicing	 Existing waste water mains run along Otaihanga Road and Ratanui road in the western extent of the area, 	
Ū	although there are no wastewater mains located in the east of the area.	
	 The area is in close proximity to the Otaihanga waste water treatment plant, so a direction connection to the 	
	plant may be possible.	
	 Significant development in the area may trigger upgrades to the existing waste water treatment plant. 	
Natural	There are some smaller ecological sites identified in the east of the area.	
ecosystem	 There are likely to be sensitive ecological systems associated with wetlands and dunelands in the area. 	
values	 There are three QEII covenant sites located in the eastern extent of the area. 	
Water bodies	The Muaupoko/Maungakotukutuku stream flows through the eastern extent of the area, into the Waikanae river.	
	 There are a number of drains in the western extent of the area that flow into the Waikanae estuary. 	
	 There are a number of ponds located throughout the entire area. 	
Landscape and	 The relatively undeveloped nature of the area functions as a green 'break' between Paraparaumu and 	
open space	Waikanae. Development of the area may dilute this, although this could be mitigated by the structuring of green	
values	space within the area.	
, and o	 There is a special amenity landscape located in the north-eastern most extent of the area, adjacent the 	
	Waikanae river.	
	The area has good access to existing open spaces.	
	 Development of the area should recognise the desire for the district to develop open space connections between 	
	the mountains and the sea.	
Heritage values	There is a heritage listed monument located on the Southward Car Museum Site.	
nontage values	 There are a number of identified archaeological sites located along the Expressway route. 	
Topography		
Topography	The topography is relatively undulating, with steeper topography located in the north-eastern extent of the area. The parthern and pault undulating attents of the area are subject to flood rich.	
Natural hazards	The northern and south western extents of the area are subject to flood risk.	
and land risks**	Updated flood hazard modelling has identified the south-easter extent around the Muaupoko Stream as subject	
	to flood hazard.	
	Almost the entire extent of the area is identified as having a high risk of liquefaction.	
Land use	The Otaihanga waste water treatment plant is located in the southern extent of the area.	
compatibility	Development may have reverse sensitivity effects on the Expressway.	
	The natural gas network runs through the eastern extent of the area.	
	The former Paraparaumu landfill is located to the south of the area.	
	Established rural lifestyle development in the area may be resistant to urban development.	
Highly	Parts of the northern fringe of the area are identified as LUC 1 soil.	
productive land	 Pars of the northern and south western extent of the area are identified as LUC 3 soil. 	
	The broader extent of LUC 1-3 land surround the area lacks cohesion.	
Climate change	Significant expansion of the urban environment in the area is likely to be resource intensive.	
-	Extending infrastructure services to the area may be resource intensive.	
(low-carbon	• Extending initiastructure services to the area may be resource intensive.	
(low-carbon futures)	 Urban development in the area has the opportunity to integrate with existing active mode routes along the 	

Future Urban Study Area OH-02

.....



Area information	
Locality	Otaihanga
Location	The area both sides of the Otaihanga Roundabout, with the railway line to the west
Total area (ha)	153.6ha
Existing zoning	Rural Production Zone, Natural Open Space Zone
	1 · · · ·

Key constraints	Key opportunities
 Disconnected from established urban environments. 	Relatively low natural hazard risk.
Low access to activity centres.	Good connectivity to old SH1.
Southern portion of the area too steep to develop.	
Ecological areas and wetlands.	

Gross	Public	Net	Densit	Density mix				Estimated	Notes (refer to covering report for		
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)		
51.3ha	30%	35.9ha	0%	100%	0%	0%	0%	1,440	 Theoretical development area avoids combined constraints associated with steep topography, ecological areas, waterways and the National Grid. Density assumes the application of the MDRS. 		

Criteria	Observations							
Mana whenua	A portion of the Maungakōtukutuku stream is identified as a site of significance to Te Ātiawa ki Whakarongotai.							
lwi development	There is a larger block of Māori freehold land located in the north-eastern extent of the area.							
	There is a smaller block om Māori freehold land located to the south of the Otaihanga roundabout.							
Boffa Miskell Ltd Future	Urban Study Areas Assessment – Otaihanga and Nikau Valley							

Urban form There is no established urban form in the area. Development of the area would not be cohesive with developed. Local There is no established local neighbourhood in the ar neighbourhoods establishment of a cohesive neighbourhood. Activity centres There is no established local centre in or near the are There are no schools in or near the area. A local centre may be required to support developme Residential The large area has the potential to contribute signific development Comprehensive planning could enable a diverse range **Business land** There is no existing business zoned land in the area. • Transport The area has good access to Main Road (old SH1), v networks There is a cycle route located along Main Road, into There is a bus route along Main Road. There is potential to provide a new train station along Paraparaumu station is about 3km by active modes a pressure on existing park and ride facilities at the sta Infrastructure An existing water supply trunk main runs through the and servicing • An existing water supply reservoir is located within th There are no existing waste water mains in the area. The area is close to the Otaihanga waste water treatment Development in the area may trigger upgrades to the between the area and the plant. Natural There is a large grouping of identified ecological sites ecosystem their indigenous vegetation values. values The Muaupoko/Maungakotukutuku stream flows through Water bodies There is a wetland associated with the Muaupoko structure There is a wetland located to the southwest of the So Landscape and The Akatarawa Outstanding Natural Landscape is loo open space A special amenity landscape is located in the souther values The ONL and special amenity landscapes are general desirable area to develop. New public open spaces may be required to support Heritage values There are no identified heritage sites located in the a There is an archaeological site recorded under the O be a natural feature. Topography Topography in the area to the south of Main Road/Ot Topography in the area to the north of Main road is g Natural hazards Updated flood hazard modelling has identified the extension and land risks* hazard. Parts of the northern extent of the area are identified Land use The national grid traverses the area from north to sou ٠ compatibility The natural gas network traverses the area from nort Reverse sensitivity effects on the railway line. Highly Parts of the area are identified as LUC 3, with a small productive land The broader extent of LUC 1-3 land surround the are **Climate change** Expansion of the urban environment in the area is like (low-carbon Extending infrastructure services to the area may be futures) Urban development in the area has the opportunity to to provide access to Paraparaumu and Waikanae.

Criteria

Observations

	Rating
n established urban form until areas to the south have been	
area. Development of the area would require the	
ea.	
ent within the area.	
cantly to dwelling supply.	
ge of typologies.	
which passes through the area.	
Paraparaumu.	
g the railway line to service the area in future. along Main Road. Development of the area may put ation.	
e area on old SH1.	
he area.	
. Waste water mains would need to be extended to the area. tment plant.	
tment plant. e existing waste water plant, and/or pipes and pump stations	
is located centrally within the area. These are recognised for	
bugh the central extent of the area, into the Waikanae river.	
ream, located in the central northern extent of the area.	
outhward Car Museum.	
ocated in the southern portion of the area.	
ern extent of the area. ally located within steep terrain, so are unlikely to be a	
development in the area.	
area.	
Dtaihanga roundabout, although this has since been found to	
taihanga roundabout is likely too steep to develop.	
gently undulation/relatively flat.	
xtent around the Muaupoko Stream as subject to flood	
as having a high risk of liquefaction.	
uth.	
th to south.	
all part identified as LUC1.	
ea lacks cohesion and confined by existing land use.	
kely to be resource intensive.	
e resource intensive. to integrate with existing active mode routes along old SH1	
o mograte with existing derive mode routes along OID OTT	

Future Urban Study Area OH-03



Area information	
Locality	Otaihanga
Location	The area to the east of the railway line, south of Paraparaumu Scenic Reserve.
Total area (ha)	41.9ha
Existing zoning	Rural Production Zone

Ke	y constraints	Key opportunities				
٠	The dividing effect of the railway line.	•	Development of the Lindale Mixed Use Zone.			
•	Established rural lifestyle development.	•	Proximity to Paraparaumu.			
•	The Paraparaumu Scenic Reserve wetland.					

Theoretical d	Theoretical dwelling estimate										
Gross	Public	Net	Densit	Density mix				Estimated	Notes (refer to covering report for		
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)		
24.1ha	30%	16.9ha	0%	100%	0%	0%	0%	670	 Theoretical development area avoids combined constraints associated with steep topography, ecological areas, and flood hazard. Density assumes the application of the MDRS. 		

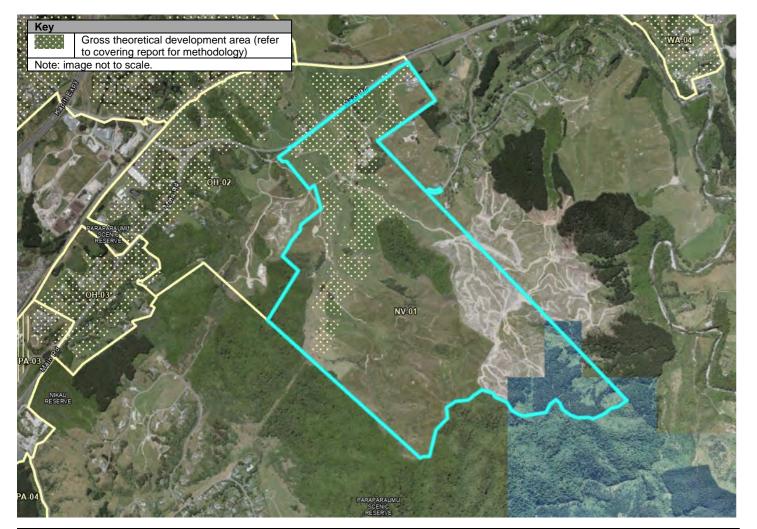
Criteria	Observations	Rating
Mana whenua	There are no mapped sites of significance within the area.	
Urban form	 Development of the area could be undertaken as a cohesive extension to Paraparaumu's established urban form, particularly in combination with the development of the area to the south. 	

Criteria Observations Local The railway line to the west of the area will limit the d • neighbourhoods neighbourhoods within Paraparaumu to the west. The existing rural lifestyle neighbourhood would likely environment in to the area. Activity centres Lindale Village is located directly to the south of the a ٠ Future development of the Mixed Use Zone area to the the wider area. Development in the area may support The nearest schools are located in Paraparaumu to t Residential The area has the potential to contribute to dwelling su development Proximity to Paraparaumu may encourage the develo **Business land** There is no existing business zoned land in the area. • Transport The area has good access to Main Road (old SH1), v networks There is a a cycle route into Paraparaumu located on There is a bus route along Main Road. Paraparaumu station is about 3km by active modes a pressure on existing park and ride facilities at the stat There is no connectivity across the railway line into no Infrastructure • An existing water supply trunk main runs through the and servicing There are no existing waste water mains in the area. • The area is close to the Otaihanga waste water treat • Development in the area may trigger upgrades to the between the area and the plant. Natural There is an identified ecological site located in the no ecosystem scenic reserve. values Part of the ecological site associated with the Nikau I Water bodies A wetland extends into the northern portion of the are . Landscape and There are no special amenity landscapes identified in . open space south-east of the area. values The area has good access to established open space Heritage values There is a time capsule buried at the entrance to Nika There are no identified archaeological sites located in Topography The area gently slopes from the west to the east. • Natural hazards The majority of the area is unconstrained by natural h and land risks A portion of the northern area (around the wetland) is • No parts of the area are identified as having a high ris The site to the south of Nikau Reserve is on the SLU Land use There may be reverse sensitivity effects on the railwa compatibility Established rural lifestyle development in the area ma Highly The majority of the area are identified as LUC 3. productive land The broader extent of LUC 1-3 land surround the are Climate change Extending infrastructure services to the area may be (low-carbon Urban development in the area has the opportunity to futures) to provide access to Paraparaumu.

Boffa Miskell Ltd | Future Urban Study Areas Assessment - Otaihanga and Nikau Valley

	Rating
degree to which the area can connect into existing	
ly be significantly altered by the expansion of the urban	
area. the south of the area could provide a focal point for activity in rt further development of this Mixed Use Zone. the south.	
supply. lopment of a range of typologies.	
l.	
which runs through the area. n Main Road.	
along Main Road. Development of the area may put ation.	
northern Paraparaumu.	
e area on old SH1. . Waste water mains would need to be extended to the area. tment plant.	
e existing waste water plant, and/or pipes and pump stations	
orthern extent of the area, associated with the Paraparaumu	
Reserve extends into the southern portion of the area.	
ea.	
in the area, although there is one located in the hills to the	
e at Nikau Reserve and Paraparaumu Scenic Reserve.	
cau Reserve, which is identified as a heritage item. in the area.	
hazard risks. is subject to flood risk. risk of liquefaction. JR.	
ay line.	
nay be resistant to urban development.	
ea lacks cohesion and confined by existing land use.	
e resource intensive. to integrate with existing active mode routes along old SH1	

Future Urban Study Area NV-01



Area information	
Locality	Nikau Valley
Location	The area to north of established Nikau Valley, and to the south-east of Main Road (old SH1).
Total area (ha)	254.3ha
Existing zoning	Rural Production Zone

Ke	ey constraints	Key opportunities				
•	Disconnected from established urban environments.	•	The northern extent of the area is well connected and relatively			
•	Low access to activity centres.		unconstrained.			
•	Steep topography.					
•	Poor accessibility (to the southern extent of the area).					

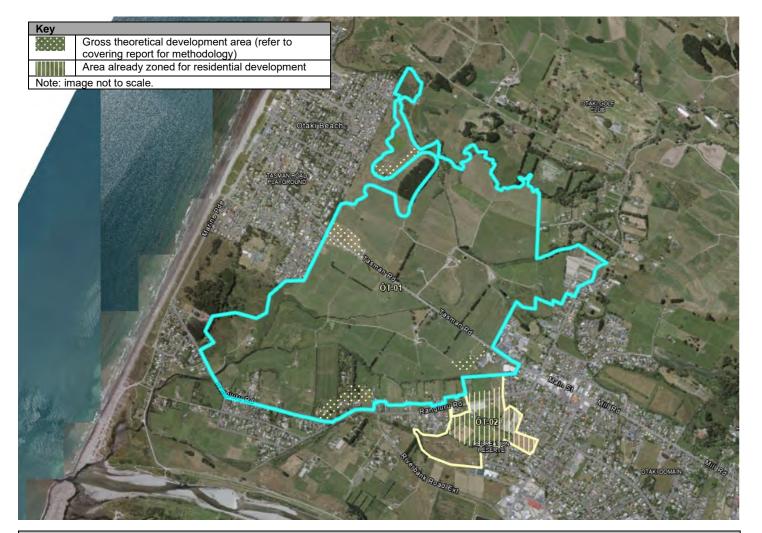
Gross	Public	Net	Densit	Density mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
43.8ha	30%	30.7ha	0%	100%	0%	0%	0%	1,230	 Theoretical development area avoids combined constraints associated with steep topography, ecological areas, waterways and flood hazard. Density assumes the application of the MDRS.

Criteria	Observations	Rating
Mana whenua	A portion of the Maungakōtukutuku stream is identified as a site of significance to Te Ātiawa ki Whakarongotai.	

Criteria	Observations	Ratin
Urban form	There is no established urban form in the area.	
	• Development of the area would not be cohesive with established urban form until areas to the north-west have	
	been developed.	
Local neighbourhoods	There is no established local neighbourhood in the area. Development of the area would require the actablishment of a cohoring paichbourhood	
Activity centres	establishment of a cohesive neighbourhood. There is no established local centre in or near the area.	
Activity centres	 There are no schools in or near the area. 	
	 A local centre may be required to support development within the area, but this would likely need to be 	
	developed in coordination with the development of adjacent areas.	
Residential	• The large area has the potential to contribute to dwelling supply, however topographic challenges in the south	
development	may constrain this.	
	Comprehensive planning would be required enable a diverse range of typologies.	
Business land	There is no existing business zoned land in the area.	
Transport	The northern portion of the area has good access to Main Road (old SH1).	
networks	There is a a cycle route into Paraparaumu located on Main Road.	
	There is a bus route along Main Road.	
	• The majority of the area will be relatively distant from Main Road in the north, and will therefore have a low	
	degree of accessibility for all modes of transport.	
	New internal road networks would need to be established to enable development.	
	Development a new road over to Nikau Valley in the south may improve accessibility and resilience (mostly for vabidos)	
	 vehicles). Development of the area is likely put pressure on existing park and ride facilities at Paraparaumu or Waikanae 	
	stations.	
Infrastructure	An existing water supply trunk main runs through the area on old SH1.	
and servicing	An existing water reservoir supplies the area. Development should take place below the reservoir.	
	An additional water reticulation main connects to the north-east of the area from Aston Road.	
	• There are no existing waste water mains in the area. Waste water mains would need to be extended to the area.	
	• 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.	
Natural	There is an identified ecological site located centrally within the area.	
ecosystem	The ecological site associated with the Paraparaumu Scenic Reserve extends into the area to the west.	
values Water bodies	The Musupelie/Maunaeliatukutuku atreem flows through the central extent of the area into the Waikanee river	
Water Doules	 The Muaupoko/Maungakotukutuku stream flows through the central extent of the area, into the Waikanae river. A number of tributaries to this stream flow throughout the area. 	
	 There is a potential opportunity to restore wetlands and waterbodies in the area. 	
Landscape and	An Outstanding Natural Landscape is located in the western extent of the area.	
open space	 The area does not have existing access to open space. Open spaces would be required to support development 	
values	in the area.	
Heritage values	There are no identified heritage sites located in the area.	
	There are no identified archaeological sites located in the area.	
Topography	• The majority of the eastern extent and part of the western extent of the area are likely too steep to develop.	
	• The central northern portion of the area (to the south of Main Road), is relatively flat and more appropriate for	
	development.	
Natural hazards	The northern extent of the area (to the south of Main Road) is relatively unconstrained.	
and land risks*	Updated flood hazard modelling has identified the extent around the Muaupoko Stream as subject to flood	
	hazard.	
	 The steep country in the east of the area includes two fault avoidance areas. Steeper topography in the west and east may be subject to a higher risk of earthquake induced slope failure. 	
Land use	 Steeper topography in the west and east may be subject to a higher lisk of earthquake induced slope failure. There are no particular reverse sensitivity issues associated with the area. 	
compatibility		
Highly	Some of the northern extent of the area are identified as LUC 3.	
productive land	The broader extent of LUC 1-3 land surround the area is relatively incohesive and confined by existing land use.	
Climate change	 Expansion of the urban environment into the hilly area to the south is likely to be resource intensive. 	
(low-carbon	Extending infrastructure services to the area may be resource intensive, particularly to the centre and south of	
futures)	the area.	
	• Active mode connectivity will be difficult to the hillier south of the area. Development in the hillier areas may	
	encourage higher emissions lifestyles.	

Future Urban Study Area Assessments

Ōtaki

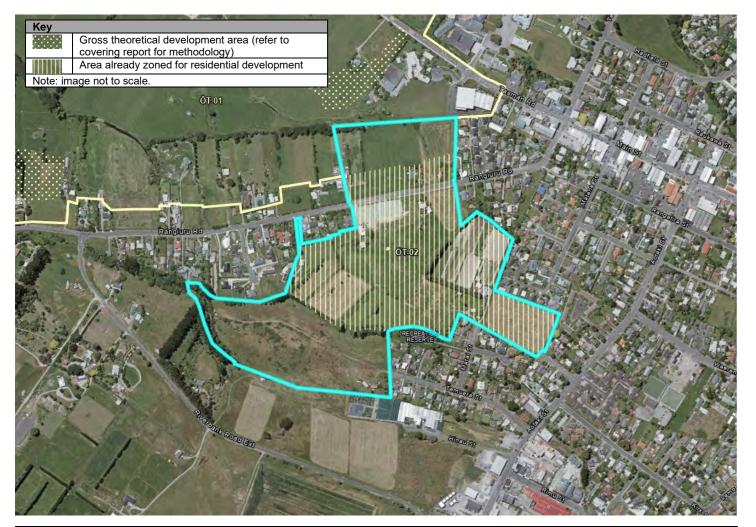


Area information	
Locality	Ōtaki (west)
Location	To the west of Ōtaki, between Ōtaki and Ōtaki Beach, on the north and south side of Tasman Road.
Total area (ha)	249.3ha
Existing zoning	General Rural Zone and Natural Open Space Zone

Key constraints	Key opportunities
Streams, drains and wetlands.	Contiguous expansion of urban Ōtaki.
Significant presence of flood hazard.	Close proximity to Ōtaki.
Highly productive land.	 Improved access to Ōtaki Beach.
Poor access to public transport.	Relatively flat.
Constrained water supply.	
• Wāhi tapu.	

Theoretical d	oretical dwelling estimate								
Gross	Public	Net	Density	y mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
9.8ha	30%	6.9ha	0%	100%	0%	0%	0%	270	 Extensive flood hazard in the area leaves little room for urban development. Theoretical development areas lack cohesion. Density assumes the application of the MDRS.

Criteria	Observations	Ratir
Mana whenua	There is a wahi tapu site located in the south west corner of the growth area. The Departure Stream editionant to this is identified as a site of simplificance to the Lineau of Atalia sound as the	
	The Rangiuru Stream adjacent to this is identified as a site of significance to Ngā Hapu o Ōtaki as well as the	
	Otaki river mouth downstream from the site.	
	There are a number of marae, kura, wananga and urupa located within Ötaki to the east of the growth area. The area is seen as constitute based on the automatica patturely of streams and unterview that pass through the	
	The area is seen as sensitive based on the extensive network of streams and waterways that pass through the	
	area.	
	The carrying capacity of te Taiao around Ōtaki generally is constrained, and this may limit the degree to which further unlear development can be accommodated	
lui dovolonmont	further urban development can be accommodated.	
lwi development	There is some Māori freehold land located within the area to the south of the Rangiuru Stream. There is a large ground of Māori freehold land located outside the ground area to the north and located subside the ground to the south of	
	There is a larger amount of Māori freehold land located outside the growth area to the north east (along Convent Dead)	
l lub eu feun	Road).	
Urban form	Extensive flood hazard in the area leaves little room for urban development. As a result, theoretical development area leave shall actually attached to actablished urban form	
	areas lack cohesion, although they are generally attached to established urban form.	
Local	Development of the area could reduce the existing clear distinction between the Ōtaki and Ōtaki beach sinth and otaki beach	
neighbourhoods	neighbourhoods.	
A	This could be mitigated through the structuring of urban and open space within the new urban area.	
Activity centres	The eastern edge of the growth area is close to the Ōtaki Main Street Town Centre Zone.	
	• There is little access to existing activity centres along the Ōtaki Beach edge of the area, so a new activity centre	
B	would likely need to be incorporated into the development of the area.	
Residential	Extensive flood hazard in the area leaves little room for urban development, and as a result, the potential for additional baseline sympletic meaning!	
development	additional housing supply is marginal.	
Business land	There is no existing business land within or at the boundary of the growth area. The size of the growth area und incompared numbers and within	
-	could incorporate new business activity.	
Transport	The centre and south of the growth area is well connected by Tasman Road and Rangiuru Road.	
networks	New access would be required to the northern extent of the area.	
	 Significant growth may put pressure on existing east-west connectivity across Otaki. 	
	There is a generous shared pathway along Tasman Road.	
	There is an existing bus route that runs along Tasman Road and Rangiuru Road, however all areas in Ötaki	
	have poor access to regional public transport.	
Infrastructure	Existing water supply reticulation mains run along Tasman Road and Rangiuru Road.	
and servicing	• The water bores that supply the entire town are located on Tasman Road, within the western extent of the area.	
	• Development of the area may trigger town-wide upgrades to the water supply, particularly reservoir storage.	
	Existing waste water mains run along the southern edge of the area at Rangiuru Road.	
	Development in the area may require a direct connection to Ōtaki waste water treatment plant. Alternatively	
	connection to the existing network may require upgrades to existing pipes and pump stations.	
	The Otaki waste water treatment plant is located to the south of the area.	
Natural	There are listed ecological areas at the western and eastern edges of the growth area.	
ecosystem	Development may have an impact on downstream coastal ecological areas at the mouth of the Waitohu Stream	
values	to the north, and the Ōtaki river to the south.	
Water bodies	• There is an extensive network of streams and drains that traverse the site. These flow in to the Waitohu Stream	
	at the northern edge of the site, and the Ōtaki river mouth to the south.	
	There are wetlands located within the western and eastern extents of the growth area.	
Landscape and	There are no recognised amenity landscapes located within the area, although the dunes are a notable	
open space	topographic feature defining the western edge of the area.	
values	Development within the area will have good access to coastal open space at Ōtaki Beach, although	
	neighbourhood parks may be required within the growth area.	
	Development has the potential to incorporate enhanced access to coastal open space from Ōtaki (as per the	
	KCDC Draft Open Space Strategy).	
Heritage values	There are no listed heritage features on the site.	
	• There are a number of archaeological sites located at the northern and south western extents of the growth	
	area.	
Topography	The area is relatively flat.	
Natural hazards	• A significant majority of the area is located within a flood hazard area. Flooding within this area is deep and	
and land risks	flowing, and as such flooding may be considered a "fatal flaw" for further development of the area.	
	There is a high water table in the area, which may	
	• The area is likely to be subject to the effects of climate change due to its close proximity to the coast.	
	• There are areas of high liquefaction potential along the western and eastern edges of the site.	
Land use	National grid and the natural gas network traverse the site from north to south.	
compatibility	The majority of the area is classed as highly productive land. Most of this is LUC classes 1 and 2.	
Highly		
compatibility Highly productive land Climate change	There is existing horticultural land use at the easternmost extent of the area.	
Highly productive land Climate change	 There is existing horticultural land use at the easternmost extent of the area. Growth would be located close to existing amenity and local public transport networks, but not existing regional 	
Highly productive land	There is existing horticultural land use at the easternmost extent of the area.	

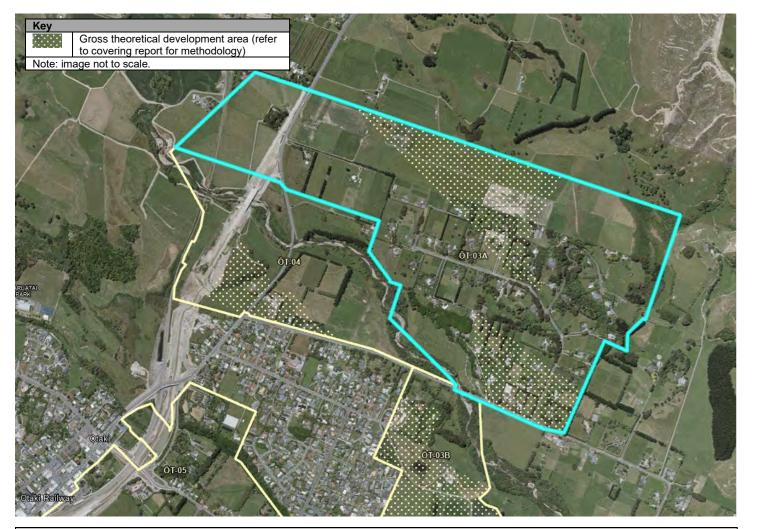


Locality Ōtaki (west) Location To the west of Ōtaki Main Street Town Centre, on Rangiuru Road.							
Location To the west of Ōtaki Main Street Town Centre on Rangiuru Road							
	To the west of Ōtaki Main Street Town Centre, on Rangiuru Road.						
Total area (ha) 21.8ha							
Existing zoning General Residential Zone and General Rural Zone							

Ke	ey constraints	Key opportunities						
•	Flooding.	•	Contiguous expansion of urban Ōtaki.					
•	Poor access to public transport.	•	Close proximity to Ōtaki.					
		•	Relatively unconstrained.					

Theoretical d	welling estimation	te							
Gross	Public	Net	Densi	ty mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
13.5ha	30%	9.5ha	0%	100%	0%	0%	0%	380	 While some of the area is covered in flood hazard, the extent of the area already zoned General Residential is assumed to be appropriate for residential development. Density assumes the application of the MDRS.

Criteria	Observations	Ratin
Mana whenua	• The Ngātoko stream and Ngātoko waipuna are located at the southern edge of the area. This is identified as a	
	site of significance to Ngā Hapu o Ōtaki.	
	• There is a wananga located immediately to the north of the area (on Tasman Road).	
	• The carrying capacity of te Taiao around Ōtaki generally is constrained, and this may limit the degree to which	
	further urban development can be accommodated.	
Urban form	• Development would fill an existing gap between urban Ōtaki and a neighbouring small residential area to the	
	west.	
	A central portion of the area is already zoned for residential development.	
	Development of the area would be cohesive with the existing Ōtaki urban form.	
Local	• Growth could be undertaken as a cohesive extension to the existing neighbourhood located to the south-west of	
neighbourhoods	Õtaki main street.	
Activity centres	The growth area is located within close proximity of the Ōtaki Main Street Town Centre Zone, and would be	
	likely to contribute positively to the existing activity within this zone.	
Residential	Presence of flood hazard limits the potential dwelling supply.	
development		
Business land	There is no existing business land within or at the boundary of the growth area.	
	• The General Industrial Zone is located to the south of the zone, and there could be opportunity to extend this	
	into the area if there were sufficient demand.	
Transport	The area is well connected to Ōtaki Main Street by Rangiuru Road, and there are additional connection	
networks	opportunities to existing roads along the southern edge of the area.	
	There is an existing bus route that runs along Rangiuru Road, however all areas in Ōtaki have poor access to	
	regional public transport.	
Infrastructure	Existing water supply reticulation mains run along Rangiuru Road.	
and servicing	Existing waste water mains run along Rangiuru Road, and through the southern extent of the are.	
	Development of the area may trigger upgrades to existing pipes and pump stations between the area and the	
	waste water treatment plant.	
	The Ōtaki waste water treatment plant is located to the south of the area.	
Natural	• There are no ecological areas identified in the area, although there is a small conservation area located to the	
ecosystem	west of the area.	
values		
Water bodies	The head of the Ngātoko stream is located the westernmost corner of the area. This flows into the Ōtaki river	
	mouth.	
	A drain head is located to the north of Rangiuru road.	
Landscape and	There are no recognised amenity landscapes located within the site.	
open space	There is an existing neighbourhood open space located at the southern edge of of the area.	
values		
Heritage values	There are no listed heritage features on the site.	
	There are no recorded archaeological sites within the area.	
Topography	The area is relatively flat.	
Natural hazards	• A majority of the area is located within a flood hazard area, although there is a core that is not.	
and land risks	The area is likely to be subject to the effects of climate change due to its close proximity to the coast.	
	There area is not identified as having a high liquefaction potential.	
Land use	Development of the area may lead to reverse sensitivity effects on the General Industrial Zone to the south.	
compatibility	The Ōtaki waste water treatment plant is located 300m to the south of the area.	
Highly	• A majority of the land is classed as LUC 1. However as this area is also zoned General Residential, it would not	
productive land	meet the draft definition of highly productive land.	
	There appears to be some horticultural land use located within the area, although this is located on residential	
	zoned land.	
Climate change	• Growth would be located close to existing amenity and local public transport networks, but not existing regional	
(low-carbon	public transport.	
futures)	 The compact nature of the area will likely result in higher density and less extensive development types. 	

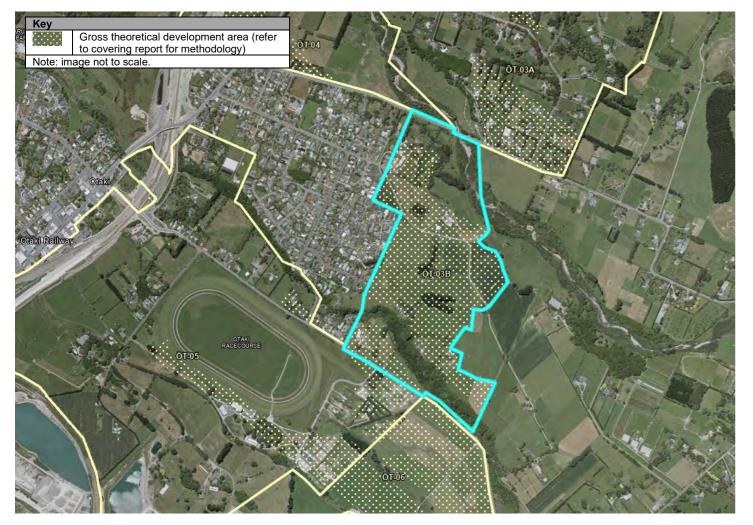


Area information	
Locality	Ōtaki (east)
Location	To the east of Ōtaki, the area around Greenwood Boulevard to the north of Waitohu Valley Road.
Total area (ha)	141.2ha
Existing zoning	Rural Lifestyle Zone and Rural Production Zone

Ke	ey constraints	Key	y opportunities
•	Disconnected from established urban environments.	•	Some areas appropriate for residential development.
•	Poor access for all forms of transport.		
•	Highly productive land.		
•	Established rural lifestyle development.		
•	Constrained water supply and waste water reticulation.		

Gross	welling estimat Public	Net	Densi	ty mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
34.7ha	30%	24.3ha	0%	100%	0%	0%	0%	970	 Theoretical development areas primarily avoid the flood hazard associated with the tributary stream that runs through the area, as well as steep topography in the east. Density assumes the application of the MDRS.

Criteria	Observations	Rating
Mana whenua	 There are no recorded sites of significance within the area, although there are a number of wāhi tapu sites and sites of significance to Ngā Hapu o Ōtaki (including an urupā) located downstream of the site on the alongside the Waitohu Stream. 	
	The carrying capacity of te Taiao around Ōtaki generally is constrained, and this may limit the degree to which further urban development can be accommodated.	
lwi development	• There is a large block of Māori freehold land located along the northern edge of the area, and a smaller block of freehold land located to the west of the railway line.	
Urban form	 Development would be isolated and not contiguous with any existing urban environment, and would be 	
	surrounded by the rural environment.	
	Theoretical development areas are disconnected, isolated and incohesive.	
Local neighbourhoods	The established rural residential environment would likely be significantly altered by more intensive urban development.	
Activity centres	There are no existing activity centres in proximity to the area.	
	New development would likely require some form of neighbourhood activity centre.	
Residential development	• The area has the potential to contribute modestly to dwelling supply, although distance to established centres and urban environments may result in low density development and a low diversity of dwelling types.	
Business land	There is no existing business land within or at the boundary of the growth area.	
Transport networks	The area to the south of Waitohu Valley Road could connect into Waitohu Valley Road, Te Manuao Road and Rahui Road.	
	 The area north of Waitohu Road has a low degree of accessibility and will have limited connection opportunities. 	
	The area is not served by public transport or active modes, and these may be difficult to integrate in to new	
	 development. All areas in Ōtaki have poor access to regional public transport. 	
Infrastructure	Existing water supply reticulation mains run along Waitohu Valley Road. Water supply extends into the area	
and servicing	along Greenwood Boulevard.	
	Development of the area may trigger significant town-wide upgrades to the water supply, including replacement of the reticulation network and the provision of reservoir storage.	
	There is no existing waste water reticulation to the northern extent of the area.	
	• The southern extent of the area has access to a waste water main located off Te Manuao Road in Waitohu.	
	 Development in the area may trigger significant upgrade requirements to existing wastewater pipework and pumpstations between the area and the Ōtaki waste water treatment plant. 	
	The area is relatively distant to the Ōtaki wastewater treatment plant.	
Natural	There is an area of indigenous forest to the north of Waitohu Valley Road recognised as an ecological site	
ecosystem	(K166).	
values	There is a QEII covenant site located at the north-western edge of the area.	
Water bodies	 The Waitohu stream flows along the southern edge of the area. A tributary to the Waitohu stream flows through the central portion of the area. 	
Landscape and	There is a Special Amenity Landscape located in the north-eastern extent of the area.	
open space values	There is a small amount of recreational open space located within the rural lifestyle area to the north of Waitohu Valley road.	
Heritage values	There are no listed heritage features on the site.	
T	There are no recorded archaeological sites within the area.	
Topography	The area to the north of Waitohu Valley Road is relatively flat, except for a steeper portion in the north-east corner of the site.	
Natural hazards and land risks	The area around the Waitohu Stream and the tributary stream to the north of Waitohu Valley Road is subject to flooding risk.	
110 1010 11313	 There area is not identified as having a high liquefaction potential. 	
Land use	The State Highway 1 and North Island Main Trunk corridors traverse the north-western corner of the site.	
compatibility	Existing rural lifestyle land uses may be resistant to residential intensification.	
Highly productive land	• A significant majority of the land would be classified as highly productive land, although a majority of it is LUC 3.	
Climate change	Low access to active modes of transport means that growth in this area would likely require vehicle trips in order	
(low-carbon	to access basic services.	
futures)	Growth in this area would likely be low-density/extensive greenfield growth or rural lifestyle development.	
	Significant work and expenditure of resources are likely required to extend services to the area.	
	Low access to regional public transport may result in increased private vehicle commuting.	



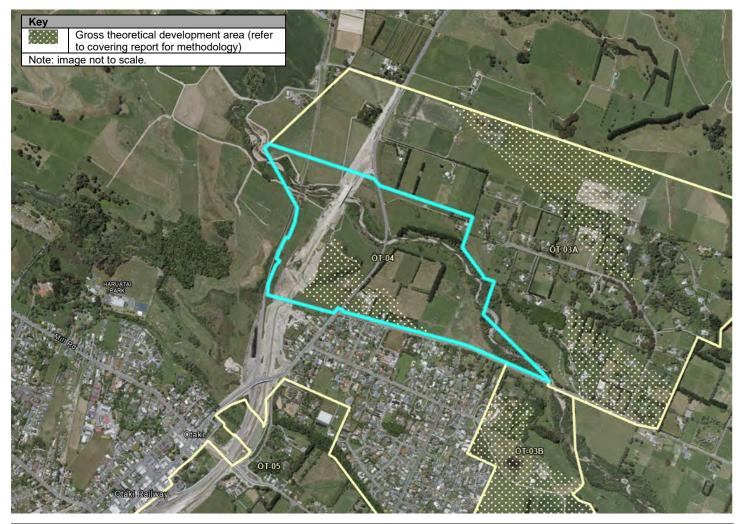
Area information							
Locality	Ōtaki (east)						
Location	To the east of Ōtaki, accessible via Waitohu Valley Road and Rahui Road						
Total area (ha)	52.5ha						
Existing zoning	Rural Lifestyle Zone and Rural Production Zone						

Ke	ey constraints	Key opportunities			
•	Highly productive land.	•	Contiguous extension of the Waitohu Neighbourhood.		
•	Constrained water supply and waste water reticulation.	•	Relatively free from natural hazard.		

Theoretical d	Theoretical dwelling estimate								
Gross	Gross Public Net Density mix					1			Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
36.6ha	30%	25.6ha	0%	100%	0%	0%	0%	1,020	 Density assumes the application of the MDRS.

Criteria	Observations	Rating
Mana whenua	 There are no recorded sites of significance within the area, although there are a number of wāhi tapu sites and sites of significance to Ngā Hapu o Ōtaki (including an urupā) located downstream of the site on the alongside the Waitohu Stream. The carrying capacity of te Taiao around Ōtaki generally is constrained, and this may limit the degree to which further urban development can be accommodated. 	
lwi development	• There is a large block of Māori freehold land located along the northern edge of the area, and a smaller block of freehold land located to the west of the railway line.	
Urban form	 Development would be contiguous with the existing urban environment to the east of Otaki. 	

Criteria	Observations	Rating
Local	• Development may alter the existing neighbourhood at Waitohu, particularly as access to the development area	
neighbourhoods	would likely be through the existing neighbourhood.	
Activity centres	There are no existing local centres with Waitohu, although there is a school.	
	New development would likely require some form of neighbourhood activity centre within the existing Waitohu	
	area.	
Residential	The area has the potential to contribute to dwelling supply.	
development	• Location on the fringe of Waitohu may result in a lower diversity of dwelling types, however it may encourage	
	intensification of established areas within Waitohu.	
Business land	 There is no existing business land within or at the boundary of the growth area. 	
Transport	The area could connect into Waitohu Valley Road, Te Manuao Road and Rahui Road.	
networks	Otaki town centre would be accessible via active modes of transport from the area.	
	All areas in Ōtaki have poor access to regional public transport.	
Infrastructure	• Existing water supply reticulation mains run along Rahui Road to the south, and Waitohu Valley Road within the	
and servicing	central extent of the area.	
	Development of the area may trigger significant town-wide upgrades to the water supply, including replacement	
	of the reticulation network and the provision of reservoir storage.	
	 The area has access to a waste water main located off Te Manuao Road in Waitohu. 	
	Development in the area may trigger significant upgrade requirements to existing wastewater pipework and	
	pumpstations between the area and the Ōtaki waste water treatment plant.	
	The area is relatively distant to the Ōtaki wastewater treatment plant.	
Natural	There is a strip of indigenous forest to the north of Rahui Road recognised as an ecological site (K018).	
ecosystem	 There is a QEII covenant site located at the north-western edge of the area. 	
values Water bodies	The Waitohu stream flows through the northern extent of the area.	
water boules	•	
Landscape and	There are some existing ponds located in the area to the south of Waitohu Valley Road. There are no appeal amonity landesance in the area	
open space	 There are no special amenity landscapes in the area. There is limited access to existing open space within the existing Waitohu area and development may need to 	
values	 There is influed access to existing open space within the existing waitond area and development may need to be supported by new open space. 	
Heritage values	There are no listed heritage features on the site.	
nemage values	 There are no recorded archaeological sites within the area. 	
Topography	 The majority of the area to the south of the Waitohu stream is elevated and undulating. 	
ropography	 There is a distinct flat area along the southern boundary (to the north of Rahui Road), separated from the raised 	
	area to the north by a vegetated slope.	
Natural hazards	 Apart from the northern extent of the area adjacent the Waitohu Stream, the majority of the area is relatively free 	
and land risks	of flood risk (although the area is subject to further flood modelling).	
	 There area is not identified as having a high liquefaction potential. 	
Land use	There are no notable land use compatibility issues associated with the area.	
compatibility		
Highly	• A significant majority of the land would be classified as highly productive land, although a majority of it is LUC 3.	
productive land		
Climate change	Growth in this area could be supported by active modes of access to local services.	
(low-carbon		
futures)	Close proximity to transport and activity centres may encourage less extensive development types.	



Area information							
Locality	Ōtaki						
Location	To the east of Ōtaki, on the north side of Waitohu Valley road.						
Total area (ha)	53.0ha						
Existing zoning	Rural Production Zone						

Ke	y constraints	Key opportunities			
٠	Poor access to public transport.	•	Proximity to Ōtaki town centre.		
•	Flooding and liquefaction.	•	Relatively flat.		
•	Highly productive land.				
•	Constrained water supply and waste water reticulation.				

Theoretical d	Theoretical dwelling estimate								
Gross	Public	Net	Densi	Density mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
7.8ha	30%	5.5ha	0%	100%	0%	0%	0%	220	 Density assumes the application of the MDRS.

Criteria	Observations	Rating
Mana whenua	 There are a number of wāhi tapu sites and sites of significance to Ngā Hapu o Ōtaki (including an urupā) located downstream of the site on the alongside the Waitohu Stream, at the western edge of the area. The carrying capacity of te Taiao around Ōtaki generally is constrained, and this may limit the degree to which further urban development can be accommodated. 	
lwi development	The western half of the area is comprised of Māori freehold land.	

Criteria	Observations	Rating
Urban form	Development in this area would function as a contiguous northern extension of the established Waitohu urban area on the southern side of the Waitohu Valley Road.	
	Development of the area would be surrounded on three sides by the rural environment.	
Local	• Development in the area could be undertaken in a manner that reinforces the existing established residential	
neighbourhoods	neighbourhood of Waitohu to the south.	
Activity centres	There are no existing activity centres in proximity to the area.	
	New development would likely require some form of neighbourhood activity centre, and this could be an	
	opportunity to increase access to amenity for the established neighbourhood east of Ōtaki.	
Residential	Development of the area has the potential to contribute modestly to dwelling supply, and proximity to Ōtaki town	
development	centre may encourage higher density typologies.	
	Development of this area may encourage further development and/or intensification of Waitohu to the south.	
Business land	There is no existing business land within or at the boundary of the growth area.	
	• Proximity to old State Highway 1 may support the consideration of new business land in this area, particularly in	
	the west.	
Transport	The area is in close proximity to the new State Highway 1 interchange at Ōtaki.	
networks	There is direct connection to Ötaki via old State Highway 1 and Waitohu Valley Road.	
	An existing bus route passes through the area.	
	• The area is within a walkable distance of the Ōtaki Rail centre, however Ōtaki us poorly served by regional train	
	public transport.	
Infrastructure	• Existing water supply reticulation mains run along Waitohu Valley Road to the south of the area.	
and servicing	Development of the area may trigger town-wide upgrades to the water supply, particularly reservoir storage.	
	• The area has access to a waste water main located at the corner of Waitohu Valley Road and old SH1.	
	Development in the area may trigger significant upgrade requirements to existing wastewater pipework and	
	pumpstations between the area and the Ōtaki wastewater treatment plant.	
Matural	The area is relatively distant to the Ötaki wastewater treatment plant.	
Natural	There are no ecological sites identified within the area.	
ecosystem values		
Water bodies	The Waitohu stream flows through the central portion of the area.	
	 A tributary to the Waitohu stream flows through the southern portion of the area. 	
Landscape and	There are no amenity landscapes identified in the area.	
open space	 There is limited access to open space in the area, or in the neighbourhood of Waitohu to the south. New 	
values	neighbourhood open space would likely be required as part of the development of this area, and this could	
	provide amenity benefit to the existing urban area to the south.	
Heritage values	There are no listed heritage features on the site.	
J.	There are no recorded archaeological sites within the area.	
Topography	The majority of the area is relatively flat.	
	• There is some steeper terrain along the western edge of the area, although this coincides with the construction	
	of the new expressway.	
Natural hazards	The majority of the area is located within an area of flood risk.	
and land risks	There is an area of high liquefaction potential located along the western edge, by the railway line.	
Land use	The State Highway 1 and North Island Main Trunk corridors traverse the western edge of the site.	
compatibility		
Highly	• A significant majority of the land would be classified as highly productive land, and a majority of this is LUC 1.	
productive land		
Climate change	Growth in this area could be supported by active modes of access to local services.	
(low-carbon	Close proximity to transport and activity centres may encourage less extensive development types.	
futures)	Low access to regional public transport may result in increased private vehicle commuting.	

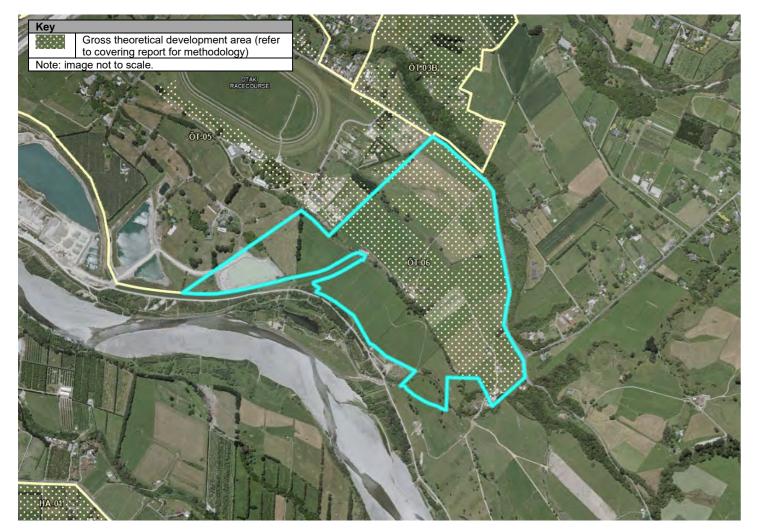


Area information	
Locality	Ōtaki
Location	To the east of Ōtaki, south of Rahui Road, around the racecourse.
Total area (ha)	188.8ha
Existing zoning	Rural Production Zone and General Residential Zone

Key constraints	Key opportunities			
High-consequence flood hazard associated with stop bank failure.	Proximity to Ōtaki town centre.			
Dividing effect of the Expressway.	Relatively flat.			
Highly productive land.	 Open space provision associated with the river. 			
Poor access to public transport.				
 Constrained water supply and waste water reticulation. 				

Theoretical d	welling estimate								
Gross	Public realm	Net	Densit	y mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
15.3ha	30%	10.7ha	0%	100%	0%	0%	0%	430	 Due to flood hazard, theoretical development areas are poorly shaped and disconnected from Ōtaki. Density assumes the application of the MDRS. Resolution of flood hazard may enable significantly improved urban form and dwelling supply outcomes.

Criteria	Observations	Rati
Mana whenua	• A remnant of the Haruātai Stream located to the north-west of the racecourse is recognised as a site of	
	significance to Ngā Hapu o Ōtaki.	
	• Te Awa o Ōtaki (Ōtaki River) to the south of the area is recognised as a feature of significance to Ngā Hapu o	
	Ōtaki.	
	The carrying capacity of te Taiao around Ōtaki generally is constrained, and this may limit the degree to which	
	further urban development can be accommodated.	
	Tread carefully in areas near to the Ōtaki River. Areas close to the river may be more appropriate for open space	
	uses.	
lwi development	A section of Māori freehold land is located on the southern side of Rahui Road, to the south of the Expressway	
	overbridge.	
Urban form	Due to the extensive flood hazard, development in the area is likely to focus around the southern edge of	
	Waitohu, and be relatively disconnected from Ōtaki.	
	• Urban form and land use will need to consider the presence of the Expressway along the western edge. This	
	may have the effect of restricting density close to the town centre.	
Local	Due to the delineations of the Expressway to the west, and the vegetated embankment and level change to the	
neighbourhoods	north, it is likely that this area would develop as a distinct neighbourhood.	
Activity centres	There is potential for development of this area to strengthen the Otaki town centre, however this would require	
•	improved connectivity for active modes across the SH1 and the rail corridor.	
	• Even where improved access to Ōtaki town centre is achievable, a new neighbourhood activity centre may be	
	required to support residential development.	
Residential	 Extensive flood hazard in the area reduces the potential for urban development, and as a result, the potential for 	
development	additional housing supply is modest.	
	 Development of this area may encourage further development and/or intensification of Waitohu to the north. 	
Business land	 There is no existing business zoned land within the growth area. 	
Dusiness luna	 Proximity to State Highway 1 may support new business land in this area, and this may be an effective use of 	
	land next to the Expressway (where residential development may otherwise cause reverse sensitivity effects).	
Transport	 The area is in close proximity to the new State Highway 1 interchange at Ōtaki. 	
networks		
TIELWOIKS	There is direct connection to Ōtaki via old State Highway 1 and Waitohu Valley Road.	
	An existing bus route passes through the area.	
	The northern extent of the area is within a walkable distance of the Ōtaki Rail centre, however Ōtaki us poorly	
	served by regional train public transport.	
Infrastructure	Existing water supply reticulation mains run along Rahui road.	
and servicing	Development of the area may trigger town-wide upgrades to the water supply, particularly reservoir storage.	
	Existing waste water mains run along Rahui Road to the north of the area, and into the area along Te Roto	
	Road.	
	Development in the area may trigger significant upgrade requirements to existing wastewater pipework and	
	pumpstations between the area and the Ōtaki wastewater treatment plant.	
	 The area is relatively distant to the Ōtaki wastewater treatment plant. 	
Natural	There is a strip of indigenous forest to the north of Rahui Road recognised as an ecological site (K018).	
ecosystem	Opportunity to support this ecological connection through development of the area.	
values		
Water bodies	• A series of drains run along the northern edge of the area. These eventually flow into the Waitohu Stream to the	
	north west of Ōtaki.	
	There are a number of ponds along the southern edge of the area associated with the aggregate facility.	
	Current land uses are likely to have contributed to degraded water quality.	
Landscape and	There are no amenity landscapes identified in the area.	
open space	The strip of indigenous forest along the north edge of the area is visually prominent.	
values	The Ōtaki racecourse is significantly sized de-facto open space.	
	 There is opportunity to support/enable the development of east-west open space along the river. 	
Heritage values	 The Capital Dairy site (located to the south of the Rahui Road Expressway overpass) is a heritage site 	
	recognised by KCDC and HNZPT.	
	 There is an archaeological site located on the northern edge of the area, underneath the new Expressway. 	
Topography	The majority of the area is relatively flat.	
Natural hazards	The majority of the site is subject to some form of flood risk. High consequences to flood hazard if there is failure in the Otabi. Drive step hereix.	
and land risks	in the Ötaki River stop banks.	
	The Capital Dairy site is identified on the Selected Land Use Register.	
	There area is not identified as having a high liquefaction potential.	
Land use	The State Highway 1 and North Island Main Trunk corridors traverse the western edge of the site.	
compatibility	Residential growth may have reverse sensitivity effects on the quarry site to the south.	
Highly	• A significant majority of the land would be classified as highly productive land, and a significant amount of this is	
productive land	LUC 1.	
Climate change	Growth in this area could be supported by active modes of access to local services.	
(low-carbon	 Close proximity to transport and activity centres may encourage less extensive development types. 	
futures)	 Low access to regional public transport may result in increased private vehicle commuting. 	



Area information	
Locality	Ōtaki
Location	To the south-east of Ōtaki racecourse, south of Rahui Road.
Total area (ha)	71.3ha
Existing zoning	Rural Production Zone

Ke	y constraints	Key	opportunities
•	Disconnected from established urban environments.	•	Relatively flat.
•	Poor access for all forms of transport.	•	Low risk of natural hazards to majority of the area.
•	Highly productive land.		
•	Constrained water supply and waste water reticulation.		

Theoretical d	lwelling estimate								
Gross theoretical develop- ment area	Public realm provision (roads and reserves)	Net theoretical develop- ment area	Densit Low (20d /ha)	y mix Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	Estimated dwellings	Notes (refer to covering report for methodology and general notes)
38.8ha	30%	27.2ha	0%	100%	0%	0%	0%	1,090	 Potential development avoids flood hazard areas towards the river. Density assumes the application of the MDRS.

Criteria	Obs	servations
Mana whenua	•	Te Awa o Ōtaki (Ōtaki River) to the south of the area
		Ōtaki.
	•	The carrying capacity of te Taiao around Ōtaki gene
		further urban development can be accommodated.
	•	Areas close to the river may be more appropriate fo
Urban form	•	This area is entirely rural. Development in this area
Local	•	There is no established neighbourhood within or arc
neighbourhoods	•	Development would require the establishment of a r
Activity centres	•	There is no existing activity centre within proximity to
	•	Development in the area would need to be supported
Residential	•	The large land area has the potential to contribute to
development		and urban environments may result in low density d
Business land	•	There is no existing business zoned land within the
Transport	•	The area is connected by Rāhui road, although the
networks	•	It may be possible to incorporate active modes of tra
		development of the area to the west.
	•	There is no existing public transport to the area, and
		transport.
Infrastructure	•	There is no existing reticulated water supply to the a
and servicing		adjacent to the racecourse.
	•	Development of the area may trigger town-wide upg
	•	There is no existing reticulated waste water to the a
		adjacent to the racecourse.
	•	Development in the area may trigger significant upg
		pumpstations between the area and the Otaki waste
Matural	•	The area is relatively distant to the Ōtaki wastewate
Natural	•	There are no recognised ecological sites within the
ecosystem values		
Water bodies	•	The headwaters of a drain originate in the north of the
Trater bounds	•	Ōtaki racecourse and eventually flows in to the Wait
	•	A tributary to the Ōtaki River flows through the south
Landscape and	•	There are no amenity landscapes identified in the ar
open space	•	recognised as a special amenity landscape.
values	•	There are no existing open spaces in the area. Deve
		the development of new open space.
Heritage values	•	There are no identified heritage features in the area
Ũ	•	There are no archaeological sites identified in the ar
Topography	•	The majority of the area is relatively flat.
Natural hazards	•	The southern extent of the area is subject to flood ri
and land risks	•	A fault avoidance area runs through the south-easter
	•	There area is not identified as having a high liquefac
Land use	•	The quarry site is located in the westernmost extent
compatibility		,,
Highly	•	A significant majority of the land would be classified
		be classified as LUC 3.
productive land		
productive land Climate change	•	Growth in this area would likely require vehicle trips
-	•	
Climate change	•	access to Ōtaki town centre may be able to be incor
Climate change (low-carbon		Growth in this area would likely require vehicle trips access to Ōtaki town centre may be able to be incor Growth in this area would likely be low density/exter Significant work and expenditure of resources are like

	Rating
is recognised as a feature of significance to Ngā Hapu o	
rally is constrained, and this may limit the degree to which	
open space uses.	
vould be disconnected from any existing urban environment.	
und the area.	
eighbourhood.	
the area.	
d by the development of an activity centre.	
dwelling supply, although distance to established centres	
evelopment and a low diversity of dwelling types.	
area.	
oad is narrow and winding in this location.	
nsport to Ōtaki town centre in coordination with	
Ōtaki more broadly has poor access to regional public	
rea. The nearest reticulated water supply is on Rahui road	
ades to the water supply, particularly reservoir storage.	
ea. The nearest reticulated water supply is on Rahui road	
ade requirements to existing wastewater pipework and	
water treatment plant.	
treatment plant.	
rea.	
e area, to the south of Rāhui Road. This drain runs past the	
bhu Stream.	
ern extent of the area.	
ea, although the Ōtaki River to the south of the area is	
learness of the erect would likely need to be supported by	
lopment of the area would likely need to be supported by	
28.	
k associated with the Ōtaki river.	
mmost edge of the area.	
tion potential.	
of the area.	
as highly productive land, although the majority of this would	
n order to access basic services, although active modes of	
porated.	
sive greenfield growth or rural lifestyle development.	
ely required to extend services to the area.	
increased private vehicle commuting.	

Future Urban Study Area Assessments

Paraparaumu, Raumati & Paekakariki

Future Urban Study Area PA-01 Scenario A



Area information		
Locality	Paraparaumu	Scenario A considers the theoretical development of the site where an
Location	The Kāpiti airport site	operational airport is retained. See notes for a description of the
Total area (ha)	126.6ha	assumptions made in determining the extent of site associated with an
Existing zoning	Airport Zone	operational airport.

K	ey constraints	Ke	y opportunities
٠	Notable reverse sensitivity effects on the operational airport.	•	Proximity to activity centres and public transport.
٠	Kāpiti Road capacity constraints.	•	Flat site.
٠	Fragmented development of urban form, particularly to the west.	•	Increase in dwelling supply in close proximity to the Metropolitan
٠	Existing waterbodies.		Centre.
٠	Flooding, liquefaction and potentially contaminated land.		

Gross	Public	Net	Densit	y mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
33.0ha	30%	23.1ha	0%	70%	20%	10%	0%	1,110	 This scenario adopts the same theoretical development area and density mix assumptions as scenario B

Criteria	Ob	servations	Rating
Mana whenua	•	The Wharemauku stream is recognised as a site of significance to Te Atiawa ki Whakarongotai.	

Criteria	Observations	Rati
Urban form	Partial redevelopment would result in separate areas of development to the west and the east of the runway.	
	Development on the western side of the runway could become fragmented in order to avoid existing flood	
	hazards and waterbodies in the western extent of the area.	
	• Partial development of the site in the short- to medium-term may limit options for comprehensive redevelopment	
	of the site in the long-term.	
Local	The eastern extent could be developed in a manner that is contiguous with established neighbourhoods.	
neighbourhoods	• Due to potentially fragmented nature of development on the western side of the runway, there is a risk that the	
	western extent of the area develops as a cul-de-sac neighbourhood, although this could be resolved through	
	carefully designed access to the north.	
Activity centres	• The eastern extent of the area is within an 800m walkable catchment of Paraparaumu Metropolitan Centre.	
	Because access is not available across the runway, careful consideration would be required to ensure	
	development in the western extent of the area has convenient access to Paraparaumu Metropolitan Centre and	
	Paraparaumu Beach Town Centre.	
	Development is likely to support the development of established centres.	
Residential	The large area has the potential to contribute significantly to dwelling supply.	
development	Close proximity to a number of centres is likely to result in a range of typologies.	
Business land	A range of business/commercial activities take place in the Kāpiti Landing area (the eastern portion of the area	
	along Kāpiti Road). Careful consideration of residential development will be required in order to avoid displacing	
	business land uses.	
Transport	• Kāpiti Road is the most congested road in the district, and development in the area will put further pressure on	
networks	the local road network.	
	Alterations to the surrounding road network are planned to relieve some of this congestion. Work to the network	
	is contingent on NZTA funding and not planned to be completed until the mid-2030's.	
	 Paraparaumu Metropolitan Centre is accessible via active modes along the Wharemauku stream. 	
	 There could be some accessibility and resilience benefits to retaining an operational airport. 	
Infrastructure		
and servicing	The area has potential access to existing water supply reticulated mains on all sides.	
and servicing	Existing wastewater mains are located on Kāpiti Road, which is the edge of the are closest to the Otaihanga	
	wastewater treatment plant. Connecting the western area to new wastewater networks may be complicated by	
	the presence of the runway.	
	Development in the area may trigger upgrades to the existing wastewater plant, and/or pipes and pump stations	
	between the area and the plant.	
Natural	• There is a small orchid habitat identified in the western extent of the area, although this may be protected from	
ecosystem	urban development by the presence of flood hazard in the area.	
values		
Water bodies	The Wharemauku stream runs through the southern portion of the area, and there are a number of drains	
	located throughout the area, most of which flow to the Wharemauku stream.	
	There may be unmapped wetlands located within the area.	
Landscape and	Public open spaces in the surrounding area are not significantly sized, and it would be likely that new public	
open space	open space would be required to support development in the area.	
values	 The western extent of the area would have good access to coastal open space. 	
	There are no special amenity landscapes identified in the area.	
Heritage values	The Air Traffic Control Tower (located off Kāpiti Road) is a listed heritage building. There is an opportunity for	
	development to recognise and provide for existing heritage values associated with the tower.	
	• There is an archaeological site (identified as a midden) located in the southern portion of the area.	
Topography	The area is relatively flat.	
Natural hazards	Parts of the western and southern extents of the area are identified as being subject to flood hazard.	
and land risks	The entire extent of the area is identified as having a high risk of liquefaction.	
	The majority of the area is identified on the SLUR.	
Land use	Airport noise may lead to a compromised living environment for new residential activities developed in close	
compatibility	proximity to the runway strip.	
·····,	 Development in close proximity to the runway strip may limit the ability for the airport to expand operations and 	
	could risk future non-compliances should civil aviation regulations around obstacle limitation surfaces change in	
	the future.	
	 Development of new residential environments in close proximity to the runway strip may increase exposure of 	
	the airport to operational hazards (for example, increased risk of bird strike associated increase in bird habitats	
	on private land).	
Highly		
• •	There is a small amount of LUC 3 land located in the southern portion of the area, although this is not cohesive and is surrounded by urban area.	
productive land	and is surrounded by urban area.	
Climate change	Consolidation within the existing urban environment is likely to be less resource intensive than greenfield development subjide the urban area	
(low-carbon	development outside the urban area.	
futures)	Development in the area has good access to public transport, active modes and local centres, so is likely to	
	promote less emissions intensive lifestyles.	

• The areas outlined in the Kāpiti Coast Airport Aerodrome Designation (KCAHL-001) contained within the District Plan that are: runway strips, take off and approach surfaces, and the areas of land underneath the extent of transitional side surface that is below 8m above ground level. • The space between runways 16/34 and 12/30 and the space around the existing terminal on Dakota Road;

• Land within the innermost "air noise boundary" identified in the District Plan.

This area is indicative only and must not be relied on as the actual extent required to maintain an operational airport. Identification of the area has been undertaken through a high-level planning assessment only and has not been informed by specialist aeronautical design or compliance advice.

Future Urban Study Area **PA-01 Scenario B**



Area information							
Locality	Paraparaumu	Scenario B considers the theoretical development of the site without an					
Location	The Kāpiti airport site	operational airport.					
Total area (ha)	126.6ha						
Existing zoning	Airport Zone						

Key	/ constraints	Key	/ opportunities
٠	Kāpiti Road capacity constraints.	•	Cohesive urban growth and consolidation of urban form.
•	Existing waterbodies.	•	Significant increase in dwelling supply in close proximity to the
•	Flooding, liquefaction and contaminated land.		Metropolitan Centre.
		•	Close proximity to activity centres and public transport.
		•	Flat site.

Theoretical dw	elling estimate								
Gross	Public	Net	Densit	y mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
74.6ha	30%	52.2ha	0%	70%	20%	10%	0%	2,510	 Theoretical development area avoids flooding constraints in the west and south. Close proximity to Paraparaumu district centre is assumed to support higher density typologies. Minimum density assumes application of the MDRS. Assumes Kāpiti Landing is redeveloped.

Criteria	Observations	Rating
Mana whenua	The Wharemauku stream is recognised as a site of significance to Te Ātiawa ki Whakarongotai.	
Urban form	• Development of the area would result in a cohesive expansion of the existing urban environment, and result in	
	the consolidation of Paraparaumu's overall urban form.	
	Increased scale and density of development in the eastern-most extent of the site (along Kāpiti Road) would be	
	consistent with the policy 3 of the NPS-UD, due to its proximity to Paraparaumu Metropolitan Centre Zone.	
Local	• Development would be of a scale and significance that may result in the establishment of a new neighbourhood	
neighbourhoods	within the development area. Comprehensive planning may be required to ensure that development cohesively	
	integrates with established neighbourhoods adjacent to the area.	
Activity centres	• The southern and eastern extents are within an 800m walkable catchment of Paraparaumu Metropolitan Centre.	
	The northern extent of the area is in close proximity to Paraparaumu Beach town centre.	
	Development is likely to support the development of established centres.	
Residential	The large area has the potential to contribute significantly to dwelling supply.	
development	Close proximity to a number of centres is likely to result in a range of typologies.	
Business land	A range of business/commercial activities take place in the Kāpiti Landing area (the eastern portion of the area	
	along Kāpiti Road). Careful consideration of residential development will be required in order to avoid displacing	
	business land uses.	
Transport	• Kāpiti Road is the most congested road in the district, and development in the area will put further pressure on	
networks	the local road network.	
	• Alterations to the surrounding road network are planned to relieve some of this congestion. Work to the network	
	is contingent on NZTA funding and not planned to be completed until the mid-2030's.	
	Paraparaumu Metropolitan Centre is accessible via active modes along the Wharemauku stream.	
Infrastructure	The area has potential access to existing water supply reticulated mains on all sides.	
and servicing	• Existing wastewater mains are located on Kāpiti Road, which is the edge of the are closest to the Otaihanga	
	wastewater treatment plant.	
	• Development in the area may trigger upgrades to the existing wastewater plant, and/or pipes and pump stations	
	between the area and the plant.	
Natural	• There is a small orchid habitat identified in the western extent of the area, although this may be protected from	
ecosystem	urban development by the presence of flood hazard in the area.	
values		
Water bodies	• The Wharemauku stream runs through the southern portion of the area and there are a number of drains located	
	throughout the area, most of which flow to the Wharemauku stream.	
	There may be unmapped wetlands located within the area.	
Landscape and	Public open spaces in the surrounding area are not significantly sized, and it would be likely that new public	
open space	open space would be required to support development in the area.	
values	The western extent of the area would have good access to coastal open space.	
	There are no special amenity landscapes identified in the area.	
Heritage values	The Air Traffic Control Tower (located off Kāpiti Road) is a listed heritage building. There is an opportunity for	
	development to recognise and provide for existing heritage values associated with the tower.	
	There is an archaeological site (identified as a midden) located in the southern portion of the area.	
Topography	The area is relatively flat.	
Natural hazards	Parts of the western and southern extents of the area are identified as being subject to flood hazard.	
and land risks	The entire extent of the area is identified as having a high risk of liquefaction.	
	The majority of the area is identified on the SLUR.	
Land use	There are few land use compatibility/reverse sensitivity constraints associated with the area.	
compatibility		
Highly	• There is a small amount of LUC 3 land located in the southern portion of the area, although this is not cohesive	
productive land	and is surrounded by urban area.	
Climate change	Consolidation within the existing urban environment in an area with access to existing infrastructure may be less	
	resource intensive than greenfield development outside of the urban area.	
(low-carbon		
(low-carbon futures)	 Development in the area has good access to public transport, active modes and local centres, so is likely to 	



Locality Paraparaumu Location The area of land between Milne Drive and the Kāpiti Airport Total area (ha) 8.9ha Existing apping Burgl Lifestyle Zone	Area information	
Total area (ha) 8.9ha	Locality	Paraparaumu
	Location	The area of land between Milne Drive and the Kāpiti Airport
Evisting zoning Pural Lifestyle Zone	Total area (ha)	8.9ha
Existing zoning Rulai Liestyle zone	Existing zoning	Rural Lifestyle Zone

Ke	y constraints	Key	opportunities
•	Proximity to the airport.	•	Consolidation of established urban form.
•	Waterbodies.	•	Close proximity to activity centres and public transport.
•	Flooding and liquefaction.		

Theoretical d	welling estimation	te							
Gross	Public	Net	Densit	y mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
1.9ha	30%	1.3ha	0%	0%	0%	100%	0%	110	 Theoretical development area is relatively small as a majority of the area is subject to combined constraints associated with flood hazard and waterbodies. Medium-high density assumed on the basis that the area is within the walkable catchment of Paraparaumu district centre.

Criteria	Observations	Rating
Mana whenua	There are no mapped sites of significance within the area, although the Wharemauku stream is recognised as a site of significance to Te Ātiawa ki Whakarongotai.	
Urban form	Development of the area would function as a cohesive consolidation of the Paraparaumu's established urban form.	
Local	Development of the area could be undertaken in a manner that integrates with the established neighbourhood to	
neighbourhoods	the south-east.	
Activity centres	The area is within a walkable catchment of Paraparaumu District Centre.	
Residential development	The area is relatively small and would contribute modestly to dwelling supply.	
Business land	There is no existing business zoned land in the area.	
Transport	Existing access is available at a number of points along Milne Drive.	
networks	Private land may need to be acquired to provide road-width access into the area.	
	• The area is well connected by active modes to Paraparaumu district centre, and would have ready access to Paraparaumu railway station.	
Infrastructure	The area has access to existing water supply on Runway Lane/Milne Drive.	
and servicing	The area has access to existing waste water mains on Runway Lane/Milne Drive.	
	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.	
Natural	There are no identified ecological sites within the area.	
ecosystem		
values		
Water bodies	There are a number of ponds that cover a large portion of the area.	
Landscape and	• There is a small open space located adjacent to the area, on Milne Drive. Development of the area may seek to	
open space	extend this.	
values	There is are no special amenity landscapes identified within the area.	
Heritage values	There are no listed heritage sites in the area.	
	There are no identified archaeological sites in the area.	
Topography	The area is relatively flat.	
Natural hazards	A significant portion of the area is subject to flooding risk.	
and land risks	The entire extent of the area is identified as having a high risk of liquefaction.	
Land use	• The site sits within development controls associated with the airport designation (obstacle limitation surfaces and	
compatibility	air noise boundary controls).	
	Development of the area may have reverse sensitivity effects on the airport.	
	Existing rural lifestyle development may be resistant to urban intensification.	
Highly productive land	There is no LUC 1 to 3 land located in the area.	
Climate change	Consolidation within the existing urban environment is likely to be less resource intensive than greenfield	
(low-carbon	development outside the urban area.	
futures)	• The area has good access to public transport, active modes and local centres, so is likely to promote less	
	emissions intensive lifestyles.	



Area information	
Locality	Paraparaumu
Location The to the west of Nikau Reserve in eastern Paraparaumu	
Total area (ha)	38.6ha
Existing zoning	General Residential Zone, Mixed Use Zone

Key constraints	Key opportunities
Flood hazard.	 Development of the Lindale Mixed Use Zone.
Maintaining business uses.	Proximity to Paraparaumu.
Dividing effect of the railway line.	

Theoretical d	welling estima	te							
Gross	Public	Net	Densit	y mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
13.7ha (area already zoned Residential)	30%	9.6ha	0%	100%	0%	0%	0%	380	 Area already zoned residential is subject to flood hazard and ecological constraints Density assumes application of the MDRS.
3.7ha (area not zoned Residential)	30%	2.6	0%	100%	0%	0%	0%	100	 Area is located within the Lindale Mixed Use zone and avoids flood hazard. Mixed use zone to the south of main road is excluded on the basis of existing business uses. Density assumes application of the MDRS.

Criteria	Observations	Ratir
Mana whenua	There are no mapped sites of significance within the area.	
Urban form	• Development of the area would function as a cohesive extension to the established urban form at Paraparaumu.	
	The area is already partially urbanised.	
Local	The railway line to the west of the area will limit the degree to which the area can connect into existing	
neighbourhoods	neighbourhoods within Paraparaumu to the west.	
	• There is limited established neighbourhood in the area. Establishment of a cohesive neighbourhood may require	
	further growth within the existing urban area to the south.	
Activity centres	Development of the Mixed Use Zone in the area could provide a focal point for activity in the wider area.	
	Residential development in the area may support further development of this Mixed Use Zone.	
	The area is located 1.5km from Paraparaumu district centre, which generally accessible by active modes.	
Residential	Additional residential development potential (beyond areas already zoned for Residential development) is	
development	marginal.	
Business land	• The area contains existing business land under a Mixed Use zoning. There may be pressure to develop this for	
	residential uses.	
	• The area to the east of Main Road is largely used for commercial and light industrial purposes.	
	Lindale Village is already being considered for residential development.	
Transport	The area has good access to Main Road (old SH1), which runs through the area.	
networks	There is a partial cycle route into Paraparaumu located on Main Road.	
	There is a bus route along Main Road.	
	Paraparaumu station is about 1.5km by active modes along Main Road. Development of the area may put	
	pressure on existing park and ride facilities at the station.	
	There is no connectivity across the railway line into northern Paraparaumu.	
Infrastructure	Existing water supply trunk mains run along Main Road.	
and servicing	The area has good access to existing water supply reticulation mains, which run throughout the area.	
	 The southern extent of the area has access to existing waste water mains. 	
	The area is close to the Otaihanga waste water treatment plant.	
	• 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.	
Natural	There are no identified ecological sites within the area, although there are ecological sites associated with the	
ecosystem	Nikau Reserve to the west of the area.	
values	• There is the potential for ecologically sensitive sites associated with potential wetland areas located to the west	
	of Lindale Drive.	
Water bodies	A drain passes though the area which eventually flows in to the Waikanae estuary.	
	There are a number of ponds located around Lindale village.	
	There may be unidentified wetlands located within low lying areas of the site.	
Landscape and	The area has good access to open space at Nikau Reserve.	
open space	A special amenity landscape runs along the south-eastern boundary of the area.	
values		
Heritage values	There are no listed heritage sites in the area.	
	There are no identified archaeological sites in the area.	
Topography	The area to the west of Main Road is relatively flat.	
	The area to the east of main road slopes gently to the east.	
Natural hazards	• A majority of the central portion of the area is subject to flood risk, and the majority of the area is identified as a	
and land risks	flood storage area.	
	No part of the area is identified as having a high risk of liquefaction.	
	There is a site on the SLUR located in the southern portion of the area.	
Land use	There may be reverse sensitivity effects on the railway line.	
compatibility		
Highly	The majority of the area is LUC 3.	
productive land	 The broader extent of LUC 1-3 land surround the area lacks cohesion and confined by existing land use. 	
Climate change	Cohesive expansion within the existing urban environment is likely to be less resource intensive than greenfield	
(low-carbon	development outside the urban area.	
futures)	 Urban development in the area has the opportunity to integrate with existing active mode routes along old SH1 	
,	to provide access to Paraparaumu.	

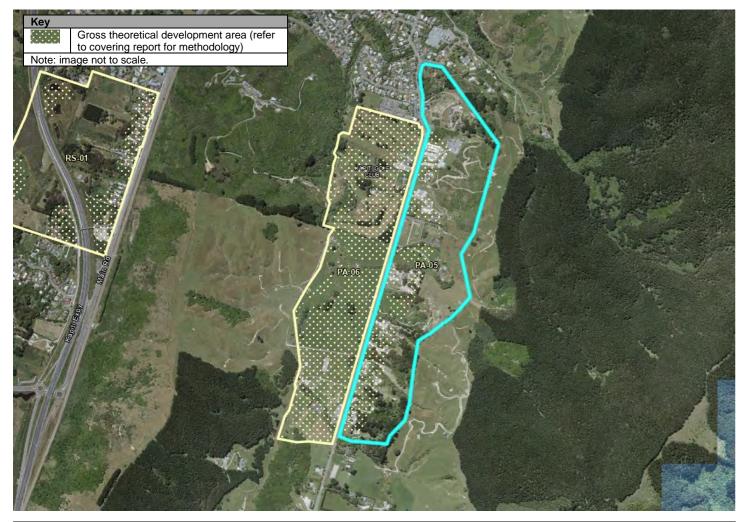


Area information	
Locality	Paraparaumu
Location	Two areas to the north and south of the quarry, directly to the east of Paraparaumu station.
Total area (ha)	36.4ha
Existing zoning	Rural Production Zone

Ke	y constraints	Key opportunities			
•	Steep topography across the entire area.	•	Proximity to Paraparaumu.		
•	Close proximity to the quarry.	•	Flatter land along Ruahine Street is the most suitable for		
•	Earthquake induced slope failure.		development.		
•	Visual impacts of development on the landscape.				

Gross	Public	Net	Densit	Density mix				Estimated	Notes (refer to covering report for	
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)	
0.9ha	0%	0.9ha	0%	0%	0%	100%	0%	70	 Theoretical development area avoids the steep terrain the covers the significant majority of the area. Medium high density assumed on the basis that the area is within the walkable catchment of Paraparaumu railway station. 	

Criteria	Observations	Rating
Mana whenua	There are no mapped sites of significance within the area.	
Urban form	While urban development in the area would be a direct expansion of the central Paraparaumu urban	
	environment, steep topography is likely to result in fragmented and low density urban form.	
Local	• Development in the area could be undertaken in a manner that integrates with the established neighbourhoods	
neighbourhoods	to the east of Paraparaumu centre.	
Activity centres	The area is within a walkable catchment of Paraparaumu District Centre.	
Residential	Steep topography means the area is likely to only contribute modestly to housing supply.	
development	Steep topography is likely to result in low density dwelling types.	
	• There is a small extent of flat land located on Ruahine Street that would be more appropriate for residential	
	development.	
Business land	There is no existing business zoned land within the area.	
	Potential opportunity for business uses along Ruahine Street.	
Transport	The northern extent of the area is accessible from Ruahine Road and Nikau Palm Road.	
networks	• The southern extent of the area appears to have only one access point from the end Mamaku Street (a cul-de-	
	sac).	
	The area is within a walkable catchment of Paraparaumu railway station.	
Infrastructure	The northern extent of the area has access to existing water supply trunk mains along Ruahine Street.	
and servicing	• The southern extent of the area has limited access to existing water supply (nearest reticulation mains are	
	located on Kaimanawa Street and Ruapehu Street).	
	• The nearest reticulated waste water mains to the north area are located on Ruahine Street/Tararua Street.	
	The nearest reticulated waste water mains to the south area are on Mamaku Street/Kaimanawa Street.	
	• 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.	
Natural	There are ecological sites located within the southern extent of the area.	
ecosystem		
values	A sustained when the eastern of the east have not of the east	
Water bodies	A waterway runs along the eastern edge of the northern part of the area.	
Landscape and	There is a low degree of existing open space on the eastern side of Paraparaumu. Development in the area may	
open space values	need to be supported by new open space.	
values	A special amenity landscape covers the entire extent of the southern area, and a significant majority of the pattern part of the area.	
Heritage values	 northern part of the area. There are no listed heritage sites in the area. 	
Heritage values		
Topography	There are no identified archaeological sites in the area.	
Natural hazards	Apart from a small strip of land adjacent Ruahine Road, the entire area is steep and will be difficult to develop.	
and land risks	• Large extents of the northern and southern areas are subject to a high risk of earthquake induced slope failure.	
Land use	Reverse sensitivity effects on the quarry site located between the northern and southern extents of the area.	
compatibility	• Reverse sensitivity effects on the quarry site located between the northern and southern extents of the area.	
Highly	There is no LUC 1-3 soil in the area.	
productive land		
Climate change	Construction of urban environment and services within steep terrain is likely to be more resource intensive.	
(low-carbon	 The area has good access to public transport, active modes and local centres, so is likely to promote less 	
futures)	emissions intensive lifestyles, although this may be offset by steep topography encouraging increased private	
,	vehicle use.	



Area information	
Locality	Paraparaumu
Location	The area to the south of Paraparaumu, east of Valley Road
Total area (ha)	44.2ha
Existing zoning	Rural Production Zone, Open Space Zone

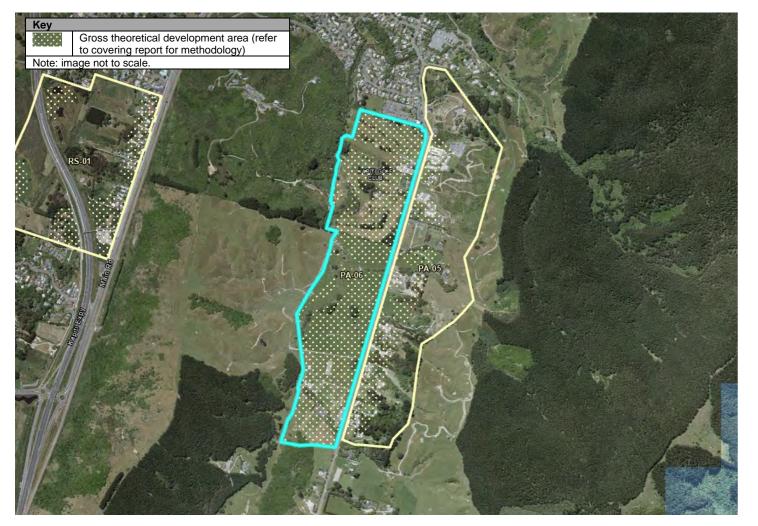
K	ey constraints	Key opportunities			
٠	Low connectivity and resilience in the transport network.	•	Proximity to Paraparaumu.		
•	Steep topography.	•	Low natural hazard risk.		
•	Cemetery located centrally in the area.				

Gross	Public	Net Dens		Density mix				Density mix Estimat	Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)	
13.5ha	30%	9.5ha	0%	100%	0%	0%	0%	320	 Theoretical development area avoids combined constraints associated with steep topography, waterbodies and an existing cemetery. Density assumes application of the MDRS. 	

Criteria	Observations			
Mana whenua	There are no mapped sites of significance within the area.			

Criteria	Ob	servations
Urban form	•	Development would function as a contiguous souther
	1	Paraparaumu.
	•	The existing cemetery in the centre of the area will fo
		connectivity may struggle to develop cohesively south
	•	The extent to which this is cohesive with the establish
		which would result in a long, narrow and one-way ext
Local	•	The area risks being developed as a large cul-de-sac
neighbourhoods		development of a cohesive neighbourhood in the are
	•	The existing rural lifestyle neighbourhood in the south
		by the expansion of the urban environment.
Activity centres	•	The northern extent of the area is located 1.5km from
		located approximately 3km from the centre.
	•	Development of a local centre may be required to su
	•	Paraparaumu School is located on the eastern side of
Residential	•	Combined constraints in the area are likely to result i
development	•	Comprehensive planning may be required to encoura
Business land	•	There is no existing business zoned land within the a
Transport	•	The area is accessed by Valley Road. This is essenti
networks		accommodate urban development.
	•	The area has low network resilience. While there is a
		this route is subject to regular landslips.
	•	Topography and the presence of the cemetery will m
		area (east of Valley Road).
	•	There is no provision for existing active modes to acc
		these could be incorporated in Valley Road upgrades
	•	Development in the area is likely to put pressure on t
		already congested.
Infractivitation	•	Development of the area is likely to put pressure on p
Infrastructure	•	Existing water supply reticulation mains and waste w
and servicing		the site. Development of the area will require extensi
	•	Development at the edge of the water supply network pressure.
		Development in the area may trigger upgrades to the
	-	between the area and the plant.
Natural	.	There is a small portion of ecological site identified a
ecosystem	[•]	There is a small portion of coological site identified a
values		
Water bodies	•	Tributaries to the Wharemauku stream flow through t
Landscape and	•	The cemetery located centrally within the area is like
open space		function as a neighbourhood open space may be limit
values	•	New open space will likely be required to support dev
	•	There are no identified special amenity landscapes in
Heritage values	•	There are no listed heritage sites in the area.
-	•	There are no identified archaeological sites in the are
Topography	•	The eastern half of the area is steep and will be diffic
	•	The western half of the area gently slopes from south
Natural hazards	•	The area is relatively unconstrained by natural hazar
and land risks		There are no identified flood risks in the area.
	•	No part of the area is identified as subject to high risk
Land use	•	The cemetery located centrally within the are is likely
compatibility		The natural gas network passes through the central a
		Existing rural lifestyle development in the southern ex
Highly	•	The area is part of a relatively cohesive extent of LUC
productive land	1	The area is part of a relatively conesive extent of LUC
Climate change	•	Extending the urban environment and services to the
(low-carbon		Development in the area may result in increased veh
futures)	1	able to be offset by incorporation of active modes into
	1	Paraparaumu centre.
	1	r araparauniu conde.

m extension of the established urban area to the east of prm a natural break in urban development. Urban form and h of this. hed urban form will be limited by the valley topography, tension of the urban environment. with little interconnectivity, and this may challenge the a. hern extent of the area would likely be significantly altered h Paraparaumu district centre and the southern extent is pport development in the area. of the railway line. In a modest contribution to dwelling supply. Age a diverse range of typologies. Irea. ially a rural road that would require significant upgrades to a second exit to Mackay's interchange via Waterfall Road, ake it difficult to develop north-south connectivity within the perses Paraparaumu centre and railway station (although s). he intersection and level crossing at Kāpiti Road, which is park and ride facilities at Paraparaumu station. ater mains terminate on Valley Road. k may require additional investment to maintain flow and e existing waste water plant, and/or pipes and pump stations long the southern edge of the area. the area. yu to remain as an enduring open space, although its ited. velopment in the area. a. uit to develop. h to north. ds. c of liquefaction. 'to resist urban development. and northem extents of the area. xtent of the area may be resistant to urban development. c 1 so ill that extents up the valley. r area may be resource intensive. icle trips to Paraparaumu local centre, although this may be h valley. Paraparaumu local centre, although this may be h valley. h valley change and the rand network between the area and h valley. h valley change and the rand network between the area and h valley. h valley change and the rand and the rand and horthem extents of the area. h valley change and the rand and the rand and horthem extents of the area. h valley. h valley change and the rand and horthey harea and h valley. h valley change and the rand and horthey extent and hore harea and horthey harea and horthey		Rating
h of this. hed urban form will be limited by the valley topography, tension of the urban environment. with little interconnectivity, and this may challenge the a. hern extent of the area would likely be significantly altered a Paraparaumu district centre and the southern extent is pport development in the area. of the railway line. In a modest contribution to dwelling supply. age a diverse range of typologies. Irea. iailly a rural road that would require significant upgrades to a second exit to Mackay's interchange via Waterfall Road, ake it difficult to develop north-south connectivity within the sess Paraparaumu centre and railway station (although s). he intersection and level crossing at Kāpiti Road, which is bark and ride facilities at Paraparaumu station. ater mains terminate on Valley Road. k may require additional investment to maintain flow and e existing waste water plant, and/or pipes and pump stations long the southern edge of the area. he area. y to remain as an enduring open space, although its ited. welopment in the area. h the area. a. uit to develop. h to north. ds. c of liquefaction. to resist urban development. and northem extents of the area. xtent of the area may be resource intensive. icid trips to Paraparaumu local centre, although this may be	n extension of the established urban area to the east of	
hed urban form will be limited by the valley topography, tension of the urban environment. with little interconnectivity, and this may challenge the a. hern extent of the area would likely be significantly altered a. Paraparaumu district centre and the southern extent is pport development in the area. of the railway line. In a modest contribution to dwelling supply. age a diverse range of typologies. Irrea. ially a rural road that would require significant upgrades to a second exit to Mackay's interchange via Waterfall Road, ake it difficult to develop north-south connectivity within the cess Paraparaumu centre and railway station (although s). he intersection and level crossing at Kāpiti Road, which is park and ride facilities at Paraparaumu station. ater mains terminate on Valley Road at the northern edge of on of both existing mains up Valley Road. k may require additional investment to maintain flow and e existing waste water plant, and/or pipes and pump stations long the southern edge of the area. the area. by to remain as an enduring open space, although its ited. velopment in the area. the area. a. a. c of liquefaction. to resist urban development. and northem extents of the area. ktent of the area may be resistant to urban development. C 3 soil that extents up the valley. a area may be resource intensive. icide trips to Paraparaumu local centre, although this may be		
a. hern extent of the area would likely be significantly altered in Paraparaumu district centre and the southern extent is poport development in the area. of the railway line. In a modest contribution to dwelling supply. age a diverse range of typologies. Irrea. ially a rural road that would require significant upgrades to a second exit to Mackay's interchange via Waterfall Road, ake it difficult to develop north-south connectivity within the cess Paraparaumu centre and railway station (although s). he intersection and level crossing at Kāpiti Road, which is oark and ride facilities at Paraparaumu station. ater mains terminate on Valley Road. k may require additional investment to maintain flow and e existing waste water plant, and/or pipes and pump stations long the southern edge of the area. the area. by to remain as an enduring open space, although its ited. velopment in the area. in the area. aa. uit to develop. in to north. ds. c of liquefaction. to resist urban development. and northern extents of the area. ktent of the area may be resistant to urban development. C 3 soil that extents up the valley. a area may be resource intensive. icle trips to Paraparaumu local centre, although this may be	ed urban form will be limited by the valley topography,	
hem extent of the area would likely be significantly altered n Paraparaumu district centre and the southern extent is poport development in the area. of the railway line. n a modest contribution to dwelling supply. age a diverse range of typologies. area. ially a rural road that would require significant upgrades to a second exit to Mackay's interchange via Waterfall Road, ake it difficult to develop north-south connectivity within the press Paraparaumu centre and railway station (although s). he intersection and level crossing at Kāpiti Road, which is bark and ride facilities at Paraparaumu station. ater mains terminate on Valley Road at the northern edge of on of both existing mains up Valley Road. k may require additional investment to maintain flow and e existing waste water plant, and/or pipes and pump stations long the southern edge of the area. the area. by to remain as an enduring open space, although its ited. relopment in the area. n the area. a. out to develop. n to north. ds. c of liquefaction. to resist urban development. and northern extents of the area. ctent of the area may be resistant to urban development. C 3 soil that extents up the valley. a area may be resource intensive. icide trips to Paraparaumu local centre, although this may be		
pport development in the area. Image a diverse range of typologies. in a modest contribution to dwelling supply. age a diverse range of typologies. isally a rural road that would require significant upgrades to a second exit to Mackay's interchange via Waterfall Road, Image a diverse range of typologies. a second exit to Mackay's interchange via Waterfall Road, Image a diverse range of typologies. Image a diverse range of typologies. a second exit to Mackay's interchange via Waterfall Road, Image a diverse range of typologies. Image a diverse range of typologies. a second exit to Mackay's interchange via Waterfall Road, Image a diverse range of typologies. Image a diverse range of typologies. ake it difficult to develop north-south connectivity within the ress Paraparaumu centre and railway station (although s). Image a diverse range of typologies. he intersection and level crossing at Kāpiti Road, which is boark and ride facilities at Paraparaumu station. Image a diverse range of typologies. ater mains terminate on Valley Road. Image a diverse range of the area. Image a diverse range of the area. long the southern edge of the area. Image a diverse range of the area. Image a diverse range of the area. the area. Image a diverse range of the area. Image a diverse range of the area. Image a diverse range of the area. ted. Image a diverse		
of the railway line. Image: a diverse range of typologies. age a diverse range of typologies. Image: a diverse range of typologies. area. Image: a diverse range of typologies. area a diverse range of typologies. Image: a diverse range of typologies. area. Image: a diverse range of typologies. are mains to the value of the area. Image: a diverse range of typologies. are mains terminate on Valley Road at the northern edge of on of both existing mains up Valley Road. Image: a diverse range: a diverse range of the area. are require additional investment to maintain flow and exelsiting waste water plant, and/or pipes and pump stations Image: a diverse range: a diverse: a diverse: a diverse: a diverse: a diverse: a diver	Paraparaumu district centre and the southern extent is	
age a diverse range of typologies. Interval iailly a rural road that would require significant upgrades to Interval iailly a rural road that would require significant upgrades to Interval ia second exit to Mackay's interchange via Waterfall Road, Interval iake it difficult to develop north-south connectivity within the Interval cess Paraparaumu centre and railway station (although s). Interval he intersection and level crossing at Kāpiti Road, which is Interval park and ride facilities at Paraparaumu station. Interval ater mains terminate on Valley Road at the northern edge of on of both existing mains up Valley Road. Interval k may require additional investment to maintain flow and Interval e existing waste water plant, and/or pipes and pump stations Interval long the southern edge of the area. Interval ted. Interval Interval velopment in the area. Interval Interval n the area. Interval Interval saa. Interval Interval of liquefaction. Interval Interval of liquefaction. Interval Interval of liquefaction. Interval		
and the area. and the area. and the area. and the area. a second exit to Mackay's interchange via Waterfall Road, ake it difficult to develop north-south connectivity within the cess Paraparaumu centre and railway station (although s). be intersection and level crossing at Kāpiti Road, which is construction of both existing mains up Valley Road at the northern edge of on of both existing mains up Valley Road. construction of the area and the area. cess both existing mains up Valley Road. constructions cess the area. construction of both existing mains up Valley Road. cess the area. construction of both existing mains up Valley Road. cess the area. construction of both existing mains up Valley Road. cess the area. construction of both existing mains up Valley Road. cess the area. construction of both existing mains up Valley Road. cess the area. construction of both existing mains up Valley Road. cess the area. construction of both existing mains up Valley Road. the area. construction of both existing mains up Valley Road. ted. construction of the area. the area. construction of the area. tited. construction of the area. the area. con fliquefaction.<	0 11 9	
ially a rural road that would require significant upgrades to a second exit to Mackay's interchange via Waterfall Road, ake it difficult to develop north-south connectivity within the cess Paraparaumu centre and railway station (although s). he intersection and level crossing at Kāpiti Road, which is coark and ride facilities at Paraparaumu station. ater mains terminate on Valley Road at the northern edge of on of both existing mains up Valley Road. k may require additional investment to maintain flow and e existing waste water plant, and/or pipes and pump stations long the southern edge of the area. the area. ly to remain as an enduring open space, although its ited. velopment in the area. n the area. aa. of liquefaction. to resist urban development. and northern extents of the area. co f liquefaction. to resist urban development. and northern extents of the area. xtent of the area may be resistant to urban development. C 3 soil that extents up the valley. e area may be resource intensive. icite trips to Paraparaumu local centre, although this may be <td></td> <td></td>		
a second exit to Mackay's interchange via Waterfall Road, ake it difficult to develop north-south connectivity within the cess Paraparaumu centre and railway station (although s), he intersection and level crossing at Kāpiti Road, which is park and ride facilities at Paraparaumu station. ater mains terminate on Valley Road at the northern edge of on of both existing mains up Valley Road. k may require additional investment to maintain flow and e existing waste water plant, and/or pipes and pump stations long the southern edge of the area. the area. by to remain as an enduring open space, although its ited. velopment in the area. the area. ea. uit to develop. n to north. ds. c of liquefaction. to resist urban development. and northern extents of the area. xtent of the area may be resistant to urban development. C 3 soil that extents up the valley. e area may be resource intensive. icide trips to Paraparaumu local centre, although this may be		
ake it difficult to develop north-south connectivity within the gess Paraparaumu centre and railway station (although s). he intersection and level crossing at Kāpiti Road, which is park and ride facilities at Paraparaumu station. ater mains terminate on Valley Road at the northern edge of on of both existing mains up Valley Road. k may require additional investment to maintain flow and e existing waste water plant, and/or pipes and pump stations long the southern edge of the area. the area. ly to remain as an enduring open space, although its ited. velopment in the area. n the area. sa. out to develop. n to north. ds. c of liquefaction. to resist urban development. and northern extents of the area. xtent of the area may be resistant to urban development. c 3 soil that extents up the valley. e area may be resource intensive. icle trips to Paraparaumu local centre, although this may be		
cess Paraparaumu centre and railway station (although s). he intersection and level crossing at Kāpiti Road, which is baark and ride facilities at Paraparaumu station. ater mains terminate on Valley Road at the northern edge of on of both existing mains up Valley Road. k may require additional investment to maintain flow and existing waste water plant, and/or pipes and pump stations ater mains terminate on the area. he area. intersection and evelopen space, although its ited. ited. velopment in the area. intersection. ited. real ited. ited. velopment in the area. ited. ited. real ited. ited. velopment in the area. ited. ited. real ited. ited. ited. velopment in the area. ited. ited. ited. real ited. ited. ited. ited. velopment in the area. ited. ited. ited. ited. velopment in the area. ited. ited. ited. ited. ited. velopment in the area. ited. ited. ited. ited. ited. ited. co of liquefaction.	second exit to Mackay's interchange via Waterfall Road,	
 a). b). b) the intersection and level crossing at Kāpiti Road, which is park and ride facilities at Paraparaumu station. b) the intersection and level crossing at Kāpiti Road, which is park and ride facilities at Paraparaumu station. b) the area interminate on Valley Road at the northern edge of on of both existing mains up Valley Road. c) the area interminate additional investment to maintain flow and existing waste water plant, and/or pipes and pump stations c) the area. c) the area may be resistant to urban development. c) the area may be resource intensive. c) the area may be resource intensive. c) the trips to Paraparaumu local centre, although this may be 	ake it difficult to develop north-south connectivity within the	
the intersection and level crossing at Kāpiti Road, which is park and ride facilities at Paraparaumu station. ater mains terminate on Valley Road at the northern edge of on of both existing mains up Valley Road. k may require additional investment to maintain flow and e existing waste water plant, and/or pipes and pump stations long the southern edge of the area. the area. ly to remain as an enduring open space, although its ited. velopment in the area. n the area. ea.		
ater mains terminate on Valley Road at the northern edge of on of both existing mains up Valley Road. k may require additional investment to maintain flow and o e existing waste water plant, and/or pipes and pump stations o long the southern edge of the area. o the area. o ly to remain as an enduring open space, although its ited. o velopment in the area. o ea. o to develop. o n the area. o ea. o cold liquefaction. o to resist urban development. o and northern extents of the area. o xtent of the area may be resistant to urban development. o C 3 soil that extents up the valley. o e area may be resource intensive. o icle trips to Paraparaumu local centre, although this may be o	·	
on of both existing mains up Valley Road. k may require additional investment to maintain flow and e existing waste water plant, and/or pipes and pump stations long the southern edge of the area. long the southern edge of the area. the area. ly to remain as an enduring open space, although its ited. velopment in the area. n the area. ea. ea. ea. ea. ea. ea. ea.	ark and ride facilities at Paraparaumu station.	
k may require additional investment to maintain flow and e existing waste water plant, and/or pipes and pump stations long the southern edge of the area. the area. ly to remain as an enduring open space, although its ited. velopment in the area. n the area. ea. eult to develop. n to north. ds. c of liquefaction. to resist urban development. and northern extents of the area. ktent of the area may be resistant to urban development. C 3 soil that extents up the valley. e area may be resource intensive. icle trips to Paraparaumu local centre, although this may be	ater mains terminate on Valley Road at the northern edge of	
e existing waste water plant, and/or pipes and pump stations long the southern edge of the area. In the area. In the area. Deal. Particle trips to Paraparaumu local centre, although this may be e existing waste water plant, and/or pipes and pump stations In the area. In the	on of both existing mains up Valley Road.	
Iong the southern edge of the area. the area. Iy to remain as an enduring open space, although its ited. yelopment in the area. in the area. ea. eature to develop. in to north. ds. c of liquefaction. it to resist urban development. and northern extents of the area. ktent of the area may be resistant to urban development. C 3 soil that extents up the valley. e area may be resource intensive. icle trips to Paraparaumu local centre, although this may be	may require additional investment to maintain flow and	
the area. Image: Space and Spa	existing waste water plant, and/or pipes and pump stations	
the area. Image: Space and Spa	ong the southern edge of the area.	
by to remain as an enduring open space, although its ited. velopment in the area. in the area. ea. ea. <t< td=""><td></td><td></td></t<>		
ited. velopment in the area. a. but to develop. n to north. ds. c of liquefaction. t to resist urban development. and northern extents of the area. ktent of the area may be resistant to urban development. C 3 soil that extents up the valley. e area may be resource intensive. icicle trips to Paraparaumu local centre, although this may be	ne area.	
velopment in the area. Image: Comparison of the area. ball Image: Comparison of the area. ball to develop. Image: Comparison of the area. ball to north. Image: Comparison of the area. condition of the area may be resistant to urban development. Image: Comparison of the area. condition of the area may be resistant to urban development. Image: Comparison of the area. condition of the area may be resource intensive. Image: Comparison of the area. icle trips to Paraparaumu local centre, although this may be Image: Comparison of the area.		
a the area.		
ea.	•	
sult to develop. in to north. ds. c of liquefaction. it to resist urban development. and northern extents of the area. extent of the area may be resistant to urban development. C 3 soil that extents up the valley. e area may be resource intensive. icle trips to Paraparaumu local centre, although this may be		
In to north. Image: Constraint of the original state of the oris original state of the oris original state o		
ds. <pre>ds.</pre> <pre>c of liquefaction. </pre> <pre>v to resist urban development. and northern extents of the area. <pre>xtent of the area may be resistant to urban development. C 3 soil that extents up the valley. </pre> <pre>e area may be resource intensive. </pre> <pre>icle trips to Paraparaumu local centre, although this may be</pre></pre>		
x of liquefaction. x to resist urban development. and northern extents of the area. x tent of the area may be resistant to urban development. C 3 soil that extents up the valley. x tent of the area may be resource intensive. x area may be resource intensive. x tents up the valley.		
to resist urban development. and northern extents of the area. xtent of the area may be resistant to urban development. C 3 soil that extents up the valley.		
and northern extents of the area. xtent of the area may be resistant to urban development. C 3 soil that extents up the valley. area may be resource intensive. icle trips to Paraparaumu local centre, although this may be		
xtent of the area may be resistant to urban development. C 3 soil that extents up the valley. area may be resource intensive. Image: control of the paraparaumu local centre, although this may be		
C 3 soil that extents up the valley. e area may be resource intensive. icle trips to Paraparaumu local centre, although this may be		
icle trips to Paraparaumu local centre, although this may be		
icle trips to Paraparaumu local centre, although this may be		
	•	



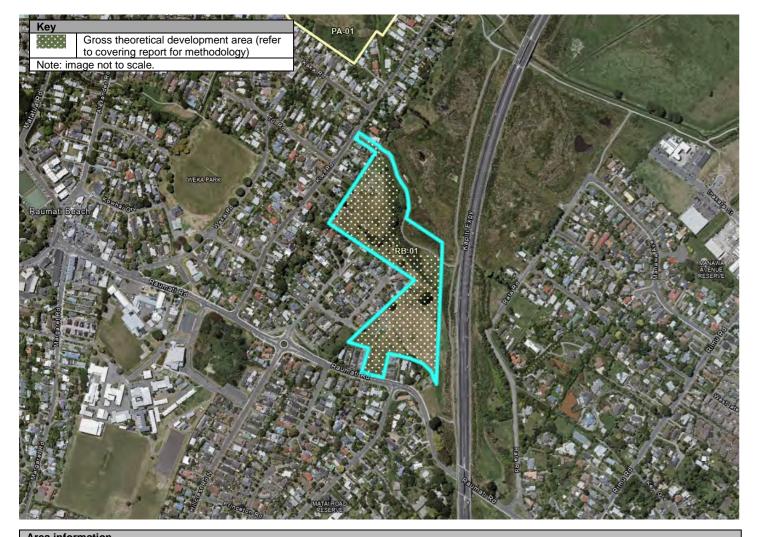
Area information	
Locality	Paraparaumu
Location	The area to the south of Paraparaumu, west of Valley Road
Total area (ha)	40.4ha
Existing zoning	Rural Production Zone, Open Space Zone

Ke	ey constraints	Ke	y opportunities
•	Low connectivity and resilience in the transport network.	•	Proximity to Paraparaumu.
•	Existing golf course.	•	Low natural hazard risk.

Gross	Public	Net	Densit	Density mix					Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
32.4ha	30%	22.7ha	0%	100%	0%	0%	0%	910	 Theoretical development area avoids a number of waterbodies that pass through and along the western edge of the area. Density assumes application of the MDRS.

Criteria	Observations	
Mana whenua		aters of the Wharemauku stream are iden
	Whakaron	<i></i>
Urban form	 Developme 	ent would function as a contiguous southe
	Paraparau	mu.
	 The extent 	to which this is cohesive with the establish
	which wou	d result in a long, narrow extension of the
Local	 The area ri 	sks being developed as a large cul-de-sa
neighbourhoods	developme	ent of a cohesive neighbourhood in the are
Activity centres	The northe	rn extent of the area is located 1.5km from
	located ap	proximately 3km from the centre.
	Developme	ent of a local centre may be required to su
	 Paraparau 	mu School is located on the eastern side
Residential	The area h	as the potential to contribute to dwelling
development		nsive planning may be required to encour
Business land		existing business zoned land within the
Transport		accessed by Valley Road. This is essen
networks		late urban development.
		as low network resilience. While there is
		s subject to regular landslips.
		provision for existing active modes to ac
		d be incorporated in Valley Road upgrade
		ent in the area is likely to put pressure on
	already co	
		ent of the area is likely to put pressure on
Infrastructure		ater supply reticulation mains and waste v
and servicing	0	evelopment of the area will require extension
		ent at the edge of the water supply netwo
	pressure.	
	•	ent in the area may trigger upgrades to th
		e area and the plant.
Natural		small portions of ecological sites identifie
ecosystem		
values		
Water bodies	The headw	aters of the Wharemauku stream run alo
	tributaries	that flow through the area.
		n is 'lively' and has been known to shift in
Landscape and		space associated with Kāpiti golf club may
open space	•	space will likely be required to support de
values		rtion of special amenity landscape is loca
Heritage values		no listed heritage sites in the area.
		no identified archaeological sites in the ar
Topography		lopes gently from south to north.
Natural hazards		s relatively unconstrained by natural haza
and land risks		ptential flooding associated with the Whar
		the area is identified as subject to high ris
Land use		
compatibility		I gas network passes through the central
	0	ral lifestyle development in the southern e
Highly	 The area is 	s part of a relatively cohesive extent of LU
productive land		
Climate change	-	the urban environment and services to th
		ant in the area may result in increased ve
(low-carbon		
(low-carbon futures)		ent in the area may result in increased vel offset by incorporation of active modes int

	Rating
tified as an awa of significance to Te Ātiawa ki	
rn extension of the established urban area to the east of	
hed urban form will be limited by the valley topography, urban environment.	
with little interconnectivity, and this may challenge the a.	
Paraparaumu district centre and the southern extent is	
pport development in the area. of the railway line.	
upply. age a diverse range of typologies.	
rea. ally a rural road that would require significant upgrades to	
any a furai toau that would require significant upgrades to	
second exit to Mackay's interchange via Waterfall Road,	
cess Paraparaumu centre and railway station (although s).	
, he intersection and level crossing at Kāpiti Road, which is	
park and ride facilities at Paraparaumu station.	
ater mains terminate on Valley Road at the northern edge of on of existing networks up Valley Road.	
k may require additional investment to maintain flow and	
existing waste water plant, and/or pipes and pump stations	
along the southern and north-western edges of the area.	
g the western extent of the area, and there are a number of ocation.	
be lost to urban development in the area.	
velopment in the area.	
ed in the western extent of the area.	
ea.	
4-	
ds. emauku stream, and	
c of liquefaction.	
and northern extents of the area.	
ktent of the area may be resistant to urban development.	
C 3 soil that extents up the valley.	
area may be resource intensive.	
icle trips to Paraparaumu local centre, although this may be o Valley Road and the road network between the area and	



Area information	
Locality	Raumati Beach
Location	Between Raumati Road and Kiwi Road, west of the Expressway
Total area (ha)	5.9ha
Existing zoning	General Residential Zone, Rural Lifestyle Zone

K	ey constraints	Key	opportunities
٠	Expressway designation.	•	Consolidation of established urban form.
•	Some steep topography.	•	Close proximity to activity centres and public transport.
•	Liquefaction.		

Theoretical d	Theoretical dwelling estimate									
Gross	Public	Net	Densit	Density mix					Notes (refer to covering report for	
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)	
5.1ha	30%	3.6ha	0%	0%	0%	100%	0%	290	 Theoretical development area avoids flooding and steep topography north east of the area. Medium high density assumed on the basis that the area is within the walkable catchment of Paraparaumu railway station. 	

Criteria	Ob	servations
Mana whenua	•	There are no mapped sites of significance in the area
Urban form	•	Development of the area would function as a cohesive form.
Local neighbourhoods	•	Development of the area could be undertaken in a ma Raumati Beach to the west.
Activity centres	•	The area is within a walkable catchment of Paraparau
	•	The area is within close proximity to Raumati Beach to
	•	Development of the area is likely to support the devel
Residential	•	The area has the potential to contribute to modestly to
development	•	Close proximity to a range of centres would likely enc
Business land	•	There is no existing business zoned land within the a
Transport	•	The area has access to Raumati Road and Kiwi Road
networks	•	There is a bus route on Raumati Road.
	•	The area is well connected by active modes to Parapa
		Paraparaumu railway station.
Infrastructure	•	The area has access to existing water supply and wa
and servicing	•	Development in the area may trigger upgrades to the
		between the area and the plant.
Natural	•	There are no identified ecological sites located in the
ecosystem		
values		
Water bodies	•	There are no water bodies located within the area, alt
		the northern edge of the area.
Landscape and	•	The area has good access to existing public open spa
open space values	•	There are no special amenity landscapes identified in
Heritage values	•	There are no listed heritage sites in the area.
	•	There are no identified archaeological sites in the are south-east of the area.
Topography	•	There is an extent of steep topography located in the
Natural hazards	•	The northern edge of the area is subject to flood risk.
and land risks	•	The area is identified as subject to high risk of liquefa
Land use	•	The Expressway designation covers the eastern extern
compatibility	•	Obstacle limitation surfaces associated with the airpo
	•	A portion of the air noise boundary associated with th
Highly	•	There is a small portion of LUC 3 land in the northern
productive land	•	The broader extent of LUC 1-3 land surrounding the a
Climate change	•	Consolidation within the existing urban environment is
(low-carbon		development outside the urban area.
futures)	•	The area has good access to public transport, active
		emissions intensive lifestyles.

	Rating
a.	
e consolidation of the Paraparaumu's established urban	
anner that integrates with the established neighbourhood of	
umu District Centre.	
town centre.	
lopment of established centres.	
o dwelling supply.	
courage a range of typologies.	
irea.	
d.	
paraumu district centre, and would have ready access to	
aste water mains on Kiwi Road and Raumati Road. e existing waste water plant, and/or pipes and pump stations	
area.	
though a tributary to the Wharemauku stream flows along	
ace in the surrounding area.	
n the area.	
ea, although there are a number of sites identified to the	
north of the area.	
action.	
ent of the area.	
ort cover the area.	
ne airport is located in the north of the area.	
n extent of the area.	
area lacks cohesion and confined by existing land use.	
s likely to be less resource intensive than greenfield	
modes and local centres, so is likely to promote less	



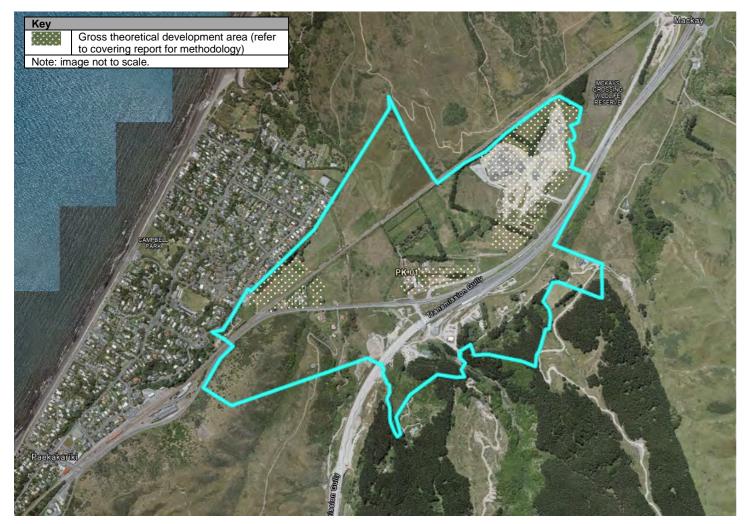
Area information	
Locality	Raumati South
Location	To the west of Main Road and the north of Poplar Avenue, both sides of the Expressway.
Total area (ha)	43.6ha
Existing zoning	General Rural Zone

Key	/ constraints	Key	/ opportunities
•	Wetlands and waterbodies.	•	Consolidation of established urban form.
•	The Expressway designation.	•	Proximity to Paraparaumu and Raumati Beach.
•	Liquefaction and flooding.		

Gross	Public	Net	Densit	y mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
12.7ha	30%	8.9ha	0%	100%	0%	0%	0%	320	 Theoretical development area is relatively fragmented as it avoids large areas of flood hazard and wetlands. Density assumes application of the MDRS.

Criteria	Observations	Rating
Mana whenua	There are no mapped sites of significance in the area.	
Urban form	Development of the area would consolidate established urban form at Raumati South.	
	• Development of a cohesive urban form will be challenged by the dividing effect of the Expressway, as well as the	
	presence of flood hazard and wetlands.	
	The area should also include the extent of General Rural Zone land to the west, to avoid this being left as a	
	sliver.	
Local	• Development of the area could be undertaken in a manner that integrates with the established neighbourhoods	
neighbourhoods	at Raumati South.	
	Development may improve connectivity of the established neighbourhood on the corner of Main Road and	
	Poplar Ave to surrounding areas in Raumati South.	
Activity centres	Paraparaumu district centre is relatively accessible to the area.	
	• The Raumati South local centre is relatively accessible to the area, and development of the area may support	
	activity at the centre.	
Residential	Combined constraints in the area are likely to inhibit development, and as a result the area has the potential to	
development	contribute moderately to dwelling supply.	
	Proximity to a range of centres would likely encourage a range of typologies.	
Business land	There is no existing business zoned land within the area.	
Transport	The northern extent of the area is accessible via Main Road.	
networks	• Access to the southern extent of the area will be more challenging. The southern extent is accessible via Poplar	
	Ave, as well a convoluted access via Leinster Ave.	
	The area has good access to Paraparaumu via active modes along the Expressway.	
Infrastructure	• The area has access to existing water supply reticulated mains on Main Road, Poplar Ave and Rongomau Lane.	
and servicing	• The area has access to existing waste water mains on Main Road, Poplar Ave and Rongomau Lane.	
	• 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.	
Natural	• There is an ecological site associated with a wetland located in the southern extent of the area (off Poplar Ave).	
ecosystem	There are no identified ecological sites located in the northern extent of the area.	
values		
Water bodies	There is a wetland located in the southern extent of the area (north of Poplar Ave).	
	A tributary to the Wharemauku stream flows along the northern edge of the area.	
	There appears to be ponds or wetlands associated with the Expressway, located in the area to the east of the	
	Expressway.	
Landscape and	The area has good access to open space in Queen Elizabeth Park to the south.	
open space	There is a notable tree listed in the northern extent of the area.	
values	There is no special amenity landscape identified within the area.	
Heritage values	There is a listed heritage building located in the northern extent of the area adjacent to the Expressway.	
-	There are no identified archaeological sites in the area.	
Topography	The northern extent of the area is relatively flat.	
	The southern extent of the area is gently undulating.	
Natural hazards	The central portion of the area is subject to flood risk.	
and land risks	 The area is identified as subject to high risk of liquefaction. 	
	 There is an old land fill site located within the western extent of the area. 	
	 The area is an old swamp, and there is potential significant ground water issues that would need further 	
	investigation.	
Land use	The Expressway designation covers much of the central portion of the area.	
compatibility		
Highly	The majority of the area is identified as LUC 3.	
productive land	 The broader extent of LUC 1-3 land surrounding the area lacks cohesion and confined by existing land use. 	
Climate change	 Consolidation within the existing urban environment is likely to be less resource intensive than greenfield 	
(low-carbon	 Consolidation within the existing urban environment is likely to be less resource intensive than greenied development outside the urban area. 	
futures)		
	emissions intensive lifestyles.	

Theoretical dwalling activ



Area information									
Locality	Paekakariki								
Location The area to the east of Paekakariki, to the south of Queen Elizabeth Park.									
Total area (ha)	123.1ha								
Existing zoning	General Rural Zone, Rural Production Zone and General Residential Zone								
Existing zoning	General Rural Zone, Rural Production Zone and General Residential Zone								

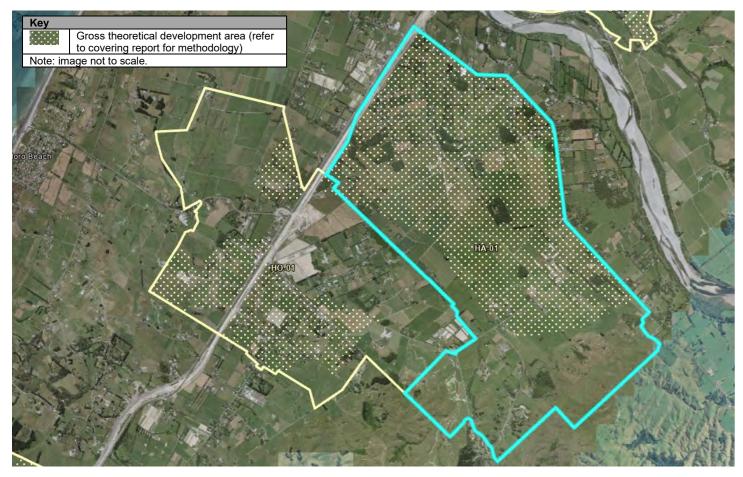
Key constraints	Key opportunities
 Accessibility and transport network constraints. 	Proximity to Paekakariki.
Dividing effect of the railway line.	Development as a catalyst to resolve existing issues with access
Liquefaction and flooding.	and servicing.
Wastewater servicing.	
 Potential land contamination. 	

Gross	Public	olic Net Density mix	Density mix					Notes (refer to covering report for	
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
22.4ha	30%	15.7ha	0%	100%	0%	0%	0%	630	 Theoretical development area is relatively fragmented as it avoids large areas of flood hazard and waterways. Density assumes application of the MDRS.

Criteria	Observations	Rati
Mana whenua	The Wainui stream is identified as a site of significance to Ngāti Toa Rangatira.	
	The Te Puka stream is identified as a site of significance to Te Ātiawa ki Whakarongotai.	
	There are a number of archaeological sites located throughout the area.	
Urban form	Development of the area would function as an inland expansion of the established urban form at Paekakariki.	
	The dividing effects of the railway line and the Expressway, as well as extensive flood hazard are likely to	
	challenge the cohesive development of urban form in the area.	
Local	Significant development in the area is likely to have effects on the established neighbourhood at Paekakariki.	
neighbourhoods		
Activity centres	Development in the are is likely to support activity in the existing local centre at Paekakariki.	
,	 Eastern parts of the area will be relatively distant from the established local centre. 	
	 There is a local primary school to the west of the area, although the nearest high school is in Paekakariki. 	
Residential	 The presence of extensive flood hazard restricts potential development, and is likely to result in a modest 	
development	contribution to dwelling supply.	
development		
Business land		
	There is no existing business zoned land within the area.	
Transport	Development in the area will put additional pressure on the Beach Road intersection with SH1. This intersection	
networks	is already congested and has safety issues.	
	Access to the northern extent of the area requires access through Tilley Road, which is narrow in parts.	
	The presence of the railway may prohibit the development of internal networks within the area.	
	It could be possible to connect Tilley Road to the Transmission Gully interchange with an overbridge over the	
	railway. This would have the benefit of providing an access route to Paekakariki that avoids a level crossing.	
	• There is reasonable access to Paekakariki station, although distance may encourage vehicle trips to the station	
	and put pressure on park and ride facilities.	
Infrastructure	The area has access to existing water supply mains and reservoir storage.	
and servicing	• There is no existing reticulated waste water at Paekakariki. New development would require a new reticulated	
	network, piped up to the existing waste water treatment facility at Otaihanga.	
	Development of the area may trigger requirements to upgrade the existing plant at Otaihanga.	
	On-site solutions for wastewater may be possible, although this may significantly reduce development density.	
Natural	There are a number of ecological sites identified in the south of the area.	
ecosystem		
values		
Water bodies	There is a relatively significant presence of streams and drains throughout the area.	
	The Te Puka and Wainui streams traverse the central portion of the site.	
	There are a number of other drains that traverse the site.	
Landscape and	An ONL covers part of the northern extent of the area.	
open space	A special amenity landscape and part of an ONL covers the southern portion of the area.	
values	 The area has good access to open space in Queen Elizabeth Park to the north. 	
Heritage values	 There is a listed heritage building located in the small residential area to the north of SH1. 	
nontago values	 There is a heritage site listed as a kumara pit in the hills in the south-western extent of the area. 	
	 There is a large number of archaeological sites located in the north east of the area. 	
Topography		
Topography	The area to the south of SH1 is relatively steep.	
	The central extent of the area is relatively flat. The north are subset of the area is relatively flat.	
Natural I.	The northern extent of the area is gently undulating.	
Natural hazards	The central portion of the area is subject to flood risk.	
and land risks	The significant majority of the area is identified as subject to high risk of liquefaction.	
	• The steep terrain in the south of the area is subject to a high risk of earthquake induced slope failure.	
	The majority of the central portion of the area is identified on the SLUR as potentially contaminated.	
	The Te Puka and Wainui streams are mobile and subject to erosion.	
	Ground water levels in the area are known to be high.	
Land use	Reverse sensitivity effects associated with the Transmission Gully interchange.	
compatibility	Reverse sensitivity effects associated with the railway line.	
Highly	The majority of the area is identified as LUC 1.	
productive land	 The broader extent of LUC 1-3 land surrounding the area is not particularly cohesive. 	
Climate change	 Extending the urban environment and services to the area may be resource intensive. 	
(low-carbon		
futures)		
	able to be offset by incorporation of active modes to provide improved access to Paekakariki station.	

Future Urban Study Area Assessments

Te Horo, Peka Peka and Waikanae



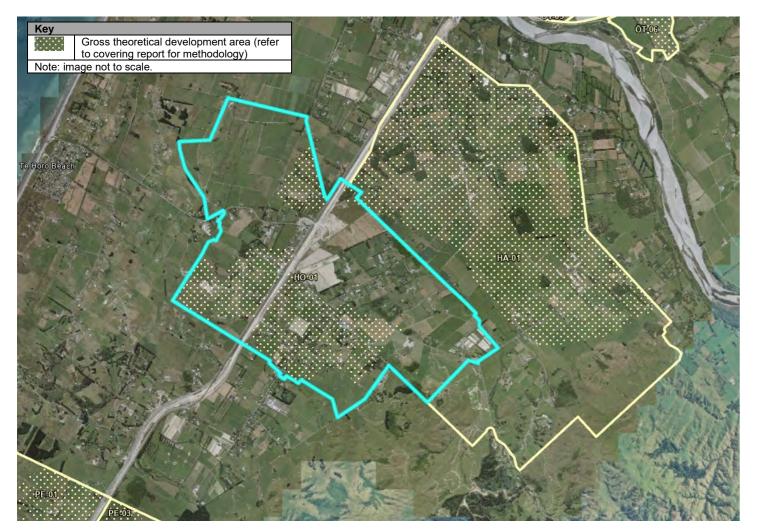
Area information								
Locality Hautere								
Location To the east of Te Horo, bounded by Ōtaki Gorge Road to the north-west								
Total area (ha) 1,169.1ha								
Existing zoning	Rural Production Zone, General Rural Zone							

Ke	y constraints	Key opportunities				
٠	Disconnected from established urban environments.	•	Relatively flat.			
•	Poor access to public transport.	•	Relatively low natural hazard risk.			
•	Highly productive land.	•	Significant contribution to dwelling supply.			
•	No reticulated services.	•	Connectivity opportunities (a new railway station).			

Theoretical d	welling estima	te							
Gross theoretical develop- ment area	Public realm provision (roads and reserves)	Net theoretical develop- ment area	Densit Low (20d /ha)	y mix Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	Estimated dwellings	Notes (refer to covering report for methodology and general notes)
704.1ha	30%	492.9ha	0%	90%	10%	0%	0%	20,700	 Theoretical development areas avoid flood hazard areas associated with the Mangaone Stream, steep topography in the south, and a range of ecologically significant sites located throughout the area. A mix of densities is proposed on the assumption that development of the area is comprehensively planned, and a train station is provided. Minimum density assumes application of the MDRS.

Criteria Mono when yo	Observations	Rati
Mana whenua	There are no mapped sites of significance within the area.	
	 Any new water supply to the area must be associated with the Otaki catchment. Bringing in water from an autoida astabusent be suided. 	
	outside catchment should be avoided.	
	 Areas towards the Ōtaki river side of the area may be more sensitive to urban development. The Taiao may have more capacity to support urban development than the areas to the north of the Ōtaki river, 	
	 The Taiao may have more capacity to support urban development than the areas to the north of the Otaki river, where the Taiao is more constrained. 	
lwi development	 There are two sections of Māori freehold land located at the western edge of the area, around Old Hautere 	
	 There are two sections of Maon neerloid fand located at the western edge of the area, around Oid Hautere Road. 	
Urban form	 Development in this area would challenge the established hierarchy of urban form on the Kāpiti coast. 	
orbairtoini	 There is no existing urban form in Hautere, and no existing urban environment from which a cohesive urban form 	
	could be developed.	
	 Development of the area would require a comprehensively planned urban form response in order to establish an 	
	entirely new, cohesive urban area. Development of a new town would be a significant and long-term	
	undertaking.	
Local	The area is predominantly defined by rural agricultural/grazing uses, with some rural lifestyle land uses.	
neighbourhoods	The existing rural neighbourhood would likely be significantly altered by the establishment of an urban	
	environment in the area.	
Activity centres	There is no established activity centre (shops, school or public services) within the area.	
-	Development in the area may challenge the established centres hierarchy within the district.	
	• Any new development would require the establishment of an activity centre or network of centres to support the	
	associated scale of residential development.	
Residential	The area is relatively flat and has the potential to contribute significantly to dwelling supply.	
development	Comprehensive planning would be required to ensure a diverse range of typologies are delivered.	
Business land	While there is no existing business zoned land, there appear to be some higher intensity agricultural uses	
	located in the area.	
	 Proximity to the Expressway may suit the development of business land in the area. 	
Transport	The area is predominantly accessed by Ōtaki Gorge Road and Old Hautere Road from the north. Access to the	
networks	southern extent of the area is provided by Hautere Cross Road.	
	 There is south-bound access to and northbound egress from the Expressway at Otaki Gorge Road. 	
	 A shared path is proposed to be incorporated into the Peka Peka to Ōtaki section of the Expressway. 	
	Urban development would require new local access networks.	
	 There is no local public transport in the area, and no local access to regional public transport. 	
	Opportunity to provide a railway station to support the development of the area.	
Infrastructure	There is no existing substantial water supply to the area. Development of the area would need to be supported	
and servicing	by a new water source associated with the Otaki river, and associated treatment, storage (reservoir) and	
	reticulation systems. This would involve significant cost and complexity.	
	There is no existing waste water reticulation in the area. New development in the area would likely trigger the	
	requirement for a new waste water treatment facility and reticulation network. This would involve significant cost	
	and complexity.	
Natural	There are over a dozen identified ecological sites within the area, most of which are recognised for their indianana set the unique.	
ecosystem	indigenous vegetation values.	
values	There is a QEII trust covenant site located in the centre of the area.	
Water bodies	The Mangaone Stream runs along the southern extent of the area. Much of the land appears to drain into this	
	stream.	
Landscape and	The stand of Totara trees on Otaki Gorge Road is recognised as a special amenity landscape. The Kinght Counting Descent is leasted in the methy wast of the same at the same of Old Havters Desch Aside	
open space values	The Kiripiti Scientific Reserve is located in the north west of the area, at the corner of Old Hautere Road. Aside from this, there are no other public area process in the area.	
values	from this, there are no other public open spaces in the area.	
	New public open spaces would be required to support new urban development in the area. The Old Part Officers the summer of Other Part and Hasters Part is a listed besiters building	
Heritage values	The Old Post Office on the corner of Ōtaki Gorge Road and Hautere Cross Road is a listed heritage building. There are no identified archaeological sites in the area.	
Tan a	There are no identified archaeological sites in the area.	
Topography	The majority of the area is relatively flat, except for the southern portion which is relatively steep.	
Natural hazards	Aside from a limited area around the Mangaone Stream, the area appears to be relatively free of flood risk.	
and land risks	However there is limited flood and stormwater modelling associated with the area. Further work would be	
	required to establish the extent of hazard associated with flooding and stormwater.	
	There is a fault avoidance area located through the northern extent of the area. There is a small arrows of land on the SLUD located to the north of Usutara Cross Dood	
	 There is a small amount of land on the SLUR located to the north of Hautere Cross Road. 	
	No land is identified as being at high risk of liquefaction. The effects of stampustar runoff of urban development on patential flooding in the area are unknown	
	The effects of stormwater runoff of urban development on potential flooding in the area are unknown. There is some flooding accessible during accessible during	
l and use	There is some flooding associated with localised drains. There is extential for any anglituity offents in any initiate the European state and the north wastern edge of	
Land use	There is potential for reverse sensitivity effects in proximity to the Expressway along the north-western edge of the energy	
compatibility	the area. The Ötabli Association is been to be the method the area between Ötabli Orana Baad and Old Usatan Baad	
	The Ōtaki Aerodrome is located in the north of the area, between Ōtaki Gorge Road and Old Hautere Road.	
	There appears to be come intensive agricultural activity to the north of old Hautere Road that may be vulnerable to available the agricultural activity to the north of old Hautere Road that may be vulnerable	
	to reverse sensitivity effects.	
	The area to the north of Old Hautere Road includes rural lifestyle development that may be resistant to urban development	
Highly	 development. The entire area is likely to meet the definition of highly productive land, although a majority of the area is LUC 3. 	
	• The entire area is likely to meet the definition of highly productive land, although a majority of the area is LUC 3.	

Criteria	Observations	Rating			
Climate change	Growth in this area would likely require vehicle trips in order to access basic services, although active modes of				
(low-carbon	access to Ōtaki town centre and Waikanae via the Expressway may be able to be incorporated.				
futures)	Construction of an entirely new urban centre is likely to be emissions intensive.				
	• Significant work and expenditure of resources are likely required to create the infrastructure networks required to service the area.				
	Low access to regional public transport may result in increased private vehicle commuting.				



Area information								
Locality Te Horo								
Location	Location Both sides of the Expressway at Te Horo							
Total area (ha)	Total area (ha) 878.8ha							
Existing zoning Rural Production Zone and General Rural Zone								

Ke	y constraints	Key opportunities					
٠	Disconnected from established urban environments.	•	Relatively flat.				
•	Poor access to public transport.	•	Significant contribution to dwelling supply.				
•	Flooding and liquefaction.	•	Area to the east of the Expressway more appropriate to develop.				
•	Waterbodies.	•	Partnership with Māori freehold land owners.				
•	Highly productive land.						
•	No reticulated services.						

Theoretical d	Theoretical dwelling estimate										
Gross	Public	Net	Densit	Density mix				Estimated	Notes (refer to covering report for		
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)		
257.2ha	30%	180.0ha	0%	100%	0%	0%	0%	7,200	 Theoretical development areas avoid flood hazard areas associated with the Mangaone Stream, steep topography in the south, and a range of ecologically significant sites located throughout the area. Density assumes application of the MDRS. 		

Criteria Mono whomuo	Observations	Rati
Mana whenua	A number of areas along the Mangaono Stream are identified as being of significance to Ngā Hapu o Ōtaki.	1
	There is a wahi tapu site located to the north of the Mangaone Stream to the west of the Expressway. This is	
	identified as a taumata site.	
lwi development	• There are some large areas of Māori freehold land located in the northern extent of the area on both sides of the	
	Expressway.	
Urban form	 Development in this area would challenge the established hierarchy of urban form on the Kāpiti coast. 	
	• There are is a loosely cohesive extent of low-density built form located along old SH1 and School Road. These	
	areas are separated by the Expressway.	
	• Development of the area would require a comprehensively planned urban form response in order to establish a	
	new, cohesive urban area. Development of a new town would be a significant and long-term undertaking.	
	Development of a unified urban form will be challenged by the presence of the Expressway.	
Local	There is a degree of low-density settlement located on old SH1 and School road, on both sides of the	
neighbourhoods	Expressway.	
	• The existing low-density neighbourhood would be significantly altered by development of an urban environment	
	in the area.	
Activity centres	• There are existing small activity centres (including shops, a community centre, and a school), although these are	
	dispersed on both sides of the Expressway, rather than clustered.	
	 Development within the area may require the establishment of a new consolidated activity centre (as a town 	
	centre or neighbourhood centre zone).	
	 Development in the area may challenge the established centres hierarchy within the district. 	
Residential	 The area is relatively flat and has the potential to contribute significantly to dwelling supply. 	
development	 Comprehensive planning would be required to ensure a diverse range of typologies are delivered. 	
Business land		
DUSITIESS Idno	There is no existing business land within or at the boundary of the area. There is an extent of industrial area of land used for example, the state state state of the site.	
	There is an extent of industrial zoned land used for concrete plant at the western edge of the site.	
_	 Proximity to the Expressway may suit the development of business land in the area. 	
Transport	The area is accessed by old SH1, with an overpass providing access to the area east of the Expressway.	
networks	There is no direct access to the Expressway.	
	A shared path is proposed to be incorporated into the Peka Peka to Ōtaki section of the Expressway.	
	Urban development would require new local access networks.	
	There is no local public transport in the area, and no local access to regional public transport.	
Infrastructure	There is no existing substantial water supply to the area. Development of the area would need to be supported	
and servicing	by a new water source associated with the Otaki river, and associated treatment, storage (reservoir) and	
-	reticulation systems. This would involve significant cost and complexity.	
	• There is no existing waste water reticulation in the area. New development in the area would likely trigger the	
	requirement for a new waste water treatment facility and reticulation network. This would involve significant cost	
	and complexity.	
Natural	There are six identified ecological sites within the area, most of which are recognised for their indigenous	
ecosystem	vegetation values.	
values		
Water bodies	• The Mangaone Stream runs through the centre of the area. Much of the land appears to drain into this stream.	
	 Several smaller streams and drains located throughout southern and western halves of the area. 	
Landscape and		
-		
open space values		
values	There are small extents of public open space associated with the community hall on School Road.	
	New public open spaces would be required to support new urban development in the area.	
Heritage values	The Te Horo Community Hall on School Road is listed as a heritage site.	
	The old Te Horo Railway Station (to the north of the Expressway overpass) is listed as a heritage site.	
	The "Whalers Wife's House" located south of the Te Waka Road/Swamp Road intersection is a listed heritage	
	site, and may be the oldest structure in the district.	
	There is a recorded archaeological site located between Winiata Link Road and the Expressway.	
Topography	The majority of the area is relatively flat.	
Natural hazards	• There are a number of overland flow paths associated with the Mangaone Stream that flow through the area.	
and land risks	 Much of the northern extent of the area is subject to flooding risk. 	
	 The western extent of the are is identified as having a high liquefaction potential. 	
	 There is a fault avoidance area located in the central northern part of the area. 	
	 There are some SLUR sites located on the western side of the Expressway. 	
Land use	 There is potential for reverse sensitivity effects in proximity to the Expressway. 	
compatibility		
sompationity		
Highly	resistant to urban development.	
Highly	A significant majority of the area is likely to meet the definition of highly productive land, although a majority of the area is LUO 2	
productive land	the area is LUC 3.	
Climate change	• Growth in this area would likely require vehicle trips in order to access basic services, although active modes of	
(low-carbon	access to Ōtaki town centre and Waikanae via the Expressway may be able to be incorporated.	
futures)	 Construction of an entirely new urban centre is likely to be emissions intensive. 	
	• Significant work and expenditure of resources are likely required to create the infrastructure networks required to	
	service the area.	



Area information	
Locality	Peka Peka
Location	To the north of the Peka Peka Expressway interchange, spanning from the coast to the Expressway
Total area (ha)	296.1ha
Existing zoning	General Rural Zone, Rural Production Zone, Rural Lifestyle Zone and Natural Open Space Zone

Key constraints	Key opportunities
Disconnected from established urban environments.	Access to coastal open space.
Extensive flood hazard.	Opportunity for a cohesive cluster of development around the
Poor access for all forms of transport.	roundabout, in coordination with adjacent areas.
Liquefaction and coastal hazard.	
Established rural lifestyle development.	
No reticulated services.	

Theoretical d	Theoretical dwelling estimate									
Gross	Public Net Density mix							Estimated	Notes (refer to covering report for	
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)	
47.7ha	30%	33.4ha	0%	100%	0%	0%	0%	1,340	 Combined constraints in the western (coastal) extent of the area result in the eastern extent of the area being more appropriate for potential development. Density assumes application of the MDRS. Theoretical development area is influenced by extensive flood hazard identified in the area. 	

Criteria	Observations	Rating
Mana whenua	 The mouth and the inland reaches of the Kōwhai Stream are identified as being of significance to Ngā Hapu o Ōtaki. There are a number of middens identified along the western edge of the area. 	

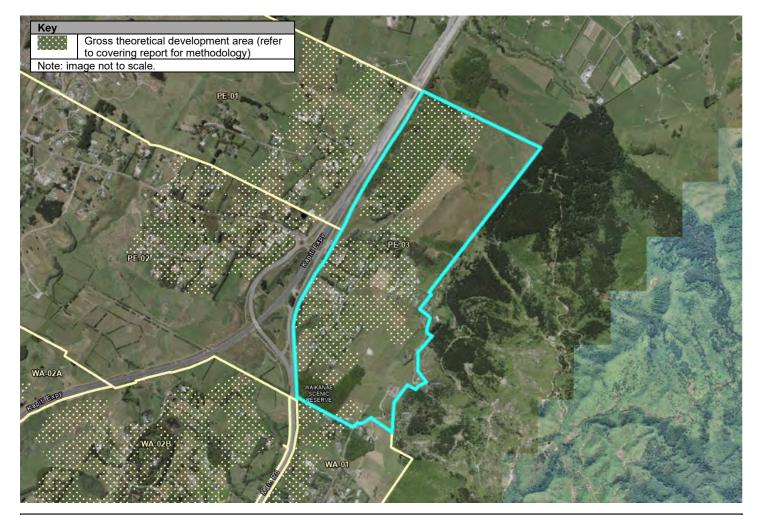
Criteria	Observations	Rating
Urban form	Aside from the small settlement at Peka Peka Beach to the south, there is no established urban form in or	
	adjacent to the area.	
	Development of this area is likely to lack cohesion in relation to the larger urban environment of Waikanae to the south.	
	 Combined constraints associated with the western extent of the area mean that urban form is likely to establish 	
	in the east of the area, around the Peka Peka interchange.	
	Comprehensive planning in coordination with adjacent growth areas would be required to ensure an internally	
	cohesive urban form is developed.	
Local neighbourhoods	 The area is predominantly defined be rural lifestyle development to the south, and rural activity to the north. The existing rural lifestyle neighbourhood would likely be significantly altered by the establishment of an urban 	
neighbourhoous	 The existing rural lifestyle neighbourhood would likely be significantly altered by the establishment of an urban environment in the area. 	
Activity centres	There is no established activity centre (shops, school or public services) within or adjacent to the area.	
-	• Development in the area would require the support of a new activity centre in the vicinity of Peka Peka.	
	• Development of a new activity centre could support established residential activity at Peka Beach.	
Residential	The area has the potential to contribute to dwelling supply.	
development	Comprehensive planning of the area would be required to ensure a range of dwelling typologies.	
	Lower risk areas towards the Expressway may be more appropriate to develop.	
Business land	There is no existing business zoned land in the area. Dravimity to the Expressively may suit the development of husiness land in the area.	
Transport	Proximity to the Expressway may suit the development of business land in the area.	
Transport networks	There is limited road access to this area, and new networks would need to be developed to provide access to the interior of this area.	
notironito	 Access to the expressway is northbound only. Development in the area will put additional pressure on Paetawa 	
	Road/Rutherford Drive and Old SH1, both of which are already constrained.	
	There is limited/no active mode access to Waikanae town centre.	
	There is no local public transport in the area.	
	While the area is close to Waikanae Station, distance and lack of active mode options may put pressure on park-	
Infractivity	and-ride facilities at Waikanae station.	
Infrastructure and servicing	There is no existing reticulated water supply to the area. Development in the area would likely need to be supported by a new connection to the existing supply at Waikanae.	
and servicing	 New development in the area may need to be supported by new water storage infrastructure (reservoirs). 	
	 There is no existing waste water reticulation in the area. New development in the area would need to be piped to 	
	Otaihanga in the south. This may trigger upgrades to the existing waste water treatment facility at Otaihanga.	
	• Alternatively, where there is significant development in the area, this could be supported by a new waste water	
	treatment facility associated with growth areas further to the north (at Hautere and Te Horo).	
Natural ecosystem	The coastal edge is identified as a key regional native ecosystem. There is an error of native hugh to the next of the refluence line identified on an ecological site.	
values	• There is an area of native bush to the east of the railway line identified as an ecological site.	
Water bodies	A stream and series of drains run through much of the central and western extent of the area.	
	There are a number of small lakes and ponds located in the western extent of the area.	
Landscape and	• The central and western edge of the area are dunelands, much of which is identified as a special amenity	
open space	landscape.	
values	Development in the area would have good access to coastal open space. There are use listed basis in the area.	
Heritage values	 There are no listed heritage items in the area. There are a number of identified archaeological sites in the east of the area. 	
Topography	 The topography is relatively undulating, based on the underlying dune landscape. 	
Natural hazards	 Updated flood hazard modelling has identified that the area is subject to extensive flood hazard. 	
and land risks*	 There is concern about the effects of stormwater runoff and potential for flooding in the coastal and lower area. 	
	• The area in close proximity to the coast will be at increased risk of climate change associated hazards.	
	Almost the entire extent of the area is identified as having a high risk of liquefaction.	
Land use	• There is potential for reverse sensitivity effects in proximity to the Expressway along the north-western edge of	
compatibility	the area.	
	The national grid traverses the central portion of the area. The national grid traverses the unsature parties of the area.	
	 The natural gas supply network traverses the western portion of the area. Established rural lifestyle development in the area may be resistant to urban development. 	
Highly	 Established rural lifestyle development in the area may be resistant to urban development. There is a strip of LUC 3 land located in the western portion of the area, although this is not particularly 	
productive land	 There is a strip of LOC 5 fand located in the western portion of the area, although this is not particularly cohesive. 	
Climate change	Growth in this area would likely require vehicle trips in order to access basic services.	
(low-carbon	Extending infrastructure services to the area may be resource intensive.	
futures)	Low access to regional public transport may result in increased private vehicle commuting.	



Area information	
Locality	Peka Peka
Location	The area between Peka Peka Beach and the Expressway, south of Peka Peka Road
Total area (ha)	462.8ha
Existing zoning	General Rural Zone, Rural Lifestyle Zone, Natural Open Space Zone and General Residential Zone

Key o	constrair	nts					Ke	y opport	unities		
•	 Disconnected from established urban environments. 							Access to coastal open space.			
•	Poor access to activity centres.						•	Opport	unity for a coh	esive cluster of development around the	
•	Poor acce	ess to public tra	nsport.					rounda	bout, in coord	ination with adjacent areas.	
•	Wetlands	and waterbodie	es.								
•	Liquefacti	ion and coastal	hazard.								
•	Extensive	e flood hazard.									
•	Establish	ed rural lifestyle	e development.								
•	No reticul	lated wastewate	er services.								
Theo	retical d	welling estimation	te								
Gros	s	Public	Net	Densit	y mix			Estimated Notes (refer to covering report for			
deve	retical lop- t area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)	
56.2h	na	30%	39.3ha	0%	100%	0%	0%	0%	1,570	 Combined constraints in the western (coastal) extent of the area result in the eastern extent of the area being more appropriate for potential development. Density assumes development is comprehensively planned alongside 	

Criteria Mono unh on un	Observations	Rati
Mana whenua	The headwaters of the Waimeha and Ngarara Streams run along the southern extent of the area and are manual and a stream of the southern and the southern extent of the area and are	
	recognised as a site of significant to Te Ātiawa ki Whakarongotai.	
	There are a number of middens identified throughout the area.	
Urban form	Aside from the small settlement at Peka Peka Beach to the west, there is no established urban form in or	
	adjacent to the area.	
	Larger scale urban development in this area is likely to lack cohesion in relation to the larger urban environment	
	of Waikanae to the south.	
	It may be more appropriate to establish a new urban area around the Peka Peka interchange to the east.	
	Comprehensive planning in coordination with adjacent growth areas would be required to ensure an internally achaging urban form is developed.	
Local	cohesive urban form is developed.	
neighbourhoods	While a degree of development could be undertaken in a manner consistent with the established neighbourhood	
-	scale, larger scale urban development may impact the established neighbourhood at Peka Peka Beach.	
Activity centres	There is no established activity centre (shops, school or public services) within or adjacent to the area. Development in the grap would require the support of a new activity centre in the visibility of Dele	
	Development in the area would require the support of a new activity centre in the vicinity of Peka Peka.	
	 Development of a new activity centre along Peka Peka Road would support established residential activity at Peka Peka Beach. 	
Residential		
	The area has the potential to contribute to dwelling supply.	
development	Comprehensive planning of the area may be required to ensure a range of dwelling typologies.	
Ducine colond	Lower risk areas towards the Expressway may be more appropriate to develop. There is no existing huminous more there is the area.	
Business land	There is no existing business zoned land in the area. Provinity to the Expression may guit the development of husiness land in the area.	
Transport	Proximity to the Expressway may suit the development of business land in the area.	
Transport	Peka Peka Road provides the primary access to and through the area.	
networks	Access to the expressway is northbound only. Development in the area will put additional pressure on Paetawa Bead/Butterfard Drive and Old SH1, both of which are already constrained.	
	Road/Rutherford Drive and Old SH1, both of which are already constrained.	
	There is limited/no active mode access to Waikanae town centre. There is no least within the area	
	There is no local public transport in the area. While the area is also to Weikenes Station, distance and look of active mode actions may put pressure on park.	
	 While the area is close to Waikanae Station, distance and lack of active mode options may put pressure on park- and-ride facilities at Waikanae station. 	
Infrastructure		
and servicing	There is a water supply trunk main that passes through the southern extent of the area.	
and servicing	New development in the area may need to be supported by new water storage infrastructure (reservoirs). These is an existing update storage time the area. New development in the area update by ringed to be readed to be re	
	There is no existing waste water reticulation in the area. New development in the area would need to be piped to Otelbange in the equilibrium trigger ungrades to the existing waste water testment facility of Otelbange	
	Otaihanga in the south. This may trigger upgrades to the existing waste water treatment facility at Otaihanga.	
	Alternatively, where there is significant development in the area, this could be supported by a new waste water treatment facility accepted with growth areas further to the parth (at Heuters and Te Here)	
Natural	treatment facility associated with growth areas further to the north (at Hautere and Te Horo).	
	 Much of the south-western extent of the area is identified as an area of ecological significance associated with the Te Harakiki Swamp. 	
ecosystem values	the Te Harakiki Swamp.	
Values	There is an area of ecological significance located centrally within the area, associated with Peka Peka Road swamp.	
Water bodies	There is a wetland located centrally in the area, to the south of Peka Peka Road.	
Mater boards	 There is a large wetland (Te Harakiki Swamp) located in the south western coastal extent of the area. 	
	 There are two large waterbodies located in the south-westernmost extent of the area, within Pharazyn Reserve. 	
	 There are two smaller ponds located to the south of Peka Peka Beach, on Paetawa Road. 	
	 There are a number of drains along the southern extent of the area that eventually flow in to Ngarara stream. 	
Landscape and		
open space	 The central and south-western extents of the area are dunelands, much of which is identified as a special amenity landscape. 	
values	 Development in the area would have good access to coastal open space, as well as the public open space at 	
	Pharazyn Reserve.	
Heritage values	There are no listed heritage items in the area.	
	 There are a number of identified archaeological sites located through the area, and the risk of archaeological 	
	 There are a number of identified archaeological sites located through the area, and the risk of archaeological discovery is likely to be high. 	
Topography	 The topography is relatively undulating, based on the underlying dune landscape. 	
Natural hazards	 The topography is relatively unutility, based on the underlying dure landscape. There is some flood risk associated with the central and southern portions of the area, particularly around the 	
and land risks*	wetlands. Updated flood hazard modelling has identified extensive flood hazard to the northern extent of the	
	area.	
	 The area in close proximity to the coast will be at increased risk of climate change associated hazards. 	
	The entire extent of the area is identified as having a high risk of liquefaction.	
Land use	 The entire extent of the area is identified as having a high risk of liquefaction. Land within the Pharazyn Reserve is identified on the SLUR. 	
Land use	 The entire extent of the area is identified as having a high risk of liquefaction. Land within the Pharazyn Reserve is identified on the SLUR. There is potential for reverse sensitivity effects in proximity to the Expressway. 	
Land use compatibility	 The entire extent of the area is identified as having a high risk of liquefaction. Land within the Pharazyn Reserve is identified on the SLUR. There is potential for reverse sensitivity effects in proximity to the Expressway. The national grid traverses the central portion of the area. 	
	 The entire extent of the area is identified as having a high risk of liquefaction. Land within the Pharazyn Reserve is identified on the SLUR. There is potential for reverse sensitivity effects in proximity to the Expressway. The national grid traverses the central portion of the area. The natural gas supply network traverses the western portion of the area. 	
compatibility	 The entire extent of the area is identified as having a high risk of liquefaction. Land within the Pharazyn Reserve is identified on the SLUR. There is potential for reverse sensitivity effects in proximity to the Expressway. The national grid traverses the central portion of the area. The natural gas supply network traverses the western portion of the area. Established rural lifestyle development in the area may be resistant to urban development in the area. 	
compatibility Highly	 The entire extent of the area is identified as having a high risk of liquefaction. Land within the Pharazyn Reserve is identified on the SLUR. There is potential for reverse sensitivity effects in proximity to the Expressway. The national grid traverses the central portion of the area. The natural gas supply network traverses the western portion of the area. Established rural lifestyle development in the area may be resistant to urban development in the area. There is an area of LUC 3 land located in the eastern ad southern extents of the area around the Expressway; 	
compatibility Highly productive land	 The entire extent of the area is identified as having a high risk of liquefaction. Land within the Pharazyn Reserve is identified on the SLUR. There is potential for reverse sensitivity effects in proximity to the Expressway. The national grid traverses the central portion of the area. The natural gas supply network traverses the western portion of the area. Established rural lifestyle development in the area may be resistant to urban development in the area. There is an area of LUC 3 land located in the eastern ad southern extents of the area around the Expressway; There is a strip of LUC 3 land running north-south through the area to the east of Peka Peka Beach. 	
compatibility Highly	 The entire extent of the area is identified as having a high risk of liquefaction. Land within the Pharazyn Reserve is identified on the SLUR. There is potential for reverse sensitivity effects in proximity to the Expressway. The national grid traverses the central portion of the area. The natural gas supply network traverses the western portion of the area. Established rural lifestyle development in the area may be resistant to urban development in the area. There is an area of LUC 3 land located in the eastern ad southern extents of the area around the Expressway; 	



Area information	
Locality	Peka Pela
Location	The area to the east of the Expressway, around Hadfield Road
Total area (ha)	173.9ha
Existing zoning	Rural Lifestyle Zone, Natural Open Space Zone

Key constraints	Key opportunities
Steep topography.	Low natural hazard risk.
Established rural lifestyle development.	Opportunity for a cohesive cluster of development around the
Congestion at the Elizabeth Street intersection.	roundabout, in coordination with adjacent areas.
Extending services to the area.	

Gross	Public	Net	Density mix					Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
86.8ha	30%	60.8ha	0%	100%	0%	0%	0%	2,430	 Theoretical development area avoids steep topography in the east. Low density development assumed on the basis of steeper terrain in the area. Flood hazard in this area is unknown, and updates to flood hazard modelling may reduce theoretical development area. Density assumes application of the MDRS.

Criteria	Observations	Ratin		
Mana whenua	There are no mapped sites of significance within the area.			
Urban form	There is no established urban form in the area.			
	Development would likely extend from the area around the Expressway interchange.			
	Comprehensive planning in coordination with adjacent growth areas would be required to ensure an internally			
	cohesive urban form is developed.			
Local	The existing rural lifestyle neighbourhood would likely be progressively altered by growth of the urban			
neighbourhoods	environment.			
Activity centres	There are no existing activity centres in the area.			
	Development in the area would likely need to be serviced by a new local activity centre.			
Residential	The area has the potential to contribute to dwelling supply.			
development	Comprehensive planning of the area may be required to ensure a range of dwelling typologies.			
Business land	There is no existing business zoned land in the area.			
Transport	There is convoluted access to Hadfield Road via Peka Peka roundabout to the north.			
networks	Additional access could be supported by a connection to Huia Street in the south.			
	 Development in this area will put pressure on existing level crossings across the railway. 			
	 Incorporation of active modes into Huia Street would provide good access to Waikanae Station to the south and 			
	reduce pressure on park and ride facilities.			
Infrastructure	There is no reticulated water supply to the area.			
and servicing	New development in the area may need to be supported by new water storage infrastructure (reservoirs). This			
•	could be undertaken in coordination with other growth areas.			
	There is no reticulated waste water infrastructure in the area.			
	• The area is a significant distance from the Otaihanga waste water treatment plant. 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.			
Natural	• There are a number identified ecological sites located within the area, all of which are identified for indigenous			
ecosystem	vegetation values.			
values	There are a number of QEII Trust covenant sites located in the area.			
Water bodies	A number of streams traverse the area from east to west.			
Landscape and	Development in the area would have good access to established public open space at Waikanae Scenic			
open space	Reserve, and Hemi Matenga Memorial Park.			
values	Opportunity to create connections to the ridgeline track to the east.			
Heritage values	• The Lovat House in the northernmost extent of the area (29 Hadfield Road) is a listed heritage feature. It would			
	be possible to incorporate this positively into any new development in the area.			
	There are no identified archaeological sites in the area.			
Topography	The area slopes up from the west to the east.			
	• The majority of the area to the east of Huia Street would likely be too steep to develop as an urban area.			
Natural hazards	There is a small amount of land identified as a high risk of earthquake hazard.			
and land risks	• A small amount of land at the western margin of the area is identified as being subject to high liquefaction risk.			
Land use	There is potential for reverse sensitivity effects in proximity to the railway line.			
compatibility	• Established rural lifestyle development in the area may be resistant to urban development in the area.			
Highly	There is no highly productive land (LUC 1 to 3) in the area.			
productive land				
Climate change	Incorporation of active modes could reduce dependence on vehicle trips to access services in Waikanae town			
(low-carbon centre.				
futures)	 Extending infrastructure services to the area may be resource intensive. 			
	 Development around complex topography may be resource intensive. 			
	 Low access to regional public transport may result in increased private vehicle commuting. 			



Area information						
Locality	Waikanae					
Location	he area to the east of the Expressway, between Waikanae and Peka Peka					
Total area (ha)	135.8ha					
Existing zoning	Rural Lifestyle Zone, Natural Open Space Zone					

Ke	y constraints	Key opportunities		
٠	Steep topography.	Proximity to Waikanae town centre.		
•	Established rural lifestyle development.	Low natural hazard risk.		
•	Congestion at the Elizabeth Street intersection.			
•	Extending services to the area.			

Theoretical of	Theoretical dwelling estimate								
Gross	Public	ic Net	Density mix					Estimated	Notes (refer to covering report for
theoretical	realm	theoretical	Low	Low-	Med	Med-	High	dwellings	methodology and general notes)
develop-	provision	develop-	(20d	Med	(60d	high	(100d		
ment area	(roads and	ment area	/ha)	(40d	/ha)	(80d	/ha)		
	reserves)			/ha)		/ha)			
48.2ha	30%	33.7ha	0%	100%	0%	0%	0%	1,350	Theoretical development area avoids steep topography in the east.
									Density assumes application of the MDRS.

Criteria	Observations	Ratin
Mana whenua	There are no mapped sites of significance in the area.	
Urban form	• Development in this area could be undertaken as a cohesive expansion of the urban area of eastern Waikanae	
	to the south.	
	• Development could be undertaken in coordination with a new centre around the Peka Peka interchange to the	
	north.	
	Development may be fragmented by the presence of waterways and ecological sites in the area.	
Local	The existing rural lifestyle neighbourhood would likely be progressively altered by growth of the urban	
neighbourhoods	environment.	
	Growth may impact on the established neighbourhood at Waikanae East.	
Activity centres	• The nearest activity centre is at Waikanae Town Centre to the south. Growth in the area may support the	
	established town centre at Waikanae.	
	Progressive growth to the north may need to be supported by a new local activity centre.	
Residential	The area has the potential to contribute to dwelling supply, although this may be challenged by steep	
development	topography.	
	• Potentially fragmented development areas and steeper terrain may result in lower density dwelling typologies.	
Business land	There is no existing business zoned land in the area.	
Transport	Access to the area is via Huia Street to the south.	
networks	• There is an opportunity to provide a new connection between Hadfield Road in the north and Huia Street.	
	Development in this area will put pressure on the intersection of Elizabeth Street and Main Road, which is	
	already constrained.	
	Development in this area will put pressure on existing level crossings across the railway.	
	• Incorporation of active modes into Huia Street would provide good access to Waikanae Station to the south, and	
	reduce pressure on park and ride facilities.	
Infrastructure	• Existing reticulated water supply terminates on Huia Street at the southern edge of the area. Development of the	
and servicing	area would require water supply to be extended up Huia Street.	
	• New development in the area may need to be supported by new water storage infrastructure (reservoirs). This	
	could be undertaken in coordination with other growth areas.	
	• Existing waste water reticulation terminates on Huia Street at the southern edge of the area. Development of the	
	area would require waste water reticulation to be extended up Huia Street.	
	• The area is a significant distance from the Otaihanga waste water treatment plant. 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.	
Natural	• There are a number identified ecological sites located within the area, all of which are identified for indigenous	
ecosystem	vegetation values.	
values	The Hemi Matenga Memorial Park defines the eastern extent of the area.	
Water bodies	A number of streams traverse the area from east to west.	
Landscape and	Development in the area would have good access to established public open space at Waikanae Scenic	
open space	Reserve, and Hemi Matenga Memorial Park.	
values	Opportunity to create connections to the ridgeline track to the east.	
Heritage values	There are no identified heritage sites in the area.	
	There are no identified archaeological sites in the area.	
Topography	The area slopes up from the west to the east.	
	• The majority of the area to the east of Huia Street would likely be too steep to develop as an urban area.	
Natural hazards	• A small amount of land at the western margin of the area is identified as being subject to high liquefaction risk.	
and land risks		
Land use	There is potential for reverse sensitivity effects in proximity to the railway line.	
compatibility	• Established rural lifestyle development in the area may be resistant to urban development in the area.	
Highly	There is no highly productive land (LUC 1 to 3) in the area.	
productive land		
Climate change	Incorporation of active modes could reduce dependence on vehicle trips to access services in Waikanae town	
(low-carbon	centre.	
futures)	Extending infrastructure services to the area may be resource intensive.	
	Development around complex topography may be resource intensive.	
	Low access to regional public transport may result in increased private vehicle commuting.	



Waikanae					
ne area to the north of Ngarara, to the east of the Expressway					
140.3ha					
General Rural Zone					

K	ey constraints	Key opportunities
•	Dividing effect of the Expressway.	 Area to the east of the Expressway is likely more appropriate to
•	Discontinuous with established urban environments (north of	develop.
	Ngarara).	
•	Flooding and liquefaction.	
•	Established rural lifestyle development.	
•	Extending wastewater services to the area.	

Theoretical d	Theoretical dwelling estimate								
Gross	Public Net	Net Density mix Estimat	Density mix			Estimated	Notes (refer to covering report for		
theoretical	realm	theoretical	Low	Low-	Med	Med-	High	dwellings	methodology and general notes)
develop-	provision	develop-	(20d	Med	(60d	high	(100d		
ment area	(roads and	ment area	/ha)	(40d	/ha)	(80d	/ha)		
	reserves)			/ha)		/ha)			
8.1ha	30%	5.7ha	0%	100%	0%	0%	0%	230	 Extensive flood hazard, the presence of waterbodies, ecological sites and significant amenity landscapes limit the theoretical development area. Density assumes application of the MDRS.

0 ¹ / ₁ ¹	C :	
Criteria	Ob	servations
Mana whenua	•	The headwaters of the Waimeha and Ngarara Stream
		recognised as a site of significant to Te Ātiawa ki Wha
lwi development	•	There is a section of Māori freehold land located in the
		Expressway.
Urban form	•	Development of cohesive form in the area is complica
		the area may leave Ngarara as a disassociated low de
	•	The presence of the Expressway could lead to discon
	•	Multiple constraints in the area are likely to result in fra
Local		The existing rural lifestyle precinct at Ngarara would li
neighbourhoods	•	environment to the north.
neighbournoous		Expansion of the urban environment may support the
	•	North.
	•	Development of neighbourhoods in the area would be disconnects the eastern extent of the area from the w
Activity centres	•	Development to the west of the Expressway would ha
		to be supported by the development of a new centre.
Residential	•	Limited theoretical development area caused by multi
development		supply.
Business land	•	There is no existing business zoned land in the area.
Transport	•	The area to the west of the Expressway (north of Nga
networks		improved connectivity.
	•	The area to the east of the Expressway has good opti
		Waikanae North, and to old SH1.
	•	Incorporation of active modes development would fac
		Station, and reduce pressure on park and ride facilitie
Infrastructure	•	There is a water supply trunk main that passes throug
and servicing	•	New development in the area may need to be support
		could be undertaken in coordination with other growth
	•	There is no existing wastewater reticulation to the are
		The area is a significant distance from the Otaihanga
	•	trigger upgrades to the existing waste water plant, and
		plant.
Natural	-	•
ecosystem	•	There are no identified ecological sites in the area, alt
values		dunelands and waterbodies that pass through the are
Water bodies	-	The erec is relatively wet. Tributaries to the Massars
	•	The area is relatively wet. Tributaries to the Ngarara s
Landscape and	•	A large portion of the duneland in the area is recognis
open space	•	The could incorporate access to coastal open space a
values		
Heritage values	•	There are no listed heritage features in the area.
_	•	There are a number of archaeological sites located th
Topography		The topography of the area is relatively undulating.
Natural hazards	•	The topography of the died to relatively and dating.
	•	
and land risks	• •	A number of parts of the area are subject to flood risk
	•	A number of parts of the area are subject to flood risk Almost the entire area is identified as being subject to
Land use	•	A number of parts of the area are subject to flood risk Almost the entire area is identified as being subject to There is potential for reverse sensitivity effects in prov
and land risks Land use compatibility	•	A number of parts of the area are subject to flood risk Almost the entire area is identified as being subject to There is potential for reverse sensitivity effects in prov The national grid traverses the central portion of the a
Land use	• • •	A number of parts of the area are subject to flood risk Almost the entire area is identified as being subject to There is potential for reverse sensitivity effects in prov The national grid traverses the central portion of the a Established rural lifestyle development in the area ma
Land use compatibility	• • • •	A number of parts of the area are subject to flood risk Almost the entire area is identified as being subject to There is potential for reverse sensitivity effects in pro- The national grid traverses the central portion of the a Established rural lifestyle development in the area ma west of the Expressway).
Land use compatibility Highly	• • •	A number of parts of the area are subject to flood risk Almost the entire area is identified as being subject to There is potential for reverse sensitivity effects in prov The national grid traverses the central portion of the a Established rural lifestyle development in the area ma west of the Expressway). There is a small amount of potentially highly productive
Land use compatibility Highly productive land	• • •	A number of parts of the area are subject to flood risk Almost the entire area is identified as being subject to There is potential for reverse sensitivity effects in prov The national grid traverses the central portion of the a Established rural lifestyle development in the area ma west of the Expressway). There is a small amount of potentially highly productive although this is relatively non-cohesive.
Land use compatibility Highly productive land Climate change	• • • •	A number of parts of the area are subject to flood risk Almost the entire area is identified as being subject to There is potential for reverse sensitivity effects in prov The national grid traverses the central portion of the a Established rural lifestyle development in the area ma west of the Expressway). There is a small amount of potentially highly productiv although this is relatively non-cohesive. Growth in this area would likely require vehicle trips in
Land use compatibility Highly productive land	• • •	A number of parts of the area are subject to flood risk. Almost the entire area is identified as being subject to There is potential for reverse sensitivity effects in prox The national grid traverses the central portion of the a Established rural lifestyle development in the area ma west of the Expressway). There is a small amount of potentially highly productiv

	Rating
ams run along the southern extent of the area, and are /hakarongotai.	
the southern extent of the area to the east of the	
icated by the low-density Ngarara precinct. Development of density.	
onnected growth on either side of the Expressway. I fragmented and non-cohesive urban development.	
d likely be progressively altered by growth of the urban	
he development of a future neighbourhood around Waikanae	
be complicated by the Expressway, which completely western extent.	
have no access to established activity centres, and may need e.	
ultiple constraints results in a marginal contribution to dwelling	
а.	
garara) is poorly connected, with limited future options for	
ptions for future connectivity both to existing networks in	
acilitate access to Waikanae Town Centre and Waikanae ties.	
ough the area. Norted by new water storage infrastructure (reservoirs). This with areas.	
area. ga waste water treatment plant. Development in the area may and/or pipes and pump stations between the area and the	
although there may be ecological sites associated with area.	
a stream run through the area.	
nised as a special amenity landscape. e at Pharazyn reserve.	
throughout the area.	
sk. Low lying areas are particularly wet. to high liquefaction risk.	
roximity to the Expressway.	
e area.	
may be resistant to urban development (particularly to the	
ctive land (LUC 3) located in the northern extent of the area,	
s in order to access basic services.	
e resource intensive.	
in increased private vehicle commuting.	

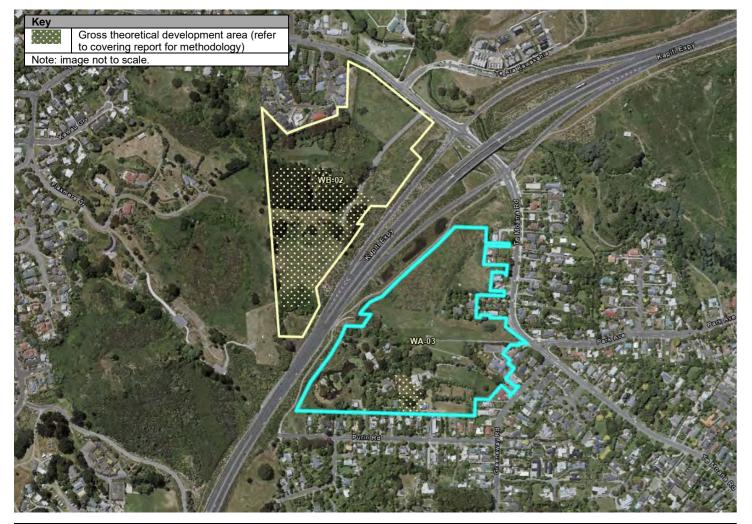


Area information							
Locality	Waikanae						
Location	he area to the north of Waikanae North, between the Expressway and old SH1						
Total area (ha)	250.4ha						
Existing zoning	General Rural Zone						

I	Key constraints	Key opportunities			
•	Streams, drains and ponds.	Cohesive expansion of Waikanae North.			
•	Flooding and liquefaction.				
•	Established rural lifestyle development.				
•	Extending wastewater services to the area.				

Gross	Public	Net	Densit	y mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
117.9ha	30%	82.5ha	0%	100%	0%	0%	0%		 Potential development is fragmented by the presence of flood hazard and the extensive presence of waterways, wetland and ecological sites. Density assumes application of the MDRS.

Criteria	Observations	Rating
Mana whenua	The headwaters of the Waimeha and Ngarara Streams run along the southern extent of the area, and are recognised as a site of significant to Te Ātiawa ki Whakarongotai.	
lwi development	There is a section of Māori freehold land located in the southern extent of the area to the east of the Expressway.	
Urban form	 Development in this area could be undertaken as a cohesive expansion of the Waikanae North urban area (once that area is developed. Urban form in the area will be relatively fragmented based on the presence of waterways, wetlands, ecological 	
Local	 sites and flood hazard in the area. The existing rural lifestyle area would likely be progressively altered by growth of the urban environment to the 	
neighbourhoods	north.	
Activity centres	 Development in the area could be supported by the new mixed use local centre being developed at Waikanae North. Development further to the north of the area will have low access to existing activity centres, and may need to be supported by an additional local centre. 	
Residential	supported by an additional local centre.	
development	 The area has the potential to contribute to dwelling supply. The fragmented nature of potential development in the area is likely to lead to low density supply. 	
Business land	 There is no existing business zoned land in the area. 	
Transport	 The area to the east of the Expressway has good options for future connectivity both to existing networks in 	
networks	 Waikanae North, and to old SH1. Incorporation of active modes development would facilitate access to Waikanae Town Centre and Waikanae 	
	Station, and reduce pressure on park and ride facilities.	
Infrastructure and servicing	 There is a water supply trunk main that extents across the Expressway into the eastern extent of the area. New development in the area may need to be supported by new water storage infrastructure (reservoirs). This could be undertaken in coordination with other growth areas. 	
	• There is an existing waste water main that runs along the southern extent of the area. Waste water reticulation would need to be extended in to the area to the north.	
	• The area is a significant distance from the Otaihanga waste water treatment plant. 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.	
Natural ecosystem values	• There are a number of identified ecological sites associated with indigenous vegetation and a wetland located in the area to the east of the Expressway.	
Water bodies	• The Ngarara Stream runs along the southern extent of the area and a number of tributaries flow throughout the area into this stream.	
	• There are a number of small waterbodies and wetlands located in the area to the east of the Expressway.	
Landscape and	There are no special amenity landscapes identified in the area.	
open space values	The area to the east of the expressway could incorporate access to Ngā Manu reserve to the south.	
Heritage values	 There are no listed heritage features in the area. There are a number of archaeological sites located throughout the area. 	
Topography	The topography of the area is relatively undulating.	
Natural hazards and land risks	 A number of parts of the area are subject to flood risk. Low lying areas are particularly wet. Almost the entire area is identified as being subject to high liquefaction risk. 	
Land use	There is potential for reverse sensitivity effects in proximity to the railway line.	
compatibility	 There is potential for reverse sensitivity effects in proximity to the Expressway. 	
-	The national grid traverses the central portion of the area.	
	Established rural lifestyle development in the area may be resistant to urban development (particularly to the west of the Expressway).	
Highly	 There is a small amount of potentially highly productive land (LUC 3) located in the northern extent of the area to 	
productive land	the east of the Expressway.	
Climate change (low-carbon	Incorporation of active modes could reduce dependence on vehicle trips to access services in Waikanae town centre.	
futures)	 Extending infrastructure services to the area may be resource intensive. 	
,	 Development around complex topography may be resource intensive. 	



Area information							
Locality	Waikanae						
Location	The area located between the Expressway and Te Moana Road						
Total area (ha)	11.1ha						
Existing zoning	General Rural Zone						

Ke	y constraints	Key opportunities				
•	Flooding and liquefaction.	•	Cohesive expansion of Waikanae.			
•	Expressway designation.	•	Reasonable access to Waikanae town centre.			
		•	Partnership with Māori freehold land owners.			

Theoretical d	welling estima	te							
Gross	Public	Net	Densit	y mix				Estimated	Notes (refer to covering report for
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)
0.4ha	0%	0.4ha	0%	100%	0%	0%	0%	20	 Extensive flood hazard in the majority of the area results in a marginal extent of theoretical development area. Low-medium density is assumed on the basis of close proximity to Waikanae.

Criteria	Observations	Rating
Mana whenua	The headwaters of the Waimeha to the east of the area are recognised as a site of significant to Te Ātiawa ki	
	Whakarongotai.	
	There are a number of archaeological sites located throughout the area.	
	The influence Takamore urupā and wāhi tapu site to the west is a significant consideration in terms of	
	development of the area.	
lwi development	The central portion of the area is Māori freehold land.	
Urban form	Development of the area would function as a cohesive consolidation of urban form at Waikanae.	
Local	Development of the area would be an extension of the established neighbourhood at western Waikanae.	
neighbourhoods		
Activity centres	• The area has good access to the local centre on the corner of Te Moana Road and Waimea Road, although this	
	requires crossing the Expressway.	
	Development of the area is likely to support the development of the existing local centre.	
	Waikanae town centre is located approximately 3.5km to the east, along Te Moana Road.	
	The nearest schools are at Waikanae to the east.	
Residential	Extensive flood hazard covering most of the area reduces potential development. Potential to contribute to	
development	dwelling supply is marginal as a result.	
	Location within urban Waikanae may encourage the development of a range of typologies.	
Business land	There is no existing business zoned land in the area.	
Transport	There is access to the area from Te Moana Road and Greenaway Road.	
networks	The area has immediate access to the Expressway via the adjacent interchange.	
	There is an existing bus route that runs along Te Moana Road.	
	• There is reasonable access to Waikanae Station and town centre via active modes along Te Moana Road.	
	Some parts of Te Moana Road include a cycle lane.	
Infrastructure	Existing water supply trunk and reticulation mains run along Te Moana Road adjacent to the area.	
and servicing	Existing waste water reticulation runs along Te Moana Road adjacent to the area.	
	• 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.	
Natural	There are no identified ecological sites within the area.	
ecosystem		
values		
Water bodies	There is a pond located in the south-western extent of the site.	
Landscape and	There are no identified special amenity landscapes in the area.	
open space	The area has good access to open space Waikanae Park.	
values		
Heritage values	There are no listed heritage features in the area.	
	There are a number of archaeological sites located throughout the area.	
Topography	• The topography of the area is flat towards Te Moana Road, and increasingly hilly towards the Expressway.	
Natural hazards	• The majority of the area is identified as being subject to flood risk. High consequence hazard associated with the	
and land risks	flooding of the Waikanae river in this location. Could be a potential "fatal flaw" for development in this location.	
	• The south-western corner of the area is identified as being subject to high liquefaction risk.	
Land use	• A significant portion of the area is covered by the Expressway designation, although this could be reviewed with	
compatibility	Waka Kotahi, and is not necessarily a constraint.	
	Development is likely to have reverse sensitivity effects on the Expressway.	
	The natural gas network runs through the western portion of the area.	
	 Established rural lifestyle development in the area may be resistant to urban development. 	
	 The influence Takamore urupā and wāhi tapu site to the east is a significant consideration in terms of 	
	development of the area.	
Highly	 The eastern half of the area is identified as LUC 1, however it is relatively discontinuous with other potentially 	
productive land	highly productive areas.	
Climate change	 Consolidation of existing urban form and connecting to established infrastructure services is likely to be less 	
(low-carbon	resource intensive.	
	recourse intellette.	
futures)	The area has good access to activity centres and regional public transport, with reasonable opportunities for	

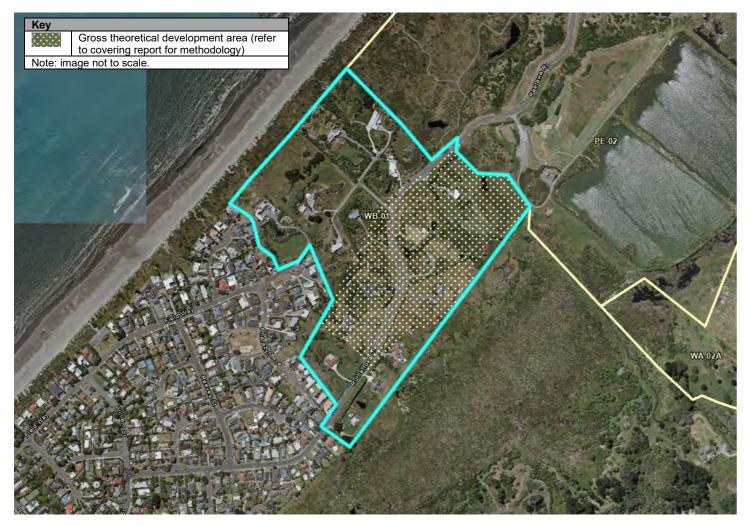


Area information	
Locality	Waikanae
Location	The area to the south of Elizabeth Street in central Waikanae, to the east of the Waikanae River
Total area (ha)	45.0ha
Existing zoning	Rural Production Zone

Ke	ey constraints	Key opportunities				
•	Highly productive land.	•	Close proximity to Waikanae town centre.			
•	Flooding in parts.	•	Relativley unconstrained, low risk area.			
•	Congestion at the Elizabeth Street intersection.					

Theoretical d	dwelling estima	te							
Gross	Public	Net	Densit	y mix				Estimated	Notes (refer to covering report for
theoretical develop-	realm provision	theoretical develop-	Low (20d	Low- Med	Med (60d	Med- high	High (100d	dwellings	methodology and general notes)
ment area	(roads and	ment area	/ha)	(40d	/ha)	(80d	/ha)		
	reserves)			/ha)		/ha)			
21.5ha	30%	15.1ha	0%	80%	20%	0%	0%	660	 Theoretical development area avoids flood hazard in the north. Density mix is assumed to be supported by proximity to Waikanae town centre.

Criteria	Observations	Rating
Mana whenua	There are no mapped sites of significance within the area.	
	• The Waikanae river, to the east of the area, is identified as a site of significance to Te Ātiawa ki Whakarongotai.	
	• The areas near the river may be particularly sensitive to the effects of urban development.	
Urban form	Development of the area would function as a cohesive extension of the established urban form at central	
	Waikanae.	
Local	Development of the area would be an extension of the established neighbourhood at eastern Waikanae.	
neighbourhoods		
Activity centres	The area is located immediately to the south of the Waikanae town centre.	
	 Development of the area is likely to support the development of the existing Waikanae town centre. 	
	The nearest schools are at located in Waikanae to the west.	
Residential	 Development of the area has the potential to contribute to housing supply. 	
development	 Close proximity to Waikanae town centre and station may encourage the development of a range of typologies, 	
	including higher density typologies.	
Business land	There is existing general industrial zone land located to the north-west of the area.	
Dusiness ianu		
	While not zoned for business uses, a portion of the area adjacent to the industrial zone appears to be used for industrial purpasses	
Transport	industrial purposes.	
Transport	There are three points of access to the site along Elizabeth Street and Reikorangi Road. The minimum of Elizabeth Street and Main De dia along the second data data data data data data data da	
networks	The existing intersection at Elizabeth Street and Main Road is already constrained, and development of the area is likely to get further get further get for the area.	
	is likely to put further pressure on this intersection.	
	The area is within a walkable catchment of the Waikanae railway station.	
Infrastructure	The area is located adjacent to the existing Waikanae water treatment facility.	
and servicing	Existing water supply trunk mains run around both sides of the area.	
	Existing waste water reticulation runs along Elizabeth Street, although this may need to be extended down	
	Reikorangi Road to access the southern extent of the area.	
	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.	
Natural	There are no identified ecological sites located within the area.	
ecosystem	• The banks of the Waikanae river, which run adjacent to the south-western extent of the area, are recognised as	
values	a key native ecosystem.	
Water bodies	A tributary drain to the Waikanae river runs through the southern extent of the area.	
	The Waikanae river runs adjacent to the south-western extent of the area.	
Landscape and	• A special amenity landscape associated with the Waikanae river is located within the western extent of the area.	
open space	• The area would have relatively good access to established open spaces within Waikanae to the north, however	
values	development of the area would likely need to be supported by new open spaces.	
Heritage values	The Union Parish Church, located in the southern extent of the area, is recognised as a historic place by	
	Heritage New Zealand. It would be possible to manage development in the area to complement and support	
	existing heritage values.	
	There are no identified archaeological sites within the area.	
Topography	The topography of the area is relatively flat.	
Natural hazards	The northern portion of the area, and the area adjacent the bank of the Waikanae river, is subject to flooding	
and land risks	risk.	
	A fault avoidance area runs through the central portion of the area.	
	The area is not identified as being subject to high liquefaction risk.	
Land use	 Development of the area may have reverse sensitivity effects on the adjacent industrial area. 	
compatibility	 Development of the area may have reverse sensitivity effects on the adjacent undustrial area. Development of the area may have reverse sensitivity effects on the adjacent quarry. 	
· · · · · · · · · · · · · · · · · · ·	 Development of the area may have reverse sensitivity effects on the railway line. 	
Highly	 The entire area is likely to meet the definition of highly productive land, with a majority of it being LUC 1. 	
productive land		
Climate change	Consolidation of existing urban form and connecting to established infrastructure services is likely to be less	
-	resource intensive.	
(low-carbon		
(low-carbon futures)	 The area has good access to activity centres and regional public transport, with reasonable opportunities for 	

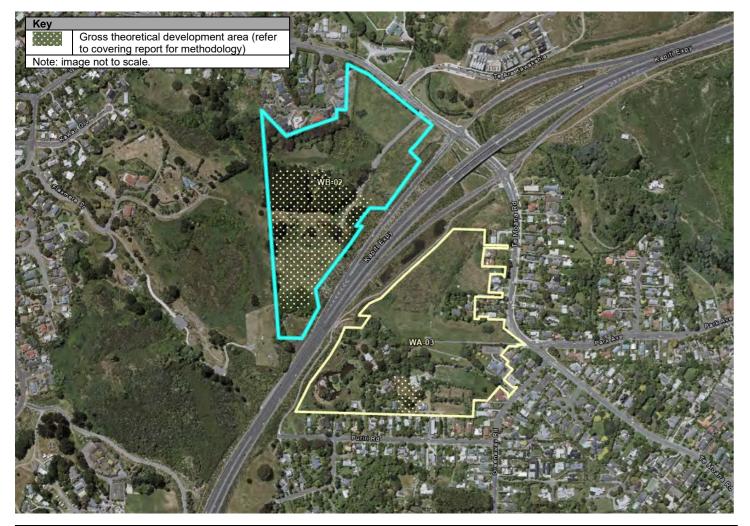


Area information	Area information							
Locality	Waikanae Beach							
Location	The area between Waikanae Beach and Pharazyn Reserve							
Total area (ha)	23.7ha							
Existing zoning	General Rural Zone							

Ke	y constraints	Key opportunities				
•	Low access to activity centres.	•	Good access to coastal open space.			
•	Flooding, liquefaction and coastal hazard.					
•	Established rural lifestyle development.					
•	Poor access to public transport.					

Gross	Public	Net	Densit	y mix				Estimated	Notes (refer to covering report for					
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)					
10.2ha	30%	7.1ha	0%	100%	0%	0%	0%	290	 Theoretical development area avoids flood hazard in the south, and the general coastal area. Density assumes application of the MDRS. 					

Assessment criteria	Observations	Rating						
Mana whenua	The Ngarara stream to the east of the area is recognised as a site of significance to Te Ātiawa ki							
	Whakarongotai.							
	There is an archaeological site in the west of the area (identified as a midden).							
Urban form	Development of the area would be a logical northern extension of Waikanae Beach.							
	Pharazyn Reserve would function as a natural edge to the Waikanae Beach urban form.							
	Development of the area may be inconsistent with the New Zealand Coastal Policy Statement's policy around							
	consolidating urban areas in the coastal environment.							
Local	• Development in the area would function as a northern extension of the established neighbourhood at Waikanae							
neighbourhoods	Beach.							
Activity centres	The nearest local activity centre is located approximately 2km south of the area, and the nearest schools are							
	located in Waikanae.							
	• The area is relatively distant to Waikanae town centre, which is accessible via Te Moana Road (about 7km							
	away).							
	A new activity centre may need to be developed to support growth in the area.							
Residential	The area is relatively small, and would have the potential to contribute moderately to dwelling supply.							
development	• Proximity to coastal and open space amenity may encourage the development of a range of housing types.							
Business land	There is no existing business zoned land in the area.							
Transport	Access to the area is from Rutherford Drive, which is already constrained.							
networks	• Waikanae station is about 7km from the area, so development is likely to put pressure on park and ride facilities							
	at the station.							
	• It would be possible to use active modes to access Waikanae town centre, however there are no direct routes.							
Infrastructure	• There is an existing water supply reticulation main on Rutherford Drive that terminates at the southern edge of							
and servicing	the area. This would need to be extended in to the area.							
	There is an existing waste water main that runs along the south-eastern edge of the area.							
	Existing infrastructure supply to the area is relatively good.							
Natural	• There are no identified ecological sites in the area, although the area is surrounded on the north by ecological							
ecosystem	sites associated with Pharazyn Reserve, and ecological sites associated with Te Harakeke swamp to the east.							
values								
Water bodies	There is a small pond located in the north-eastern extent of the area.							
	The Te Harakeke swamp is located to the east of the area.							
Landscape and	The area has a direct relationship with the coastal environment, located to the north west.							
open space	• There are no identified special amenity landscapes within the area, although the coastal area to the west and							
values	north is recognised as a special amenity landscape.							
	• The area would have excellent access to coastal open space, as well as open space at Pharazyn Reserve.							
Heritage values	There are no listed heritage features in the area.							
	There is an archaeological site in the west of the area (identified as a midden).							
Topography	The topography of the area is gently undulating.							
Natural hazards	A portion of the southern area (around Rutherford Drive) is subject to flood risk.							
and land risks	Close proximity to the coast means the area is likely to be subject to increased coastal hazard risks associated							
	with climate change and sea level rise. This could be a potential "fatal flaw" for development in the area,							
	although the portion of the site around Rutherford Drive (away from the coast) may have less risk.							
	The entire area is identified as being subject to high liquefaction risk.							
Land use	The natural gas network runs along the eastern edge of the area.							
compatibility	Established rural lifestyle development in the area may be resistant to urban development.							
Highly	There is no highly productive land in the area.							
productive land								
Climate change	• It is possible to use active modes to access services at Waikanae town centre, although the route is long and not							
(low-carbon	direct.							
futures)	• The area has access to regional public transport, although this is likely to involve vehicle trips to and from							
	Waikanae Station.							



Area information							
Locality	Waikanae Beach						
Location	The area to the west of the Expressway and south of Te Moana Road						
Total area (ha)	10.4ha						
Existing zoning	General Rural Zone						

Ke	y constraints	Key opportunities							
٠	Expressway designation.	•	Cohesive expansion of established urban form.						
•	Ecological sites, wetlands and waterbodies.	•	Reasonable access to Waikanae town centre.						
•	Flooding and liquefaction.								
•	Adjacent wāhi tapu site (urupā).								

Gross	Public	Net	Density	y mix				Estimated	Notes (refer to covering report for					
theoretical develop- ment area	realm provision (roads and reserves)	theoretical develop- ment area	Low (20d /ha)	Low- Med (40d /ha)	Med (60d /ha)	Med- high (80d /ha)	High (100d /ha)	dwellings	methodology and general notes)					
4.2ha	30%	2.9ha	0%	100%	0%	0%	0%	120	 Theoretical development area avoids combined constraints associated with flooding and wetlands in the north. Density assumes application of the MDRS. 					

Criteria	Observations	Rating
Mana whenua	• The Takamore urupā 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.	
	There are a number of archaeological sites located throughout the area.	
	• The influence Takamore urupā and wāhi tapu site to the west is a highly site, and there is likely to be sensitivity	
	towards urban development near the site.	
Urban form	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.	
Local	Development of the area would be an extension of the established neighbourhood at Waikanae Beach.	
neighbourhoods		
Activity centres	The area has good access to the local centre on the corner of Te Moana Road and Waimea Road.	
	Development of the area is likely to support the development of the existing local centre.	
	Waikanae town centre is located approximately 4km to the east, along Te Moana Road.	
	The nearest schools are at Waikanae to the east.	
Residential	Combined constraints in the area limit the theoretical development area, and as a result the potential to	
development	contribute to housing supply is marginal.	
Business land	There is no existing business zoned land in the area.	
Transport	There is access to the area from Te Moana Road, Flaxmere Street and Gates Road.	
networks	The area has immediate access to the Expressway via the adjacent interchange.	
	There is an existing bus route that runs along Te Moana Road.	
	• There is reasonable access to Waikanae Station and town centre via active modes along Te Moana Road.	
	Some parts of Te Moana Road include a cycle lane.	
Infrastructure	Water supply and waste water reticulation extent in to the area via Flaxmere Street.	
and servicing	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.	
Natural	There are a number of identified ecological sites associated with wetlands in the area.	
ecosystem	There is a QEII covenant site located in the north of the area.	
values		
Water bodies	There are a number of significant wetlands located throughout the area.	
	A tributary to the Waikanae River is located in the south-western extent of the area.	
	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	
Landscape and	of the area.	
open space	There are no identified special amenity landscapes in the area. The area has good access to one analysis Wallance Booch, so well as special area area.	
values	The area has good access to open spaces within Waikanae Beach, as well as coastal open space.	
Heritage values	There are no listed heritage features in the area.	
nentage values	 There are a number of archaeological sites located throughout the area. 	
Topography	The area is relatively hilly.	
Natural hazards	 North eastern and south-western parts of the area are identified as being subject to flood risk. High 	
and land risks	consequence hazard associated with the flooding of the Waikanae river in this location.	
	 The majority of the area is identified as being subject to high liquefaction risk. 	
	 There is a SLUR site located along the northern extent of the area 	
Land use	 A significant portion of the area is covered by the Expressway designation, although this could be reviewed with 	
compatibility	Waka Kotahi, and is not necessarily a constraint.	
companying	 Development is likely to have reverse sensitivity effects on the Expressway. 	
	 Established rural lifestyle development in the area may be resistant to urban development. 	
	 Significant presence of urupa and wāhi tapu sites over much of the western extent of the area. 	
Highly	 The north-eastern portion of the area is identified as LUC 1, however it is relatively discontinuous with other 	
productive land	potentially highly productive areas.	
Climate change	 Consolidation of existing urban form and connecting to established infrastructure services is likely to be less 	
(low-carbon	 Consolidation of existing urban form and connecting to established infrastructure services is likely to be less resource intensive. 	
futures)	 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.	

Appendix 3C: Theoretical dwelling estimate

Future Urban Study Area Theoretical Dwelling Estimate

			Gross Potential	Public realm		Density Distribution											
					Net Potential	Low (20du/ha)		Medium-Lov	w (40du/ha)	Medium ((60du/ha)	Medium-Hig	h (80du/ha)	High (100du/ha)		Theoretical	
Future Urban	Location	Total Area		provision	Development	% of Net	,	% of Net	× ,	% of Net		% of Net		% of Net	,	dwelling	Priority group
Study Area	Location	(ha)	Development	(roads and other	Area (ha)	Potential	Estimated	Potential	Estimated	Potential	Estimated	Potential	Estimated	Potential	Estimated	estimate	Priority group
			Area (ha)	reserves) (%)	/ lica (lia)	Development	Dwellings	Development	Dwellings	Development	Dwellings	Development	Dwellings	Development	Dwellings	estimate	
						Area	-	Area	-	Area	-	Area	-	Area	-		
						ŌTAK								-			
ŌT-01	Ōtaki (west, Tasman Road)	249.3	9.8	30%	6.9	0%	-	100%	270	0%	-	0%	-	0%	-	270	3
ŌT-02	Ōtaki (west, Rangiuru Road) (already zoned Residential)	21.8	13.5	30%	9.5	0%	-	100%	380	0%	-	0%	-	0%	-	380	1
ŌT-03A	Ōtaki (north of Waitohu, around Greenwood Boulevard)	141.2	34.7	30%	24.3	0%	-	100%	970	0%	-	0%	-	0%	-	970	3
ŌT-03B	Ōtaki (north of Waitohu Valley Road)	52.5	36.6	30%	25.6	0%	-	100%	1,020	0%	-	0%	-	0%	-	1,020	2A
ŌT-04	Ōtaki (east of Waitohu, between Waitohu Valley Road and Rahui	53.0	7.8	30%	5.5	0%	-	100%	220	0%	-	0%	-	0%	-	220	2A
ŌT-05	Ōtaki (east, south of Rahui Road, around the Racecourse)	188.8	15.3	30%	10.7	0%	-	100%	430	0%	-	0%	-	0%	-	430	2B
ŌT-06	Ōtaki (east, south of Rahui Road, east of the Racecourse)	71.3	38.8	30%	27.2	0%	-	100%	1,090	0%	-	0%	-	0%	-	1,090	2B
						RO, PEKA PEK	A & WAIKAN/										
HA-01	Hautere	1,169.0	704.1	30%	492.9	0%	-	90%	17,740		2,960	0%	-	0%	-	20,700	2B
HO-01	Te Horo	878.8	257.2	30%	180.0	0%	-	100%	7,200	0%	-	0%	-	0%	-	7,200	3
PE-01	Peka Peka (north, between Te Kowhau Road and the coast)	296.1	47.7	30%	33.4	0%	-	100%	1,340	0%	-	0%	-	0%	-	1,340	3
PE-02	Peka Peka (south, around Peka Peka Road)	462.8	56.2	30%	39.3	0%	-	100%	1,570	0%	-	0%	-	0%	-	1,570	3
PE-03	Peka Peka (east of the Expressway, around Hadfield Road)	173.9	86.8	30%	60.8	0%	-	100%	2,430	0%	-	0%	-	0%	-	2,430	2B
WA-01	Waikanae (east of the Expressway, around Huia Street)	135.8	48.2	30%	33.7	0%	-	100%	1,350	0%	-	0%	-	0%	-	1,350	2A
WA-02A	Waikanae (west of the Expressway, north of Ngā Manu Reserve)	140.3	8.1	30%	5.7	0%	-	100%	230	0%	-	0%	-	0%	-	230	3
WA-02B	Waikanae (between the Expressway and Main Road)	250.4	117.9	30%	82.5	0%	-	100%	3,300	0%	-	0%	-	0%	-	3,300	2A
WA-03	Waikanae (between Te Moana Road and the Expressway)	11.1	0.4	0%	0.4	0%	-	100%	20		-	0%	-	0%	-	20	2B
WA-04	Waikanae (south, between Reikorangi Road and Waikanae River	45.0	21.5	30%	15.1	0%	-	80%	480	20%	180	0%	-	0%	-	660	1
WB-01	Waikanae Beach (Rutherford Drive south of Pharazyn Reserve)	23.7	10.2	30%	7.1	0%	-	100%	290	0%	-	0%	-	0%	-	290	2B
WB-02	Waikanae Beach (west of the Expressway interchange at Te Moa	10.4	4.2	30%	2.9	0%	-	100%	120	0%	-	0%	-	0%	-	120	2B
					-	IHANGA & NI	AU VALLEY										
OH-01	Otaihanga (north-west of the railway line)	373.7	125.4	30%	87.8	0%	-	100%	3,510	0%	-	0%	-	0%	-	3,510	2A
OH-02	Otaihanga (south-east of the railway line, north of Paraparaumu S	153.6	51.3	30%	35.9	0%	-	100%	1,440	0%	-	0%	-	0%	-	1,440	2A
OH-03	Otaihanga (south-east of the railway line, south of Paraparaumu S	41.9	24.1	30%	16.9	0%	-	100%	670	0%	-	0%	-	0%	-	670	2A
NV-01	Nikau Valley (north of Nikau Valley and south of Main Road)	254.3	43.8	30%	30.7	0%	-	100%	1,230	0%	-	0%	-	0%	-	1,230	2B
DA 64 8 *		400.0	00.0	0.00/		AUMU, RAUMA			050	0.00/		4.004	100	00/1		4.440	
PA-01 A*	Paraparaumu (airport, scenario A)*	126.6	33.0	30%	23.1	0%	-	70%	650	20%	280	10%	180		-	1,110	1
PA-01 B*	Paraparaumu (airport, scenario B)*	126.6	74.6	30%	52.2	0%	-	70%	1,460	20%	630	10%	420		-	2,510	1
PA-02	Paraparaumu (west of Milne Drive)	8.9	1.9	30%	1.3	0%	-	0%	-	0%	-	100%	110		-	110	1
PA-03	Paraparaumu (Lindale and Nikau Palm Road) (area zoned Reside	38.6	13.7	30%	9.6	0%	-	100%	380	0%	-	0%	-	0%	-	380	2B
DA 0(Paraparaumu (Lindale and Nikau Palm Road) (area not zoned Re		3.7	30%	2.6	0%	-	100%	100	0%	-	0%	-	0%	-	100	2B
PA-04	Paraparaumu (Ruahine Street)	36.4	0.9	0%	0.9	0%	-	0%	-	0%	-	100%	70		-	70	2B
PA-05	Paraparaumu (west of Valley Road)	44.2	11.5	30%	8.1	0%	-	100%	320	0%	-	0%	-	0%	-	320	2B
PA-06	Paraparaumu (east of Valley Road)	40.4	32.4	30%	22.7	0%	-	100%	910	0%	-	0%	-	0%	-	910	2B
RB-01	Raumati Beach (west of the Expressway, between Raumati Road	5.9	5.1	30%	3.6	0%	-	0%	-	0%	-	100%	290		-	290	1
RS-01	Raumati South (north of Poplar Ave and west of Main Road, both	43.6	11.5	30%	8.1		-	100%	320	0%	-	0%	-	0%	-	320	2A
PK-01	Paekakariki (east of Tilley Road)	123.1	22.4	30%	15.7	0%	-	100%	630	0%	-	0%	-	0%	-	630	2B

Note:

* These are mutually exclusive development scenarios. Refer to the assessment sheets for a detailed description of each.

About Boffa Miskell

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

www.boffamiskell.co.nz

Auckland +64 9 358 2526 Hamilton +64 7 960 0006 Tauranga +65 7 571 5511 Wellington +64 4 385 9315 Christchurch +64 3 366 8891

Queenstown +64 3 441 1670

Dunedin +64 3 470 0460