

An aerial photograph of an industrial or commercial area. A river flows along the left side of the image. The central and right portions of the image show a large paved area with numerous buildings, mostly with white or light-colored roofs. There are many vehicles, including trucks and cars, parked in various lots. A prominent feature is a large, irregularly shaped pond with greenish water, surrounded by a stone or concrete wall. To the right of the pond, there is a paved area that looks like a tennis court or a similar sports field. The background shows more buildings and a residential area with houses and trees. The overall scene is a mix of industrial activity and natural elements.

# WAIKANAE EAST



# Who are we



**Sam Pritchard**  
Director – Land Matters Ltd



**Anna Carter**  
Principal Planner – Land Matters Ltd



**Dr. Frank Boffa**  
Landscape Architect



**Harriet Fraser**  
Transportation Engineer

**Landowners:** Goodman Holdings Ltd and Stan Goodman\*; Helen Goodman; Harry and Leah Vekula\*; Robert Byron; The Cowley Group Ltd and John Turner; Christopher & Wendy Ward; Nick Humphries\*; Davide and Amanda Rutten\*; BC Lette Trustees Ltd and Brett and Cheryl Percival\*; and Kohatu Holdings Ltd and Darren and Lisa Davis

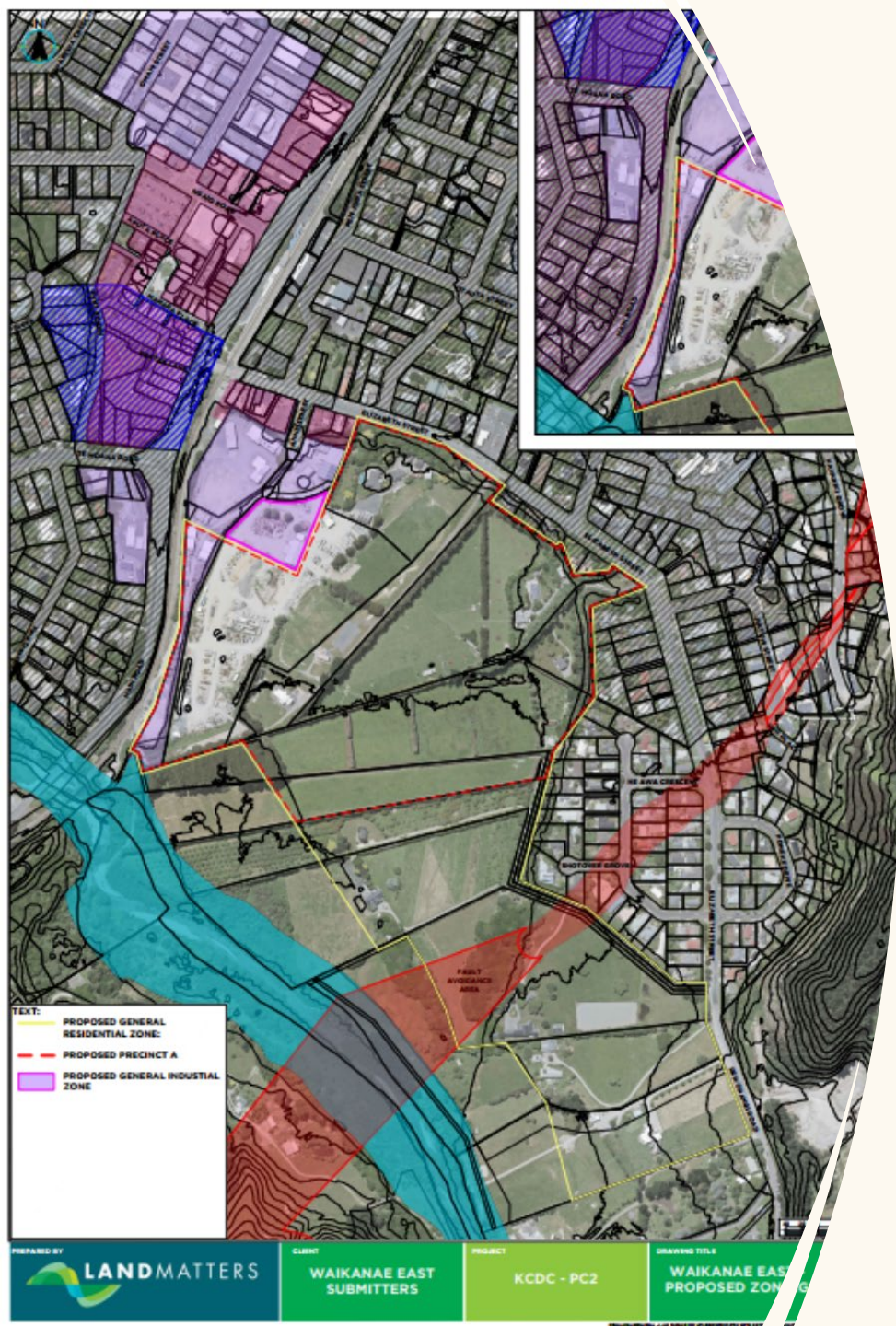
\*landowners present today



Lance Goodman, Marianne Archer\*, Stan & Vaughan Goodman – Goodman Holdings Ltd

# Why we are here today

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- 1 (a) To facilitate a process for the land described as 'Waikanae East' to **enable residential development**; and  
(b) To facilitate an agreement between the 'parties' (landowners and Council) such as a **Memorandum of Understanding**; and
2. To highlight the need for a **wider Waikanae East transportation feasibility study** to investigate future roading connections from Waikanae East over the North Island Main Trunk Railway line, to support existing and proposed urban development

# Meeting Housing Demand

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- **Phase 1 RMA Amendments – New Housing Growth Targets for Tier 1 and Tier 2 Councils** – to ‘live zone’ feasible development capacity to provide for at least 30 years of housing demand and to require cities to expand outwards at the urban fringe and be responsive to private plan change proposals that would provide “*significant development capacity and contribute to a well-functioning urban environment.*”
- **Te Tupe Pai ~ KCDC’s Growth Strategy:** Boffa Miskell’s Kapiti Coast Urban Development Greenfield Areas report (Oct 2021) identified Waikanae East (WA04 –in green) as a “*high priority for urban development that could support up to 480 dwellings*” – this is without applying the MDRS. WA04 held a high approval rating of 2A for positive outcomes (with only Paraparaumu Beach Town Centre & Raumati South Local Centre assessed to have better overall ratings);
- **Intensification Planning Instrument -Plan Change 2:** Commended Dr. Boffa’s Waikanae East conceptual structural plan: “*It is the type of intensification next to a strategic transport hub that is likely to secure the best urban outcomes for the community...*” (June 2023, PC2 Hearing Panel)
- **GW Future Development Strategy:** identifies the area around the Waikanae Train Station as a *priority for intensification & greenfield areas* that are well connected to existing urban areas

**Figure 1:** Priority 1 Greenfield Reclamation Areas

(source: Boffa Miskell, Kapiti Coast Urban Development Strategy)

# The Site

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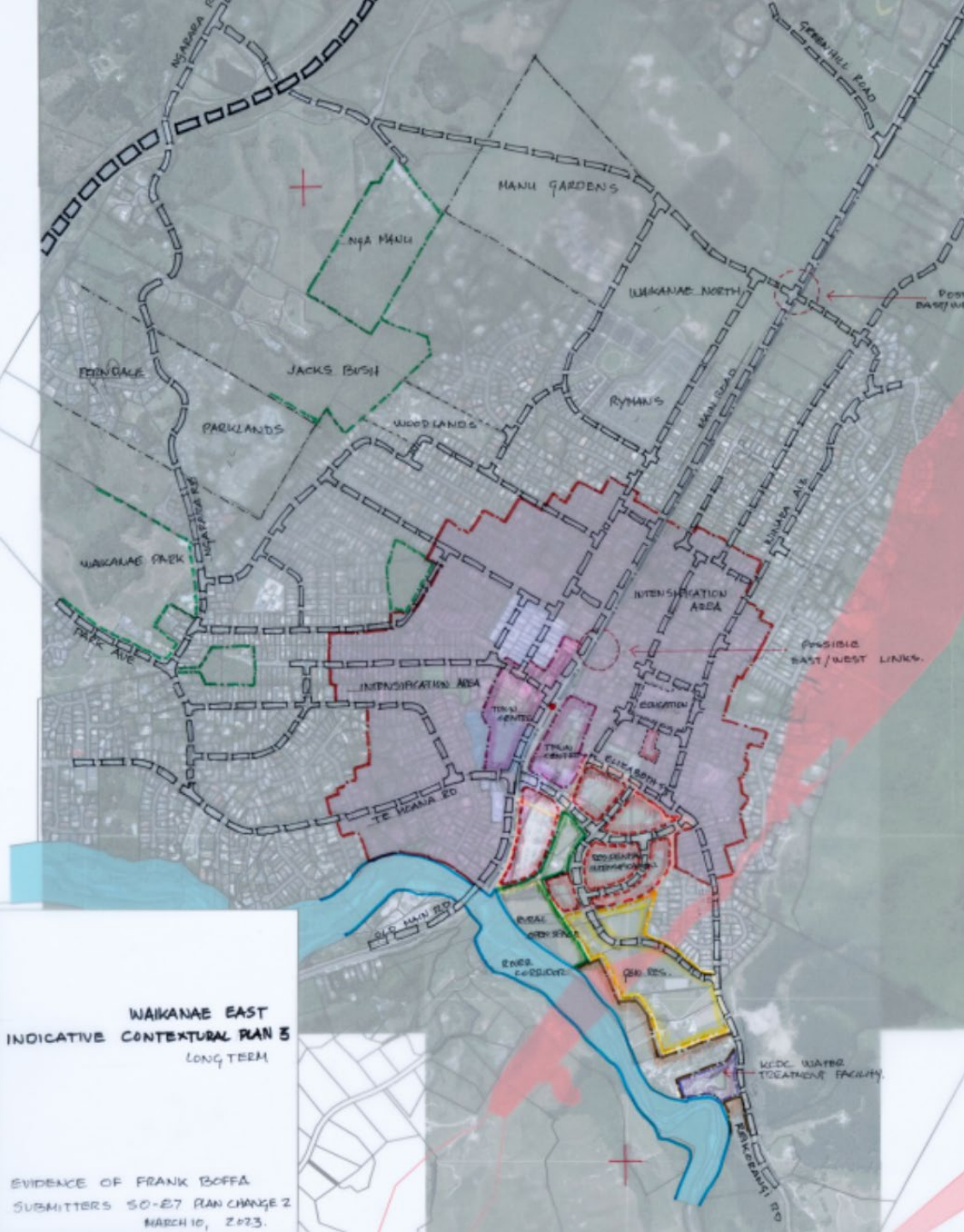
- 40.7 hectares held in 12 landholdings
- Currently zoned Rural Production Zone and within the *urban limit* of Waikanae & within a walkable catchment to the Waikanae transport hub
- Anna Carter's evidence to PC2 Hearing identified the site could accommodate between 613 and 1,785 new dwellings over the next 30 years (based on 80dwgs/ha for high density; and 16dwgs/ha for general residential)
- Low to moderate degree of constraints
- Outside of the Waikanae River, there are no other 'protected landscape features'
- The site would meet the definition of being 'infrastructure ready'



# Conceptual Spatial Plans

Dr. Boffa was engaged by the landowners to prepare conceptual spatial plans to support their submission on PC2. Dr Boffa identified:

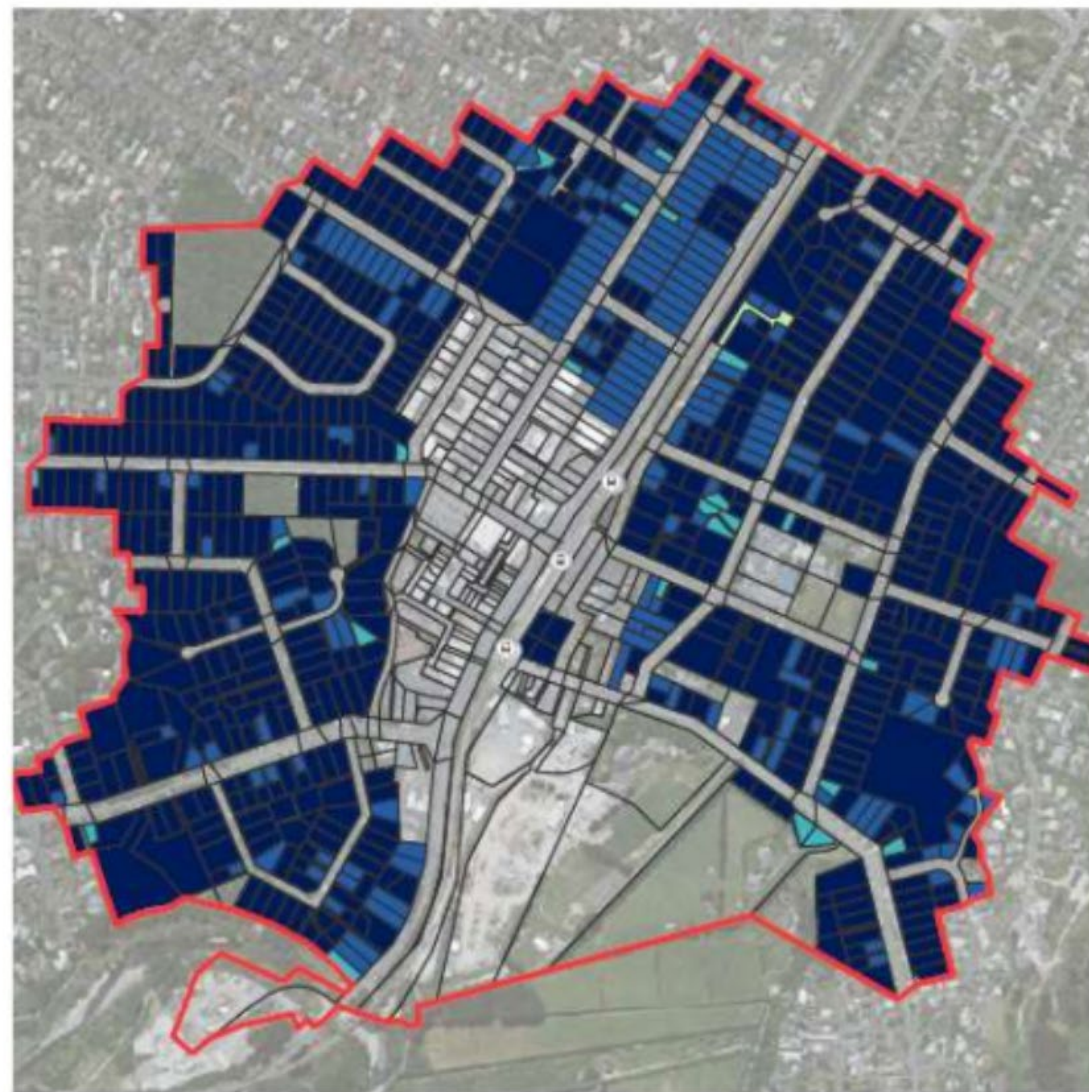
- i. 11.2ha of land suitable for high density housing (up to 4 storeys) within 800m walking distance of the train station; and
- ii. 11.28ha of land (shown in yellow outline) for low to medium density housing (2 – 3 storeys); and
- iii. Rural zoning as a buffer along the river & to the Waikanae Water Treatment Plant; and
- iv. Provided for Goodmans to continue operating out of their site in short to medium term; and proposed a 'land swap' of non-industrial land for industrial land along the railway corridor; and
- v. multiple options for access into and through the site



# Access & Transport

Ms Fraser’s evidence on PC2 found that the “*transport characteristics & accessibility of the site contribute to Waikanae East having a well-functioning urban environment.*”

- i. Ms Fraser modelled the left out turn at the level crossing at Elizabeth Street level rail crossing, as running at around 58% of available capacity during the weekday morning peak hour
- ii. It was noted that under the Boffa Miskell Intensification Assessment (July 2022), the Waikanae town centre (outlined in red in the adjacent image) had *realisable potential* for between 491 – 1,720 additional dwellings
- iii. Of the *realizable potential* for the Waikanae town centre, 40% of potential infill (196 – 688 dwellings) lies within the wider Waikanae east area
- iv. Ms Fraser stated that the rail crossing would meet expected levels of service for all existing and proposed development, including the Waikanae East greenfield site and for intensification areas, up to and including 10 years; after which there will be a need to provide additional capacity across the railway line.



	EXISTING #	CAPACITY #	AREA IN	APPLIED	APPROX
SITE WIDTH	RESIDENTIAL UNITS	STOREYS	HA	DENSITY DW/HA	YIELD
< 6.5m		up to 2	0.05	20	1
6.5m - 11m		3	0.16	30	5
11m - 14.5m		4	1.32	40	53
14.5m - 18m		5	14.38	50	719
		6	67.97	60	4,078

# Conceptual Spatial Plans

