

Long-term Plan 2024-34

Hearings 2 May 2024
9:30am to 8pm

Submission Hearings – Thursday 2 May

TIME	Individual/ Organisation	Speaker for Organisation	Page No
9.30am	Mark Fielder		4
9.40am	Alcohol Healthwatch	Andrew Galloway	8
9.50am	WineCraft	Brendon Nottage	12
10.00am	Gwynn Compton – no longer attending		14
10.10am	Te Ara Korowai	Sarah Yuile	22
10.20am	Marilyn Stevens		26
10.30am	Catherine MacDonald		28
10.40am	Kāpiti Citizen's Advice Bureau	Hunter Donaldson (Chair) Don Day	29
10.50am	Kāpiti Equestrian Advocacy Group (KEAG)	Ruth Halliday	89
11:00 a.m. - 11:20 a.m.	MORNING TEA BREAK		
11.20am	Cycleways, Bridleways, Walkways Advisory Group (CWB)	Bruce Henderson/Don Day	102
11.40am			
11.50am - ZOOM	Retirement Villages Association NZ	John Collyns	116
12 noon	Mike Johnson		119
12.10pm	James Lee		122
12.20pm	Cancer Society	Mandy Savage	123
12.30pm	Janet Weber	Kay Brown	137
12.40pm	Tim Parry		138
12.50pm	Older Persons Council	Bernie Randall	140
1.00 - 2.00pm	LUNCH BREAK		
2.00pm	Waikanae East Landowners	Anna Carter	151
2.10pm	Claire Roper		256
2.20pm	Youth Council	Evalina Brunoro-Beilman	258
2.30pm	Michael Papesch		264
2.40pm	Kawakahia Community Group	Alan Dickson	271
2.50pm	Ian and Jean Gunn		283
3.00pm	David Kress		285
3.10pm	Kāpiti Cycling Action	Lynn Sleath/ John Baldwin/ Gerard Zwartjes	287
3.20pm			
3.30pm	John Andrews		293
3.30 - 4pm	AFTERNOON TEA BREAK		

TIME	Individual/ Organisation	Speaker for Organisation	Page No
4.00pm	Hospitality New Zealand	Shane Phillips	304
4.10pm	Bernie Randall		307
4.20pm	Helen Punton		309
4.30pm	Kāpiti Community Recreational Turf Trust (KCRTT)	Carolyn Thomson	315
4.40pm	Paekākāriki Housing Trust	Sam Buchanan	326
4.50pm	Mike Alexander		331
5.00pm			
5.10pm	420-470 Te Moana Road Residents Group	Gerald Ponsford	335
5.20pm	Raumati Village Business Association	Bede Laracy	337
5.30-6.30pm	DINNER BREAK		
6.30pm	David Wyatt		376
6.40pm	Michelle Lewis		378
6.50pm	Pat Duignan		380
7.00pm	Wellington Free Ambulance	Dominic Barrington Prowse	382
7.10pm	Paekākāriki Community Board	Kelsey Lee	388
7.20pm			
7.30pm - ZOOM	Victoria University and NZ Symphony Orchestra	Dame Kerry Prendegast	405
7.40pm	Cancer Society	Mandy Savage	410
7.50pm	Martin Whyte		411
8:00 p.m FINISH			

Long-term Plan 2024–34



Respondent No. 168

Response ID 5664025

Date of contribution Apr 22 24 09:22:57 am

Personal information

First name Mark

Last name Fielder

I'm providing a submission (choose one): as an individual

Please let us know what ward you live in Paraparaumu

Do you want to speak to Council about your submission at our public hearings on 2 May? No

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

My wife and I have lived in Paraparaumu for a short period. We shifted up here from Nelson and after looking at numerous houses in the market we bought in Paraparaumu. Our house in Nelson was zoned in a flood zone and we wanted a house which was not subject to this major risk or to the risk of a rising sea level. Many of the houses here on the market we discovered were deemed at risk from these natural hazard events so we opted not purchase any of these.

The Council LTP discusses the need to increase rates and a significant part of the rate increase is to undertake projects which protect properties and infrastructure from an imminent threat of rising sea levels and also flooding. due to climate change. In our search for a place to buy it was very clear from the information supplied by Council Planners which houses were in areas potentially at risk from such natural hazards.

This climate change risk, however, is not reflected in the price or demand for these properties or in their rates. Rate calculations do not take into account the cost of risk mitigation measures needed to protect these vulnerable properties. The community as a whole, is expected by Council to share the cost of these major infrastructure projects for example, the \$ 41 million replacement of the sea walls at Paekakariki and Raumati. This sends out a mixed message to house buyers and developers. They can ignore the risk and be reliant upon other rate payers to pay for any remedial work.

The risk of living in identified specific hazard areas will be born by the whole community. The policies of the Council should instead reflect the projections of their own environmental risk assessments. Any rate increase due to going ahead with these projects should be borne by those rate payers who stand to benefit the most and who have chosen to take the risk and live in these areas, not the whole community. Such proportioning of rate increases is common practice with other organisations whose customers have different risk exposures, for example, insurance companies. This proportioning of rate increases, according to risk, is fairer and more equitable than all ratepayers being treated the same and paying the same for climate change protection and damage repairs.

The concept of User Pays also needs to be applied to rate increases relating to the costs of new development and infrastructure costs. New subdivisions and in-fill subdivisions should cover the major proportion of additional costs and it should not be expected that other existing ratepayers will pay for the increased demands of these development projects. The Council needs to lead this through its policies, for example, new houses should be encouraged to be more self sufficient in their water usage, by requiring the installation of rainwater tanks as well as reasonable charging for water usage and stormwater infrastructure. New housing in flood prone areas and those potentially affected by sea level increases should either be halted or require the inclusion of a minimum foundation height above existing ground level of 1 metre, as is required by other councils. The cost of flood prevention and likely debilitating recovery costs following a major event must be minimised through proactive Council policies. The council is, after all, responsible for allowing housing development in identified risk areas.

The LTP focuses too much on revenue collection and not on controlling cost and debt at the source. It has carried out modelling risk events such as flooding and sea level increases. However this information is not incorporated into its policies which relate to these events and projects which will significantly affect the districts financial resilience. Does this show that the Council has little confidence in its own modelling ? The LTP also fails to describe trends in the district's population growth and composition over the 10 year period yet this information is fundamental to decision-making about infrastructure requirements and costs. The aging population of the district will be impacted more by significant increases in their rates and any increase should be fairly proportioned according to those who benefit most from the need for that infrastructure.

Looking at significant infrastructure projects nationally most have gone significantly over-budget. Will the cost of Kapiti's projects be any different ? There is a need for systematic and tight accountability in all project management. This begins with examining exactly what projects the district needs and their priority. Rate payers need to have a strong involvement in the decision-making. As the key purpose of the Development Contributions Policy states, a fair proportion of the cost of growth will be funded by those who cause the need for that infrastructure. How is a "fair proportion" determined ? The LTP does not demonstrate this in its proposed system of rate changes and rate increases.

The LTP does not explain how the benefit and performance of its major infrastructure projects will be evaluated in terms of benefit to the community. If assessment is to be useful and fair then the evaluation of major projects should be transparent from the start of the process. Rate payers are expected to cover the cost of overruns in many projects which remain unexplained and unaccounted for. Council must not look upon their rate payers as a bottomless bucket which accepts these unexplained cost increases and lack of tangible benefits. The cost of major projects identified in the LTP does not indicate any likely range in cost. Recommended rate increases are largely based upon the arbitrary cost of these major projects but how accurate are these cost estimates? There is no mention in the LTP of efficiency incentives to reward contractors for meeting budgets and completing these on-time. This is best practice in most major projects these days. The measurement of efficiency of projects needs to assess their cost/benefit to the whole community, their robustness and their longevity. If projects' efficiencies are not able to be assessed tangibly then they are high risk and rate payers should not be held liable to bear this risk.

Upload any related files



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Jayne Nock

From: Mark Fielder <markfielder@hotmail.co.nz>
Sent: Sunday, 21 April 2024 1:57 pm
To: Mailbox - Submissions
Subject: Submission on Council's LTP 2024-2034

I wish to provide the following feedback to the Council's LTP for the period 2024 – 2034.

My wife and I have lived in Paraparaumu for a short period. We shifted up here from Nelson and after looking at numerous houses in the market we bought in Paraparaumu. Our house in Nelson was zoned in a flood zone and we wanted a house which was not subject to this major risk or to the risk of a rising sea level. Many of the houses here on the market we discovered were deemed at risk from these natural hazard events so we opted not purchase any of these.

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Can you please email me an acknowledgement that you have received this submission ?

Mark Fielder
5 Sovereign Way
Paraparaumu

Sent from [Mail](#) for Windows

Alcohol Licensing Fees Bylaw Submissions



Respondent No. A-40

Response ID 5676882

Date of contribution Apr 29 24 01:29:45 pm

Personal information

First name Andrew

Last name Galloway

I'm providing a submission (choose one):
 on behalf of an organisation

Write organisation name here Alcohol Healthwatch

Do you or your business supply or sell alcohol?

No

Do you want to speak to Council about your submission at our public hearings on 2 May?
 Yes

Are you happy for your name to be published with your feedback:
 My name can be published with my feedback

Alcohol Licensing Fees Bylaw submissions

Do you support the proposed Alcohol Licensing Fees bylaw?

Yes

Would you like to provide feedback on why you support the proposed Alcohol Licensing Fees Bylaw?

See attached letter of submission.



Submission on the Kapiti Coast District Council Proposed Alcohol Licensing Fees Bylaw 2024

23 April 2024

Tēnā koutou

Thank you for the opportunity to provide feedback on the proposed Alcohol Licensing Fees Bylaw 2024.

We would like the opportunity to speak (virtually) to our submission and our organisation's name can be published when reporting feedback.

If you have any questions on the comments we have included in our submission, please contact:

Andrew Galloway
Executive Director
Alcohol Healthwatch
P.O. Box 99407, Newmarket, Auckland 1149
M: 021 244 7610
E: director@ahw.org.nz

About Alcohol Healthwatch

Alcohol Healthwatch is an independent national charity working to reduce alcohol-related harm and inequities. We are contracted by Health New Zealand–Te Whatu Ora to provide a range of regional and national health promotion services. These include: providing evidence-based information and advice on policy and planning matters; coordinating networks and projects to address alcohol-related harms, such as alcohol-related injury and fetal alcohol spectrum disorder; and coordinating or otherwise supporting community action projects.

Specific Comments

1. Alcohol Healthwatch supports the Kapiti Coast District Council's development of a specific bylaw on alcohol licensing fees. By making a bylaw under the Sale and Supply of Alcohol (Fee-setting Bylaws) Order 2013¹ the Council may set fees that reflect the

¹ Authorised by section 405 of the Sale and Supply of Alcohol Act 2012.

Council's actual costs as a licensing authority, and in respect of its inspection and enforcement functions (excluding manager's certificates and temporary authorities).

2. We support a full cost recovery approach for alcohol licensing, as while full cost recovery was envisaged by the Sale and Supply of Alcohol Act 2012, the fees set under the Sale and Supply of Alcohol (Fees) Regulations 2013 have not kept pace with the costs incurred by the Council. As noted in the consultation documents, if the default fees were applied, this would inevitably mean that the Council (and ratepayers) would be subsidising the costs associated with alcohol licensing. We note that it is proposed that cost-recovery in the Kapiti Coast district will be set at approximately 89/90 percent within 5 years.
3. We support a consistent approach to licensing fees, and are pleased to note that other councils in the Wellington Region (Wellington City, Hutt City, Porirua) have also utilised their bylaw-making powers to allocate realistic costs for these activities.
4. We also encourage councils across New Zealand to conduct a comprehensive review of all the costs incurred with licensing, which includes costs associated with administration, monitoring and enforcement to ensure that these are met by the sector. We believe that revising fees in a timely manner would meet the policy objectives of the licensing fees regime, namely:
 - (a) To recover the total reasonable costs incurred by the Council in administering the alcohol licensing system
 - (b) To ensure that those who create the greatest need for regulatory effort bear the commensurate costs
 - (c) To allow local circumstances to be reflected in the fees paid by operators and income received by the Council
 - (d) To minimise alcohol-related harm, to the extent that this can be achieved through a cost recovery regime.

Additional comments

5. The alcohol licensing regime and fee-setting is part of a package of measures which, when used comprehensively, can create safer environments and significantly minimise rates of hazardous drinking and subsequently alcohol-related harm. We recommend that other measures, primarily a Local Alcohol Policy, be progressed alongside this bylaw and the Control of Alcohol in Public Places Bylaw and similar policies.
6. We further note that under the section 404 of the 2012 Act, the Ministry of Justice is required to undertake a five-year review of alcohol licensing fees and of cost recovery by councils. However, this review is overdue, and we would encourage the Council to

advocate to Central Government for a timely review of the Sale and Supply of Alcohol (Fees) Regulations 2013.

7. In a similar vein, we note that remuneration of District Licensing Committee members is also generally determined by the Ministry of Justice under the Cabinet Fees Framework (CO(22)2). We understand that the current fee for members is set at \$51 per hour or \$78 per hour for the DLC chairperson. We consider that these rates should be reviewed to ensure that a greater pool of applicants may be attracted to undertake this work if remunerated adequately.

Alcohol Licensing Fees Bylaw Submissions



Respondent No. A-7

Response ID 5623550

Date of contribution Apr 08 24 11:20:28 am

Personal information

First name Brendon

Last name Nottage

I'm providing a submission (choose one):
 on behalf of an organisation

Write organisation name here WineCraft wine store Maclean St Paraparaumu Beach

Please let us know what ward you live in
 Paraparaumu

Do you want to speak to Council about your submission at our public hearings on 2 May?
 Yes

Are you happy for your name to be published with your feedback:
 My name can be published with my feedback

Alcohol Licensing Fees Bylaw submissions

Do you support the proposed Alcohol Licensing Fees bylaw?

No

Would you like to provide feedback on why you don't support the proposed Alcohol Licensing Fees Bylaw?

The proposed fee increases for liquor licenses will result in an almost 100% increase in fees once the full 5 year period is reached. This will have an impact on my business and I feel is unfairly targeted as it fails to recognise the unique boutique store I operate.

I am an independent operator with 1 part time staff member, I work long hours, days and weeks to keep the doors open. My license allows me to trade from 9am to 9pm but my normal opening hours has the store opening at 10am and the latest I close is 8pm on a Friday and Saturday. The other days are either 6pm or 7pm. Compare this to Woolworth at Coastlands which trades between 7am and 10pm and Pak n Save hours of 7am to 11pm!

My store is not only unique to Kapiti but the entire lower North Island yet I am in the same category as Supermarkets and the chain bottle stores that operate longer hours and are simply alcohol sellers. These

operators do nothing other than open the doors and sell as much as they can and usually based on the cheapest price they can sell it for, therefore doing very little to minimise alcohol harm. A stark contrast to the way I operate my store.

Not only do I offer a quality range, I hold regular educational events, I am hands on to offer expert advice and my customers will tell you my motto is "drink half as much but twice as good".

At my request, when first applying for the license, my license prohibits the sale of RTD mixers, this clearly shows my intent on being true to the term "boutique, yet there is no allowance in the new proposal to differentiate from the big operators. There NEEDS to be a category or sub category taking this into account.

The increased fees for supermarkets and the large chain operators will have very little negative financial impact on their business and if it forces smaller operators like mine to close or relocate it only drives more business to them.

My business presents a significantly lower alcohol harm risk and monitoring which would therefore mean less administrative costs for these reasons -

1. I am meticulous in my adherence to all liquor license and Sale and Supply of alcohol act conditions .
2. My product range does not appeal to the young and underage which means easily identifying potential purchases by minors.
3. My clients prefer quality over quantity.

For the business to fail any inspections or a CPO would be highly unlikely. Inspections by the licensing inspectors is a very simple and efficient process therefore not requiring significant expenditure to administer.

When assigning a licensed premises to a category, Winecraft is considered the same risk as a supermarket, this is like putting a featherweight boxer into the ring with a super heavyweight!

The proposed bylaw needs to consider Winecraft's uniqueness when setting the fees and categories, a better approach would be -

1. set fees based on turnover
2. set fees on square metre of alcohol retail space.
3. create a new category.
4. create a sub category
5. allow for a lower risk assessment
6. allow for an exemption or discount based on certain criteria.

Long-term Plan 2024–34



Respondent No. 142

Response ID 5659110

Date of contribution Apr 19 24 06:33:10 am

Personal information

First name Gwynn

Last name Compton

I'm providing a submission (choose one): as an individual

Do you want to speak to Council about your submission at our public hearings on 2 May? Yes

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

As per the attached

Upload any related files

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Submission of Gwynn Compton on the Kāpiti Coast District Council Long-Term Plan 2024-34 Consultation

1. Background

- a. I am a communications, policy, strategy, and governance professional with nearly two decades of experience across both the public and private sectors in Aotearoa, Australia, and the United Kingdom.
- b. I recently served on Kāpiti Coast District Council during the 2019-2022 triennium as a districtwide councillor, including as Deputy Chair then Chair of the Strategy and Operations Committee and did not seek re-election.
- c. I am a passionate advocate for local government, having helped lead the national discussion around issues such as sector reform, improved transparency and accountability, as well as being a fierce advocate for more investment in public transport by central government.

2. Proposal one: Three waters shortfall

- a. I support the Council's proposal to rates fund the shortfall in three waters expenditure created by central government's cessation of the Three Waters reform programme.
- b. The Council, like other local authorities, through no fault of its own has been left out on a limb at short notice by the change.
- c. While Kāpiti has some challenges with its three waters services and infrastructure, we have performed better than most local authorities in this regard, with projects such as water meters and the Waikanae River Recharge Scheme being exemplars of good practice in local government.
- d. Given the centrality of three waters services to supporting the wellbeing of people and businesses in the district, and enabling future growth and urban development, ensuring we continue to maintain and improve our three waters services and infrastructure while central government decides how and when it will roll out its policy response to the challenges local authorities face is prudent.

3. Proposal two: Proactively reducing council debt

- a. In principle I support the council's proposal to increase rates to reduce council debt and create headroom for future borrowings to fund capital expenditure when infrastructure upgrades/renewals become due and new infrastructure is required to support growth.
- b. However, I would advocate to council that it considers a higher level of rates increase from the 2025/26 financial year onwards than what is proposed to further accelerate the paying down of debt and more rapidly reduce interest payments.
- c. This would also have the added benefit of increasing the permitted debt cap for council above what is currently forecast, creating additional capacity to borrow if there are natural disasters or unexpected infrastructure costs or opportunities that occur.

- d. This is especially prudent when there remain significant inflationary risks around infrastructure spending. With council forecasting to spend nearly \$90 million a year on capital works, there is a significant potential for cost overruns to occur especially with complex projects in the three waters space and the Waikanae Library rebuild.
- e. Likewise, higher forecast rate increases in the years ahead for this long-term plan would avoid the situation from the 2021-2041 long-term plan, where it had forecast rates increases of 2.5 percent for 2024/25, 4.6 percent for 2025/26, and 7.2 percent for 2026/25 and far higher and more persistent rates of inflation blew that forecasting out of the window.
- f. By creating additional headroom in proposed rates increases from year two of the long-term plan onwards, council will give itself more options to either pay down debt more quickly than forecast or absorb the inevitable cost escalations that will occur.
- g. Likewise, it should be acknowledged that some of the significant projects currently underway - such as the Waikanae Library rebuild and potentially replacing the Te Newhanga Kāpiti Community Centre - are essentially restoring what was existing community infrastructure.
- h. Likewise, there is little provision in the current capital works programme for additional community infrastructure to meet new demands that will arise as the community grows.
- i. As such, reducing council's debt more rapidly than proposed will give the council more ability to pursue new pieces of community infrastructure in a timely manner rather than the significant years of delays many of them face currently.

4. Proposal three: Providing more sustainable council housing for older people

- a. In principle I support option one to establish a new community housing provider trust (CHP) and for council to transfer ownership of its housing stock to the trust.
- b. However, the current proposal contains inadequacies that need to be addressed prior to this happening.
- c. For example, when Wellington City Council (WCC) established Te Toi Mahana, along with having it take over WCC's existing social housing stock, they also transferred \$10 million worth of properties and provided \$23 million in establishment funding to help it build additional social housing on top of existing stocks.
- d. As it stands, the current proposal to establish a new CHP to take over ownership and management of council's older person housing appears to simply have the CHP manage the status quo with slightly reduced costs due to access to Income Related Rent Subsidies.
- e. Council must, at a minimum, provide establishment funding for a CHP that it establishes that will enable it to grow and provide additional social housing for Kāpiti.

- f. Further, in establishing the CHP the council should also require the new entity to broaden access to its social housing as it increases its stock of housing to include all parts of society, and not just older persons.
- g. The Kāpiti Coast District Council Housing Needs Assessment, completed in 2022, illustrated that there is a large unmet need for affordable social housing throughout our community.
- h. While central government has a role to play in meeting this need, council cannot simply sit by idly hoping for the government of the day to take pity on Kāpiti while families go without adequate shelter.
- i. Council limiting the role of any CHP it establishes to only continuing to provider older person housing is not consistent with the findings of that housing assessment, nor council's responsibilities to the social wellbeing of other vulnerable members of our community who are no less deserving of warm, dry, affordable housing than older people are.
- j. The establishment of a CHP provides the clear opportunity to meet that broader need for social housing. However, acknowledging that it would be perverse to see any reduction of older persons housing as a result of changes, this could be balanced off by requiring that the CHP maintains current levels of older person housing and that any additional housing must cater to a mix of demographics – including older people.

5. Other issues - Climate Action Rate

- a. Having previously advocated for a Climate Action Rate when I was on council, I endorse the proposal to introduce this targeted rate.
- b. However, I would encourage council to look at increasing this targeted rate so that it collects more funds for climate change action than would have otherwise been allocated through general rates, and thus increasing the amount of work council is able to undertake in this space.
- c. With much fanfare, council declared a climate emergency in May 2019.
- d. That we are only now just introducing a targeted rate to specifically fund our response to that climate emergency nearly five years after that declaration must rate as one of the least urgent emergency responses ever.
- e. Likewise, that the targeted rate is only proposed to deliver the existing level of climate action that would have been funded from general rates suggests that the council is not taking its commitments to address climate change seriously or urgently enough. Again, this is not the hallmarks of responding to a climate emergency.
- f. As mentioned above, Council should instead consider setting the rate at a higher level than what would've been funded under general rates and use those funds to accelerate their work in responding to the climate emergency.
- g. For example, additional funding could be used to leverage extra funds from central government to accelerate investment in infrastructure that supports active transport, or it could be used to increase the level of grants available in support of energy efficiency emissions reductions projects around the district.

6. Other issues - proposed cap on permanent staff numbers

- a. Having advocated during my triennium on council for increased staff resourcing to meet the ever-increasing responsibilities and policy responses that central government was requiring of local authorities, I oppose the proposal from the Chief Executive Officer to put a cap on permanent staff numbers.
- b. Capping permanent staff numbers has been demonstrated time and time again to be to the detriment of the capacity and capability of public service entities.
- c. The University of New South Wales recently highlighted the issues with this (<https://www.unsw.edu.au/newsroom/news/2023/06/How-reliance-on-consultancy-firms-like-PwC-undermines-the-capacity-of-governments>), where they described it as a “hollowing out” of the public service and illustrating how consulting costs had ballooned by 400 percent as a result of these types of practices.
- d. While that was in an Australian context, we have seen a nearly identical pattern playing out in Aotearoa which has diminished the public service’s capacity and capabilities in delivering services for New Zealanders: <https://www.stuff.co.nz/business/104922841/cap-on-public-servants-saw-spending-on-consultants-almost-double-to-550m-a-year> and <https://www.beehive.govt.nz/release/government-reduce-reliance-consultants>
- e. Likewise, it is well established that these types of artificial caps on permanent staffing numbers typically have the opposite effect to what was intended. First, they usually see significant increases in the amount spent on consultants to make up for what ultimately becomes an increasing lack of in-house capability and capacity. Second, it also tends to see salaries of remaining staff rapidly increase in order to compete with the more lucrative consulting market that they’ll often want to depart to. <https://theconversation.com/return-of-the-consultocracy-how-cutting-public-service-jobs-to-save-costs-usually-backfires-218990>
- f. The net effect of this is that public service entities – of which council is ultimately one – end up worse off in terms of expenditure than they would have had they kept the expertise in-house, and ultimately they risk creating a death-spiral where their dependency on consultants only increases due to a growing lack of suitably qualified and experienced staff.
- g. The long-term plan’s financial strategy also highlights that council is in an ever more in a competitive employment market with Wellington due to the opening of Transmission Gully (and, it should be noted, improved flexible working practices post-pandemic that are enabling people to live in Kāpiti while working elsewhere).
- h. In this environment, capping permanent staff numbers will also make council a less attractive employer given the subsequent reduction in opportunities for career progression such caps create. It also sends a negative message to prospective employees about the constrained staff resourcing environment that will exist, especially given similar austerity approaches taking place in central government.

- i. While there is a role for consultants in providing specialised technical advice to local authorities, or enabling contestability of advice in particularly complex and controversial situations, this should not be at the expense of what is meant to be core council capacity and capabilities.
- j. Unfortunately, as we have seen over and over again this is often not the case, with core council work being regularly outsourced at the expense of what should be in-house expertise.
- k. Staffing levels should be managed relative to the levels of service needing to be provided to the community and elected members, and to meet the requirements of central government, without resorting to blunt, ineffective, and counterproductive tools such as capping staff numbers.

7. Other issues - Ihakara-Arawhata Link Road

- a. The Ihakara-Arawhata Link Road has been formally a feature of long-term plans in Kāpiti since at least 2018.
- b. However, at an estimated cost of \$23.5 million, and that the road will primarily be of benefit in helping to open up possible residential and commercial developments in the surrounding greenfields land rather than the marginal benefit it will provide in slightly reducing volumes of through traffic from a small stretch of Kāpiti Road and the northern part of Rimu Road, council should consider different ways of funding this road.
- c. In lieu of any new tools such as value capture taxes, options to meet council's share of the cost could include either a targeted rate on any properties that result from the subdivision of the land ahead of development, or via a special purpose vehicle that could more broadly fund the required transport, water, and community infrastructure that would be necessary to realise such a significant development that has sizeable stormwater issues to manage.

8. Other issues - Paraparaumu Airport and Air Chathams

- a. I support the removal of any reference of council involvement in the future of the airport and its land from the long-term plan.
- b. As other local authorities around Aotearoa are either looking to reduce their exposure to airports, or are burdened with significant capital and operational costs in maintaining commercially unviable airports at a safe level for aeronautical activities, leaving the future of the site – along with any fiscal risks that involves - to the private owners is a prudent decision.
- c. This will allow them to resolve any outstanding issues with previous owners without council or elected members unnecessarily dividing hāpu by promising things that they have no ability or mandate to deliver.
- d. Likewise, council should not get involved in discussions over the role of the Aerodrome Flight Information Service (AFIS) at the airport.
- e. AFIS was introduced as part of a suite of safety improvements following the fatal mid-air crash in 2008 to better control air traffic and reduce the risk of collisions.

- f. While AFIS does create an additional cost, that cost is minimal compared to the loss of life from otherwise avoidable air accidents that it helps reduce the risk of.
- g. Air Chathams claims to council, as released under LGOIMA, that AFIS is unnecessary and its costs are holding back their ability to operate more flights are dubious at best. This is because if they operated more flights, as they claim the removal of AFIS and resulting reduced costs would enable them to do, it would in turn only increase the need for AFIS to be there in the first place to better protect the passenger flights that are operating.
- h. In any event, this is an issue that council has no place being involved with these aeronautical operations and safety issues being the responsibility of the Civil Aviation Authority as the regulatory body. Council certainly should not be funding aeronautical studies on the matter as they have done to date.
- i. Further to this, I would also propose that as part of the long-term plan council ceases providing any further grants, loans, or subsidies - direct or indirect - to Air Chathams.
- j. Domestic air travel has returned elsewhere to pre-pandemic levels, however Air Chathams continues to only be able to provide a level of service below that which they were originally supported by council to provide when they arrived in the district.
- k. Despite that return to pre-pandemic domestic air travel levels elsewhere, and numerous public statements from Air Chathams about how well they claim the route is doing, I note that in an email to Councillor Handford on 9 September 2023 that was released under LGOIMA, Duane Emeny - the Chief Operating Officer of Air Chathams - admitted that "it has definitely been a tough run in the last 8 months". This is not what you say if things are going well for a route, and it is certainly contrary to the experience of other domestic carriers who were enjoying significant passenger demand despite tougher economic conditions.
- l. Air Chathams has now received financial support from council nearing \$1.5 million. While much of that support was justified at the time to try and establish the service in the wake of Air New Zealand's abrupt departure (and re-establish it post-COVID-lockdown) in order to give Kāpiti Coast residents a chance to demonstrate the importance of the route to them, at some point the service has to stand on its own two feet given the scant economic benefit it provides.
- m. This is especially the case given the inability of the route to increase passenger numbers - which if it had been able to would have resulted in increased flights being scheduled on a regular basis, which is clearly not the case.
- n. As such, and given the recovery elsewhere in the domestic aviation market, it is time for council to let the service stand on its own. If Kāpiti residents value the route, then it is on them to use it and to be prepared to pay the market cost of its operation via their ticket price, especially as that private air travel is a private good rather than a public good.

9. Other issues - removal of the previous long-term plan 20-year horizon

- a. I would like to express disappointment that the council has walked away from its previous practice of using a 20-year horizon for its long-term plans.
- b. This longer than legally required horizon used previous meant that the community and elected members had better visibility of significant upcoming expenditure in the future, especially around core infrastructure needs.
- c. It also created a visible longer-term pipeline of infrastructure work that is so often cited as missing from infrastructure planning in both local and central government. Such a move was to the council's credit, especially when compared against other councils in the region which didn't take that longer-term horizon and as a result sweated their infrastructure to the point where they're now dealing with catching up with decades of under-investment which are crippling their ability to do other things for their communities.
- d. While it is too late for this long-term plan, councillors should request that for the next long-term plan (2027) cycle that it returns to a 20-year horizon.

Long-term Plan 2024–34



Respondent No. 57

Response ID 5626053

Date of contribution Apr 09 24 11:27:55 am

Personal information

First name Sarah

Last name Yuile

I'm providing a submission (choose one): on behalf of an organisation

Write organisation name here Te Ara Korowai

Please let us know what ward you live in Raumati

Do you want to speak to Council about your submission at our public hearings on 2 May? Yes

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

On behalf of Te Ara Korowai I would like to request support from council around funding our operations. We are the only mental health community centre in the wider Kapiti area and at the end of June 2024 our current Ministry funding ends. We provide wellbeing and creative classes for individuals in our community that require support with their mental health, and those with intellectual disabilities. We have a high success rate of recovery, and transition many members back into their place in the community. We have around 500 registered members and without us many have no other form of support and no where else safe and productive to go through the day. We provide immediate support, opportunities for connection and inclusion for all in our community, with no waitlist and no referral needed. Our members come from across the wider Kapiti area as we are the only service operating in this field. Please see attached document for more detailed information around our request.

Upload any related files

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Request for funding support – Te Ara Korowai Creative Wellbeing Centre

Te Ara Korowai is the only mental health focused centre in the wider Kāpiti community. We support members on their path to recovery by providing wellbeing and creative classes that teach meaningful skills, encourage connection and provide support. We provide immediate services while many of our members navigate the clinical mental health system and waiting list/referral systems. At the end of June 2024 our Manatu Taonga funding ends and we require support in order to keep the doors open for the vulnerable community members across our area that rely on us.

Who we are:

Te Ara Korowai provides creative and wellbeing classes to support positive mental health in our community. We provide services to the wider Kapiti community with members traveling from across the area, from Paekākāriki to Ōtaki, to attend our centre.

In 2013 two mental health community organisations merged and we were gifted the name “Te Ara Korowai” by Whakarongotai Marae. The translated name extends out to “Walking the path of recovery with the cloak of support”.

We were registered as an Incorporated Society in 2013. We are also a registered charity.

We provide support and opportunities for participation and inclusion for those with lived experience of mental health, and those with intellectual disabilities.

We are a peer led service, our staffing team have lived experience of mental health distress therefore we offer empathy, understanding and we know the needs of our members and our community well.

We have an experienced and committed Board who provide governance support. Our Board is required to be comprised of at least 50% of individuals to identify as having lived experience with mental health distress.

What we do:

Our classes include a variety of different art classes, writing, dance, cooking and meditation. We use creativity as a tool to process emotions, experiences and compliment this with wellbeing classes like healthy cooking and mindfulness to provide a holistic, whole of life approach to wellness. Our approach is guided by the principles of Te Whare Tapa Wha.

Our classes provide meaningful opportunities for skill development and we operate on a strengths based approach. We are recovery focused – we provide the support needed in order for an individual to move through our service as needed, and back to their place in our community.

Our funding situation:

We have been primarily funded the past three years by the CARE fund provided by Manatu Taonga, and administered by Arts Access Aotearoa. This provided funding to run creative classes that reduce barriers to attendance for vulnerable community members, in our case specifically those with mental health backgrounds and including Rainbow Youth, Māori and Pasifika community members. The wellbeing component of our programme is self-funded by grants, donations, income from room hire and donations. We are constantly applying for grants and planning/running fundraising events.

In June this year the Manatu Taonga contract ends and we have no base income that can sustain our current levels of operations. Funding is scarce at the moment and the competition for it is tough. Many funding bodies are currently only able to partially grant funding requests.

We do draw income from art sales, however as we believe in paying the standard and equitable amount of commission to the artist we do not keep a large portion of our sales. It is important to us that our members are compensated fairly for their work and can draw an income from the sale of their pieces.

Why we are unique:

There are other great services in Kapiti that operate in a similar field to us. However Te Ara Korowai is the only mental health community centre in Kapiti. We are the only service offering peer led support and services. Anyone in our community requiring support, connection and opportunities for participation and inclusion can walk through our doors and receive immediate support. Many of our members are socially isolated and we are their only source of support. Many are on lengthy waitlists for clinical services and we provide a life line, while they navigate an imperfect and overburdened system.

We have established connections with many local community organisations and charities including Idea Services, Mash Trust, L'Arche, Community Connections, Pathways, Emerge, Birthright, Kapiti Womens Centre, Kapiti Mental Health and GPs to provide their clients/service users with meaningful opportunities to connect, gain valuable new skills, form connections and receive support. Many of their clients rely on us for connection and support opportunities.

We are recovery focused. We offer services that work with our member's strengths, give our member's confidence and allow them to grow and extend themselves as they navigate the path of recovery.

We have great, strong relationships within our community. We understand the need for positive mental health support and we are well placed to tailor the support that we offer and give it to those who need it most.

One of the most unique and important elements of Te Ara Korowai is our success rate for recovery in our members. We love watching people grow, gain confidence and with our support transition from our service back to their place in the community.

We are the only mental health service currently working in this area.

Our members:

Our members range in age from 16 through to 78. They come from across the area. Because many of them are older there is a lack of services available in the community that meet their specific mental health needs.

Our members are diverse in gender, background, diagnoses and ethnicity.

Some have come out of institutions and struggle to find acceptance and connection anywhere else. There is still a strong social stigma around mental health that means finding opportunities for belonging and understanding can be difficult. These social stigmas don't exist inside the walls of Te Ara Korowai. Everyone is treated with respect, dignity and tolerance.

We currently have around 500 registered members with 45 regular members currently attending through the week.

The end result:

We walk alongside our members on their path to recovery and encourage independence, interdependence, skill acquisition, personal growth and connection. What we have seen over the past decade is hundreds of members transition out of our service and back into their place in their community, workforce and within their friendship and family groups. This to us the ultimate goal, the strengthening of our community by providing immediate and targeted support for those who need it and then encouraging them to return to their place in the community.

Many of our members have transitioned from being members, become volunteers then moved into paid staff positions within our service. A number of these individuals have since left our centre and followed their own career goals. This is also an important function and goal of the centre, as we see the potential in our members, even at their lowest points where they may not.

What we do works. We see it every day. We see the transformation in our members, and then subsequently in their family and friendship groups which then also impacts our community as a whole.

Without Te Ara Korowai:

Many of our members have no other forms of support. For those awaiting clinical input they become isolated with no "in between" support. Our stakeholders, local mental health and intellectual disability service providers, other community organisations and our local Mental Health team and GPs have nowhere to send their clients/service users that will understand and meet their needs.

If we were to cease to operate dozens of vulnerable community members would have nowhere to go through the day. This would place strain on an already overburdened mental health system. Many of our members would struggle to assimilate into the community.

What we need:

Our current annual operational costs are around \$176,000.

Our independently reviewed 2022-2023 Annual Report can be made available upon request. It is also available on the Charities Services website.

Long-term Plan 2024–34



Respondent No. 72

Response ID 5631024

Date of contribution Apr 11 24 11:27:54 am

Personal information

First name Marilyn

Last name Stevens

I'm providing a submission (choose one): as an individual

Please let us know what ward you live in Ōtaki

Do you want to speak to Council about your submission at our public hearings on 2 May? Yes

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Proposal 2: Proactively reduce Council's debt
Which option should we choose? (select one option)

Option 3: Apply average rates increases of 6% per year from 2025/26 to 2033/34

Would you like to expand on your answer for option 3?

Firstly, why do we have a shortfall with 3 waters when water meters were supposed to alleviate any shortfalls? People in the rural sector are struggling to survive and are selling up or splitting up their farms as the increasing costs are unsustainable. With rising rates, decreasing income (the market is struggling). Rates vary but if a farmer has to pay \$20,000 + for rates, that is a lot of milk/meat to pay for that before he even fertilisers his land, pays sharemilkers, extra feed in the dry season etc. Mental health issues for this sector is a real thing! Don't exacerbate it!!!!

Proposal 3: Transfer Council's housing for older people
Which option should we choose? (select one option)

Option 1: Transfer our older persons' housing assets to a new Community Housing Provider

New climate action rate

Which option should we choose? (select one option)

Option 2: Make no change to how we allocate funding our climate change activities

Would you like to expand on your answer for option 2?

If changing our climate change policy is going to cost more in rates, don't change it - we can't afford the rates as it is!

Long-term Plan 2024–34



Respondent No. 75

Response ID 5631736

Date of contribution Apr 11 24 04:12:57 pm

Personal information

First name Catherine

Last name macdonald

I'm providing a submission (choose one): as an individual

Please let us know what ward you live in Paekākāriki

Do you want to speak to Council about your submission at our public hearings on 2 May? Yes

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

Please consider funding Te Ara Korowai in Raumatī. My whānau and I have found the creative arts and music programmes offered there really helpful for us personally and they provide a service that no other provider in Kapiti does. The service needs to remain affordable for the community to contribute to mental health and wellbeing in Kapiti.

Long-term Plan 2024–34



Respondent No. 85

Response ID 5633564

Date of contribution Apr 12 24 12:22:15 pm

Personal information

First name Don

Last name Day

I'm providing a submission (choose one): on behalf of an organisation

Write organisation name here Kapiti Citizen's Advice Bureau

Do you want to speak to Council about your submission at our public hearings on 2 May? Yes

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

This submission is being made on behalf of Kapiti Citizens Advice Bureau Incorporated (KCAB) and relates to an earlier submission lodged with the Council in January 2023 for reinstatement of the funding partnership terminated by the Council in 2018. In June 2023 KCAB appeared in support of the submission at a meeting of the Sustainability Sub-Committee. This submission on the LTP updates the earlier version and is in response to advice received from the Council after our appearance at the Sustainability Sub-Committee Meeting.

Attached is the updated submission and appendices.

KCAB is prepared to appear in support of this submission

Contact with KCAB can be made via email to kapiti@cab.org.nz and/or using the mobile phone or email address below.

Upload any related files

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Sheryl Gavin

From: Don Day <proscontrust@gmail.com>
Sent: Saturday, 6 April 2024 1:38 pm
To: Mailbox - Submissions
Cc: Donaldson Hunter; djlange
Subject: Submission on the Long Term Plan
Attachments: Appendix 1 - CABK Budget 2023-2024.pdf; Appendix 2 - CABK 2023 Annual Report Package.pdf; CABK - Submission to KCDC - Updated - Jan24.pdf; Appendix 3 - Kapiti Coast District Council - Social Investment Priorities.pdf; Appendix 4 - CABK Performance Report June 2023.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Long Term Plan Team

This submission is being made on behalf of **Kapiti Citizens Advice Bureau Incorporated (KCAB)** and relates to an earlier submission lodged with the Council in January 2023 for **reinstatement of the funding partnership** terminated by the Council in 2018. In June 2023 KCAB appeared in support of the submission at a meeting of the Sustainability Sub-Committee. This submission on the LTP updates the earlier version and is in response to advice received from the Council after our appearance at the Sustainability Sub-Committee Meeting.

Attached is the updated submission and appendices.

KCAB is prepared to appear in support of this submission

Contact with KCAB can be made via email to kapiti@cab.org.nz and/or using the mobile phone or email address below.

Don Day
Treasurer
Kapiti Citizens Advice Bureau

25 Regent Drive
Paraparaumu Beach
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Citizen's Advice Bureau Kapiti Incorporated

Submission to

Kapiti Coast District Council

For

Reinstatement of Partnership

(Updated January 2024)



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INTRODUCTION

This submission to the Kapiti Coast District Council (the Council) for **reinstatement of partnership** is submitted by Citizen's Advice Bureau Kapiti Incorporated and includes Citizen's Advice Bureau Otaki Incorporated which became part of Citizen's Advice Bureau Kapiti Incorporated from 1 July 2022.

BACKGROUND

Citizen's Advice Bureau Kapiti (CABK) and Citizens Advice Bureau Otaki (CABO) assist more than 2,600 Kapiti and Otaki people each year with information and advice on a wide range of issues. This assistance helps and empowers people to obtain the best outcomes for themselves and their families. The support provided by Citizens Advice Bureau (CAB) is free and independent and open to all and gives people the confidence they need to take constructive action to resolve problems and concerns. CAB volunteers come from the same community as their clients, are well placed to reflect and respond to community concerns and changing needs and are trained to provide accurate, timely and relevant advice.

CABK is an independent incorporated society, registered charity and a member of the Citizens Advice Bureau New Zealand (CABNZ).

Up until the 2017/2018 financial year CABK received ongoing annual funding from the Council. As sponsor of CABK the Council was the primary funder contributing more than 50% of CABK's operating costs. A review of the Councils approach to social funding around that time resulted in the termination of this valuable partnership.

In addition to the Council funding, CABK received Lottery funding of \$5,000 per annum distributed through CABNZ and more recently funding under the Migrant Connect scheme (\$11,000 pa).

In June 2022 CABK was approached by CABO to consider the merger of the two organisations. CABO was experiencing difficulty in filling its governance roles. Its volunteers, while being fully prepared to continue to deliver services in Otaki did not wish to be involved in the management and administration of the organisation. Agreement was reached for CABO to disestablish and become a branch of CABK with effect from 1 July 2022. As a result CABK is now responsible for governance including funding for both entities.

In the 2023/2024 financial year we need to raise funding of \$29,333. Our budget for the 2023/2024 financial year is attached as **appendix 1**.

Our organisation and volunteers have had a long relationship with the Council and the Kapiti community, spanning more than 20 years, and we would like to continue working in partnership with the Council for the overall wellbeing of Kapiti residents.

SERVICE DELIVERY

We work with all the diverse sectors of this community, young and old, at every socio economic level. Despite this we have been told “the internet will make us redundant”. In fact the opposite is the case: as life becomes more complicated and challenging, we are seeing ever more people coming through our doors with problems that appear insoluble and cannot be helped on line. Many of our clients have difficulty with or little or no access to the Internet and for many, literacy skills are limited and assistance is required to deal with the complex issues they face.

It is the more deprived sector of our region that has most trouble routinely dealing with the problems of life in Kapiti today - the unemployed, the homeless, the elderly. Our older clients in particular also benefit from being able to visit us to receive help writing letters, filling in forms and accessing other secretarial help provided. This assistance enables some of the most vulnerable members of our community to deal effectively with government, banks, retailers and other service providers.

Until recently CABNZ had a contract with the Ministry of Business, Innovation and Enterprise (MBIE) to deliver services to new migrants to New Zealand under the Migrant Connect programme and CABK was one of 22 bureaux around New Zealand that participated in this programme. This arrangement is currently under review and its future is uncertain.

CABK provides assistance to Kapiti residents on matters closely aligned with Council services such as fencing, trees and disputes with neighbours. Many of the clients we service are referred to us from the Council as well as other government agencies e.g. Police and Social Welfare.

Our reputation for providing impartial, non-judgemental help to the vulnerable has been built up over decades and cannot be compromised.

Our Annual Report 2022/2023 illustrates the range and extent of services provided to the community during the last financial year (**Appendix 2**).

OUTCOMES AND IMPACT

The Council’s social investment programme sets as priorities –

- Connected communities
- Safe communities, and
- Capable Sector

These priorities were addressed by CABK in 2019 in its expression of interest to the Council’s Social Investment funding programme. This information remains relevant and current and is included as **appendix 3**

While this funding application is not made under or intended to be considered as part of the Social Investment programme but as a separate standalone arrangement, nonetheless it does align with these priorities as demonstrated by the information contained in **appendix 3**.

FUNDING

CAB Kapiti is one of 5 CABs in the whole of NZ that get no Council funding – the only one in the Wellington Region.

Of these 5, 3 are provided with premises free of charge by their Council.

There are 54 registered CABs in New Zealand operating from 80 separate sites, two of which are in the Kapiti District – Paraparaumu and Otaki.

Local governments across New Zealand provide on average 62% of projected expenses to their local Citizens Advice Bureaux according to our national office.

CABK has no recurring source of income. It does not derive income from member subscriptions, its services are free to clients and there are no ongoing funding contracts in place.

In recent years funds have come from the Migrant Connect Programme (\$11,000 pa) and an annual distribution of Lottery Funds of \$5,000 both via CABNZ. Neither of these grants are guaranteed. Lottery allocations are considered annually. The Migrant Connect funding initially ended on 31 July 2022 but the scheme has been extended while it undergoes a review. As a result, via CABNZ we received funding of \$8,000 in 2022/2023. In this year's budget we have included \$2,850 but receipt of this funding remains uncertain.

A recovery is also made from Levin Budget Service for the use of CABO facilities in Otaki (\$3,000 pa).

CABK actively pursues grants and donations from a variety of funders and at the time of preparing this submission has decoupled from the CABNZ consolidated Lotteries application to make our own application to the Regional Distribution Committee. The outcome of this application will become known in March 2024.

The reduction in income since withdrawal of Council support has resulted in deficits in each successive financial year. Similarly CABO has also been recording deficits in recent years and has found fund raising to meet operating costs challenging. Should CABK not bridge the gap in this year's combined budget forecast then the resulting deficit will further reduce reserve funds leaving the organisation with some difficult decisions to make regarding its future.

The costs and revenues for CABK and CABO are shown in the performance report for 2022/2023 included in **appendix 4**. In future years the accounts will be consolidated and one performance report will be produced. This is mandatory for all registered charities.

BUDGET

The combined budget for 2023/2024 is attached as **appendix 1**

Total operating costs for the financial year are forecast to be \$45,708. The most significant cost is rent (including energy for CABK) which represents 67% of budget. The remaining costs are those normally associated with operating a busy office. CABK does not employ staff. All managerial/administrative activities as well as our client services are performed by volunteers.

Income is forecast to be \$16,375. The primary source is Lottery distribution from CABNZ forecast to be \$9,000 in the current financial year (\$4,500 each for CABK and CABO). A recovery from Levin Budget Service is included along with interest from current reserves.

WHY IS A PARTNERSHIP IMPORTANT?

In the same year that KCDC terminated its partnership with KCAB, Wellington City Council (WCC) and Citizens Advice Bureau Wellington (WelCAB) were engaged in a similar conversation which culminated in the engagement of PriceWaterhouseCoopers (PWC) to undertake a service review. While the review was triggered by WelCAB's situation the findings are relevant to all CABs and are drawn on in this submission to demonstrate the benefits to KCDC of a partnership with KCAB.

Not-for-profit (NFP) organisations differ from for-profit organisations in that NFPs create value for their beneficiaries / service users but often do not receive payment or compensation from these individuals. Instead, NFPs typically receive funding from a different source. It is for this reason that NFPs need distinct **value propositions for service users and service funders**.

Through the review, CAB's two unique value propositions were confirmed:

Service-users: CAB's *accessible, accurate, confidential and independent* advice empowers people to solve problems, understand their rights, access services, and enhance their personal and community well-being.

Accessible	Accurate	Confidential	Independent	Empowering
Services are <i>free</i> across <i>multiple channels</i> . In general, <i>no appointment</i> is required, and there are <i>no time limits</i> for interactions. CAB's provide services in <i>multiple languages</i> , and a single volunteer can <i>navigate many services and organisations</i> .	<i>Well trained</i> volunteers are <i>carefully vetted</i> . They are supported by <i>comprehensive, up-to-date tools</i> , and advice is <i>quality assured</i> for accuracy.	Some service users – especially those who are new to NZ or who have had negative service experiences in the past - <i>feel comfortable sharing</i> their problems with CAB's because they can do so <i>anonymously</i> .	There will always be some people who prefer to get services from a <i>community-based organisation</i> than from a government agency. CAB's independence creates a <i>unique position to build trust</i> with people who see it as more <i>impartial and fair</i> and want a <i>choice</i> in who provides information and advice.	Volunteers are trained to be <i>empathetic and non-judgemental</i> . They help service users not only to <i>solve their current problems</i> and <i>understand their rights</i> but also to <i>build their knowledge and skills</i> to solve future problems more independently and <i>help others</i> .

CAB’s service is unique in supporting well-being.

“The assessment shows that CAB’s service offering is clearly differentiated by its unique combination of characteristics (being accessibility, accuracy, confidentiality, independence and empowerment). The collective presence of all of these characteristics sets CAB’s apart”

“CAB’s have a unique value proposition and are differentiated by their accessible, intensive, face-to-face support for the harder-to-serve”

“Many of the people CAB’s serve are on the cusp of more severe vulnerability. In helping someone maintain their income, housing, and access to services, CAB’s can prevent severe vulnerability and distress and its human and financial costs. “

“CAB’s engage residents as volunteers to help each other and build more cooperative, resourceful and resilient communities.”

Service funders: CAB’s services help funders reach harder-to-serve people more *effectively* and *inexpensively* than funders can in-house, *preventing greater vulnerability, building communities, and gathering data* for actionable insights.

<p><i>Effective</i></p> <p>CAB’s <i>independence</i> and <i>confidentiality</i> are fundamental to attracting and helping <i>harder-to-serve</i> people effectively. This independence and confidentiality cannot be duplicated by CAB’s public sector funders in-house.</p>	<p><i>Inexpensive</i></p> <p>Because services are primarily staffed by <i>volunteers</i>, services are <i>low cost</i>. This <i>volunteer workforce</i> cannot be duplicated easily inside the public sector organisations who fund CAB’s.</p>	<p><i>Preventing greater vulnerability</i></p> <p>Many of the people CAB’s serves are <i>on the cusp of more severe vulnerability</i>. In helping someone maintain their income, housing, and access to services, CAB’s can <i>prevent severe vulnerability and distress</i> and its human and financial costs.</p>	<p><i>Building communities</i></p> <p>CAB’s engage residents as volunteers to help each other and build more <i>cooperative, resourceful and resilient communities</i></p>	<p><i>Gathering data</i></p> <p>Government organisations struggle to gather information on the more vulnerable and hard-to-serve. CAB’s hold a <i>wealth of data</i> from working with these populations and can <i>shed light on this blind spot</i> for policy and service development.</p>
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HOW CAB CONTRIBUTES TO COMMUNITY WELLBEING

The goals of any district should be to ensure a thriving community – not just for the few, but for all. In a 1963 speech, John F. Kennedy said that “a rising tide lifts all boats”, and since then evidence has shown that reducing inequities in a population creates a more thriving economy – “what is good for the least of us is good for the rest of us”.

Promoting community well-being has been reinstated as one of the key purposes of local government. Specifically, Council's role is "to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future".¹

The PWC review has given the CAB as a whole compelling independent validation of how the CAB service contributes to community well-being in a unique, effective and supportive way, therefore playing a unique and vital role in assisting Council to ensure community well-being. This is why having a strategic partnership with Council is so important. It provides for a more stable and effective way of working together to support community well-being.

The review looked at duplication and found the CAB service is unique.

"CAB's service offering is differentiated in a way that is unmatched by comparable community service organisations ...The assessment shows that CAB's service offering is clearly differentiated by its unique combination of characteristics (being accessibility, accuracy, confidentiality, independence and empowerment). The collective presence of all of these characteristics sets CAB apart. "

The review found that the unique nature of the CAB service strongly supports community well-being and reaches those who are vulnerable and hard to reach.

"CAB has a unique value proposition and is differentiated by its accessible, intensive, face-to-face support for the harder-to-serve... Many of the people CAB serves are on the cusp of more severe vulnerability. In helping someone maintain their income, housing, and access to services, CAB can prevent severe vulnerability and distress and its human and financial costs. "

The review found that the fact that the service is delivered by volunteers also enhances community well-being

"CAB engages residents as volunteers to help each other and build more cooperative, resourceful and resilient communities... CAB has a highly skilled volunteer workforce. CAB's volunteers have a diverse range of professional and ethnic backgrounds and are required to undertake ongoing learning and development"

The review found that the CAB service builds knowledge and skills through empowerment

"Volunteers are trained to be empathetic and non-judgemental. They help service users not only to solve their current problems and understand their rights but also to build their knowledge and skills to solve future problems more independently and help others."

The review found that the CAB services are value for money.

"CAB delivers a high value, low cost service"

The review found that the structure of our organisation, with national infrastructure and services provided by CABNZ, enhances local CAB services

¹ These were reinstated into the Act in 2019 after being removed in 2012.

CAB is supported by CABNZ national infrastructure that is funded predominantly by central government... CAB's service delivery is that is it strongly supported by the CABNZ national infrastructure.

The voice of our clients

I felt welcomed. I felt strengthened. I felt educated. I now own a business and employ 25 people. I'm glad they were there when I needed them.

Not everyone knows who to ask when they have a problem, and the Citizens Advice Bureau does an amazing job in filling this need.

CAB has helped me in so many ways over the years! I wouldn't be where I am now without it!

I used CAB services recently, and it's great to know that in a difficult moment in life there is a place that can listen and hear and provide advice – non-biased, non-commercialised and anonymous.

Unique role in reaching those who are vulnerable

Research indicates that more vulnerable people are harder to reach.

As shown below, CAB's unique service offering is able to lower some of the barriers that prevent government agencies and other organisations from reaching vulnerable people and in doing so, CAB's are able to collect valuable qualitative information on these populations.

- **People go where they feel supported, loved and can get 'low-friction' help fast.** Vulnerable people are not at all discerning about service specialisation – they are more concerned about finding help from somewhere that is familiar and non-threatening and where service providers are supportive and understand their realities.

CAB's provide a supportive, independent, non-threatening and non-judgemental service.

- **Many people reject mainstream government services.** This is because culturally or socially isolated people are not always part of the mainstream, and mainstream services often don't work well in communities where insider knowledge is required to engage effectively.

CAB's have a local presence with local volunteers who are more likely to have 'insider knowledge' about the local community.

- **For many people services are inaccessible.** The reasons services are inaccessible include cultural incompatibility, transformation issues, cost and misunderstanding the connection between the problem (the need) and getting help (a possible solution).

CAB's offer a universal, free service that is available through a range of channels and languages.

CITIZENS ADVICE BUREAU NEW ZEALAND (CABNZ) ROLE

The aims of Citizens Advice Bureau New Zealand are to:

- ensure that individuals do not suffer through ignorance of their rights and responsibilities, or of the services available, or through an inability to express their needs effectively, and to
- exert a responsible influence on the development of social policies and services, both locally and nationally.

CABNZ Position Statement

CABNZ provides infrastructure funded by central government

Because of the unique nature and role of the CAB service in supporting community well-being, each CAB should be recognised as a strategic partner by their local Council, and supported with specific non-contestable funding.

CAB's are supported by CABNZ national infrastructure that is funded predominantly by central government

Another noteworthy feature of CAB's service delivery is that it is strongly supported by the CABNZ national infrastructure. This means that people benefit from being able to access local services delivered and resourced directly by local CABs as well as national services delivered and resourced by CABNZ.

CABNZ national infrastructure shared with local bureaux includes:

- *Development, maintenance and upgrades of cabinet*
- *National learning and development for staff and volunteers, including creation and development of resources*
- *Delivery, coordination and management of national services, including Language Connect and People in Prison*
- *Analysis of data and information to generate insight (to fulfil CAB's advocacy role and to respond to specific enquiries)*
- *Guidance to support the CAB's commitment to Māori as tangata whenua, to support te reo Māori to grow, and to understand tikanga Māori and give life to this in the CAB*
- *Operation of a free client phone number*
- *Branding and marketing materials*

COMMON MYTHS

~~Myth: The CAB is not helping the most vulnerable.~~

Reality: The CAB is a vital service that is effective in helping vulnerable people

The CAB is there for everyone, which means that anyone can get help in those moments that they are vulnerable and stressed e.g. because of a relationship breakup, a dispute with an employer, flatting issues etc.

The CAB helps those who are the most vulnerable and at risk in our community, providing access to foodbanks, advice and support in relation to Work and Income and help for those facing severe financial difficulties, as well support for those in crisis. The CAB is often the last hope for people who are desperate and don't know where else to turn.

Clients say: I used CAB services recently, and it's great to know that in a difficult moment in life there is a place that can listen and hear and provide advice - non-biased, non-commercialised, and anonymous.

~~Myth: Rather than being based at specific locations permanently, the CAB needs to be mobile and travel to different locations to effectively reach those who are most in need.~~

Reality: The CAB is effective in reaching those that need it.

The CAB service is most effective when it is a constant and consistent presence in the community – so that people come to know they can rely on the CAB when they are in crisis. The problems that people bring to the CAB are not ones that they can make an appointment for, or wait until the next pop up clinic for. In addition, the CAB branches are a community hub where people can come to access a variety of services in the community, such as budgeting advice, justice of the peace clinics, legal clinics, food banks etc.

Clients say: At the moment I know where it is, when I want it. I do not have to try and track it down.

~~Myth: The CAB model is out of date. Everyone gets information online these days.~~

Reality: The CAB service model is working effectively and has adapted to meet changing ways in which people access information.

The CAB has adapted its service to meet the changing ways in which people access information. In the last 10 years, the CAB has invested heavily in technology. Its large database of information is available to anyone online. People can go to our website, call our 0800 number free from mobiles, and they can email us and also chat online. Despite all these innovations there has been no reduction in the demand for our face to face service delivered from a permanent location.

Clients say: *The CAB model is tried and true.*

~~Myth: Funding the CAB service sustainably will cost ratepayers and drive up rates.~~

Reality: The CAB service is value for money.

An intensive 2018 report from PricewaterhouseCoopers showed a 139% return on investment for every dollar spent funding CAB. This is achieved through its workforce of volunteers supporting clients with council-related matters, among other things.

Clients say: *Let's not make this about money, it is an essential service.*

OPTIONS

There are a number of options available to the Council to support the ongoing operation of CABK.

These include –

- An annual grant of an agreed amount
- Underwriting annual deficits
- Support in kind
- A combination of the various options

Annual Grant

The most significant cost for CABK is rent. In the current financial year this is estimated at \$27,739 net. Funding from the Council to cover this cost element would significantly reduce the risk of operating losses, reducing the amount of additional fund raising and increasing sustainability. It would also be easier for the Council to budget as the amount would be known in advance. CABNZ has advised KCAB that the rent currently being paid is amongst the highest across CABs in this country.

Underwriting Deficits

This option has a higher element of uncertainty for the Council because the actual amount is not known until year's end. CABK would continue to pursue grants and donations wherever available meaning that the success or otherwise of these applications would directly impact on the amount of underwriting.

Support in Kind

Instead of direct funding the Council could provide support in kind. The most obvious example is premises which would significantly reduce direct operating costs leaving much less funding to pursue through grants and donations. For this option to be viable premises would need to meet CABK requirements particularly in respect of privacy, access and health and safety.

Combining Options

It may be possible to combine some or all of the above options to achieve effective support. An example could be a small annual grant at the beginning of the year with underwriting of the deficit at the end being that much less. This would improve cash flow and reduce pressure on valuable meagre reserves.

All of these options are open for discussion and should not limit consideration of any other viable options not included in this submission.

ORGANISATION

Legal Name	Citizens Advice Bureau Kapiti Incorporated
Type of Entity	Incorporated Society
Registration Number	Incorporated Society – Society number 597977 Registered Charity – Registration number CC10053
Physical Address	Shop 107, Coastlands Shopping Town, Old Main Highway, Paraparaumu
Postal Address	PO Box 71, Paraparaumu 5254
Phone	04 298 4944 or 04 297 0000
Email	kapiti@cab.org.nz
Contact	Don Day Treasurer Phone: 027 688 1502 Email: prosctrust@gmail.com Hunter Donaldson Chairman Phone: 022 035 4730 or 04 904 9664 Email: hunterd@actrix.co.nz

APPENDICES

- **Appendix 1 – Budget 2023/2024**
- **Appendix 2 – CABK Annual Report 2022/2023**
- **Appendix 3 – Social Investment Priorities**
- **Appendix 4 – CABK Performance Report 2022/2023**

Appendix 1

Kapiti Citizen's Advice Bureau

Budget 1 July 2023 to 30 June 2024

(Adopted 13/09/23)

Account Name	Kapiti			Otaki			Total		
	Budget 2022/2023	Actual 2022/2023	Budget 2023/2024	Budget 2022/2023	Actual 2022/2023	Budget 2023/2024	Budget 2022/2023	Actual 2022/2023	Budget 2023/2024
INCOME									
<i>Grants:</i>									
MBIE : Migrant Connect	-	9,950	2,875	-	-	-	-	9,950	2,875
NZ Lottery Grants Board	5,000	5,000	4,500	5,000	5,000	4,500	10,000	10,000	9,000
Other Grants	-	7,500	-	2,000	3,250	-	2,000	10,750	-
Grants - Total	\$ 5,000	\$ 22,450	\$ 7,375	\$ 7,000	\$ 8,250	\$ 4,500	\$ 12,000	\$ 30,700	\$ 11,875
Rent Recovery	-	-	-	2,000	2,818	3,000	2,000	2,818	3,000
Donations	-	431	-	-	431	-	-	862	-
Interest	330	1,208	1,200	100	603	300	430	1,811	1,500
GST Refunds (Net)	-	1,065	-	-	457	-	-	1,522	-
Other recoveries	-	773	-	-	-	-	-	773	-
Other - Total	\$ 330	\$ 3,477	\$ 1,200	\$ 2,100	\$ 4,309	\$ 3,300	\$ 2,430	\$ 7,786	\$ 4,500
Fundraising to Balance Budget	19,476	-	20,971	4,587	-	8,362	24,063	-	29,333
Income - Total	\$ 24,806	\$ 25,927	\$ 29,546	\$ 13,687	\$ 12,559	\$ 16,162	\$ 38,493	\$ 38,486	\$ 45,708
EXPENDITURE									
<i>Operating Expenditure</i>									
Advertising/Publicity	100	-	100	300	773	800	400	773	900
Accounting & Accounts Reviewer	880	1,178	750	250	151	750	1,130	1,329	1,500
Catering / Welfare	600	641	650	-	456	500	600	1,097	1,150
Cleaning	1,400	1,315	1,600	-	-	-	1,400	1,315	1,600
Computer Consumables	100	86	100	-	127	100	100	213	200
Conferences & Meetings	100	241	250	-	299	300	100	540	550
Copying & Printing	100	-	-	-	-	-	100	-	-
Energy Supply	-	-	-	1,200	1,350	1,500	1,200	1,350	1,500
General Expenses	500	438	500	750	166	500	1,250	604	1,000
Insurance	220	252	270	150	169	265	370	421	535
Postage	100	230	250	-	-	-	100	230	250
Rent	17,500	20,037	21,700	8,000	9,039	9,039	25,500	29,076	30,739
Repairs & Maintenance	100	-	100	100	62	100	200	62	200
Resource Materials	25	165	200	250	-	100	275	165	300
Stationery	200	120	200	200	30	100	400	150	300
Subscriptions	300	345	345	387	273	173	687	618	518
Telephone & Internet	1,500	1,505	1,500	2,100	2,421	1,600	3,600	3,926	3,100
Travel	100	-	100	-	-	-	100	-	100
Venue Hire	550	485	500	-	-	-	550	485	500
Operating Expenditure - Total	\$ 24,375	\$ 27,038	\$ 29,115	\$ 13,687	\$ 15,316	\$ 15,827	\$ 38,062	\$ 42,354	\$ 44,942
<i>Non-Operating Expenditure</i>									
Depreciation	431	431	431	-	335	335	431	766	766
Other	-	572	-	-	-	-	-	572	-
Non-Operating Expenditure - Total	\$ 431	\$ 1,003	\$ 431	\$ -	\$ 335	\$ 335	\$ 431	\$ 1,338	\$ 766
Total Expenditure	\$ 24,806	\$ 28,041	\$ 29,546	\$ 13,687	\$ 15,651	\$ 16,162	\$ 38,493	\$ 43,692	\$ 45,708
Surplus/(Deficit)	\$ -	\$ 2,114	\$ -	\$ -	\$ 3,092	\$ -	\$ -	\$ 5,206	\$ -

NOTES:

- Budget includes operating costs only, no capital expenditure is included
- Based on this budget the amount required to be raised is \$29,333
- Actual figures are used where known e.g. Lotteries & rent
- Migrant Connect will continue short-term so only one receipt is included
- GST is assumed to be neutral and is included in the figures
- Depreciation is shown at 2022/2023 rates



Citizens Advice Bureau Kāpiti

Te Pou Whakawhirinaki o Kāpiti

ANNUAL REPORT & PERFORMANCE REPORT

**For
Year Ended
30 June 2023**

First Floor Coastlands Shopping Centre
PO Box 71, Paraparaumu 5254
Phone: +64 4 298 4944
E-mail: kāpiti@cab.org.nz



Citizens Advice Bureau Kāpiti Annual General Meeting

to be held Wednesday 6 September 2023

in the Rimu Room, Coastlands Mall

Paraparaumu

Agenda

- | | |
|-------------|---|
| 10.00 am | Welcome and Apologies |
| | Confirmation of the Minutes of 2021/2022 AGM |
| | Chairperson's Annual Report |
| | Appointment of Reviewer |
| | Election of Officers: - Chairperson - Secretary - Treasurer |
| | Election of Management Board Members |
| | Any Other Business |
| 10.30 am | Morning tea |
| 10.45/11 am | L&D Guest Speaker: TBC |

CITIZENS ADVICE BUREAU KAPITI

Minutes of the 33rd Annual General Meeting held 10am 2nd September 2022 Rimu Room, Level 1, Coastlands, Paraparaumu

Chair: Sue Lusk
Secretary: Linda Flynn
Treasurer: Don Day
Present: 23 Kapiti Citizens Advice Bureau Members
Welcome to: Councillor Kathy Spiers

Apologies from invited guests: Kerry Dalton (CABNZ) Dennis Blank (Auditor), Michelle Lewis, Councillor Guy Burns, Councillor Martin Halliday, Councillor Bernie Randall.

Apologies from Bureau Members: Julie Browne, Darian Beirne, Steven Fenwick, Carolyn Cornelius, Sue Johnson, Sandra Daly, Tim Orrell, Rob Darragh. Mary-Elizabeth Bayliss and Hanna Wagner-Nicholls (Otaki CAB)

WELCOME

Sue Lusk Sue opened the meeting and welcomed everyone, guests and volunteers, and a warm welcome to our new members from Otaki CAB.

She invited Kathy Spiers to say a few words. Kathy thanked the CAB for the service we provide and really appreciated all the work we do. She mentioned that she had recently been happy to send one of her clients to us for advice.

The question of funding was raised by several attendees and Kathy said that there was still time to apply for a Community Board grant, however Barbara from Otaki said they tried and found the process very difficult, a lot of effort for a small return. Kathy advised us to keep trying and raise our profile at the Community Board meetings.

CONFIRMATION OF MINUTES AGM 2021

Sue request that, as copies of last year's Minutes had been circulated to all members, someone present at the 2021 meeting move that these minutes be taken as read and confirmed as a true and correct record.

Moved: Christine Bruce **Seconded:** Don Day Motion carried unanimously

CONFIRMATION OF SGMS 2 July 2021 and 17 December 2021

(1) To extend the time period that a Bureau may hold its Annual General Meeting to 16th September each year.

(2) To provide for additional Board members to be elected during the term of the Board.

Citizens Advice Bureau Kāpiti

Annual Report for the 2022/23 Year

Board and Officers:

Chair	Hunter Donaldson
Secretary	Josephine Lange
Treasurer	Don Day
Board Members	Barbara Williams (Otaki)
	Kathy Irvine
	Mary Manderson
	Sue Lusk
	Julie Parsons
Reviewer	Dennis Blank



Citizens Advice Bureau Kāpiti

Annual report for the year ended 30 June 2023

Introduction

First, welcome to our members including our new Ōtaki members and our stakeholders.

This is the first annual report of Citizens Advice Bureau Kāpiti since its merger with Citizens Advice Bureau Ōtaki. It is also the first report since the Covid 19 restrictions have been fully lifted and we have been able to operate normally throughout the year.

The bureau is a member of CABNZ and abides by its aims, membership principles and policies.

Merger with Ōtaki

In spite of having a dedicated team of experienced and enthusiastic advisors, Citizens Advice Bureau Ōtaki was unable to form a governing board for the 2022/03 year. Following discussions with our board they resolved to dissolve as a legal entity and merge their assets and liabilities with CAB Kāpiti. This has enabled the team at Ōtaki to continue their valuable work with the Ōtaki community. The merger has gone smoothly with the Ōtaki finance system being merged into the Kāpiti one. It is pleasing to note that the Ōtaki branch is thriving under the new arrangements.

Membership

Total volunteer numbers are slightly up on this time last year with new staff exceeding resignations. We are pleased to welcome nine new volunteers to our teams (six at Kāpiti and three at Ōtaki). All have completed their training as of the end of July. We currently have 39 advisors at Paraparaumu and 16 at Ōtaki.

Funding

Since 2018 when the Kāpiti Coast District Council ceased its annual funding contribution we have been operating at a financial loss. Fortunately we have been able to draw on our reserves to keep our operation going, but this cannot continue much longer. We continue to receive a share of CABNZ Lottery Commission grant and we have been receiving funding for Migrant Connect from MBIE. The latter has been under review and its future is unclear. We applied for and received a grant of \$5,000 from the Thomas George McCarthy Trust and a grant of \$2,500 from The Wellington Community Trust and have been seeking funding from other charitable organisations.

Although these grants are valuable they are nowhere near sufficient to meet our annual operating costs, the largest of which by far is for our rental premises at Ōtaki and Paraparaumu. Our treasurer compiled a comprehensive submission to the Kāpiti Coast District Council explaining the services that we provide for the citizens of the Kāpiti Coast and our financial position, seeking to re-establish a partner relationship with the Council and a basis for ensuring our financial survival. Although submitted to the Chief Executive in January we had no response over the next three months. We took up our concerns with Council members and as a result we were invited to make an oral presentation to the Council's Social Sustainability Sub-committee. We received a very positive response from Councillors at the meeting. We are expecting a positive outcome through provision of funding in the Council's upcoming three year plan.

Technology

The bureaus' activities are critically dependant on our computer network, our telephone system and the online resources provided by Citizens Advice Bureaux New Zealand. Our internet and telephone connections provided by the then Vodafone had proved unsatisfactory in terms of cost and technical support. We therefore negotiated a replacement with 2Degrees.

With only a few minor glitches, the transfer in provider has been completed and new telephones have been installed at both Paraparaumu and Ōtaki.

Activities

Client enquiries

Our principal activity is responding to client enquiries and reporting on them. The following tables show the number of client interviews over the year:

Paraparaumu

Direct person to person provision of information and advice

Method of Contact	Client Interviews
Phone	728
Face to face	446
Electronic	102
Other	1

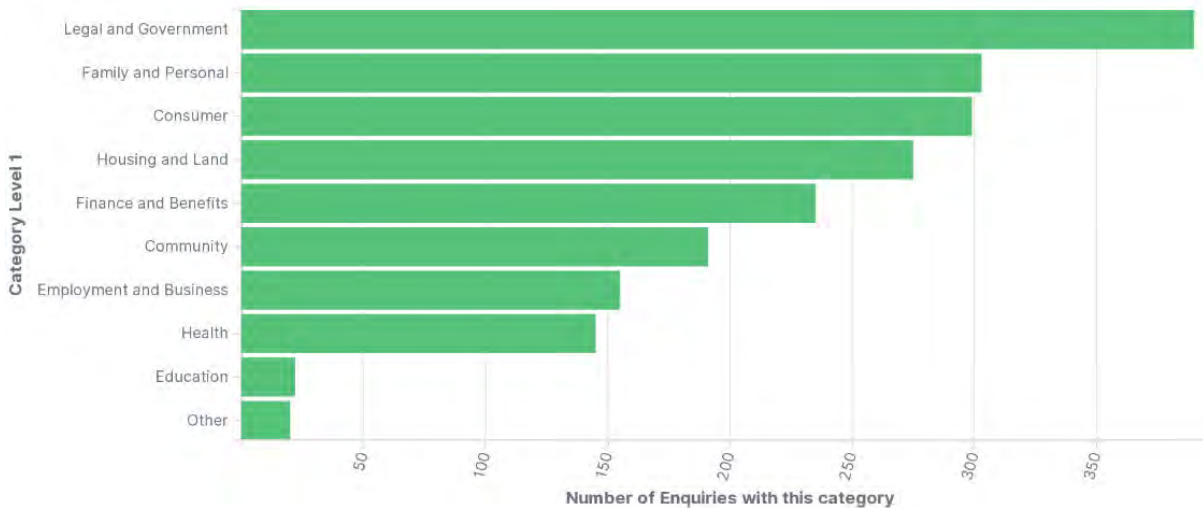
Ōtaki

Direct person to person provision of information and advice

Method of Contact	Client Interviews
Phone	215
Face to face	176
Electronic	6
Online chat	1

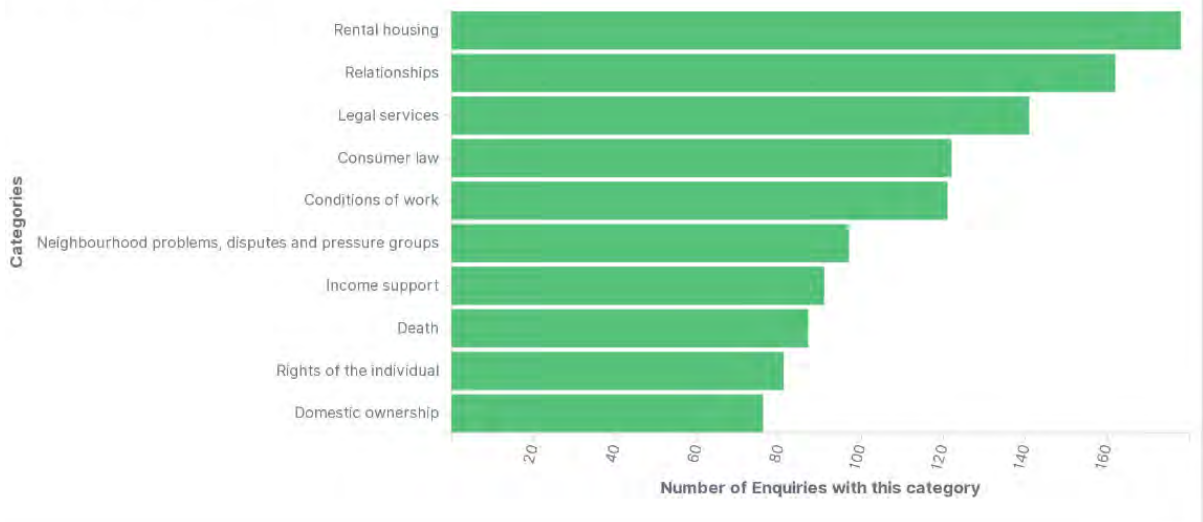
The following table shows a breakdown of these enquiries for both Kāpiti locations into primary categories. The preponderance of enquiries in the legal and government category may reflect the problems people have in accessing services best found online.

Category Level 1



This further breakdown reflects more specific area of enquiry

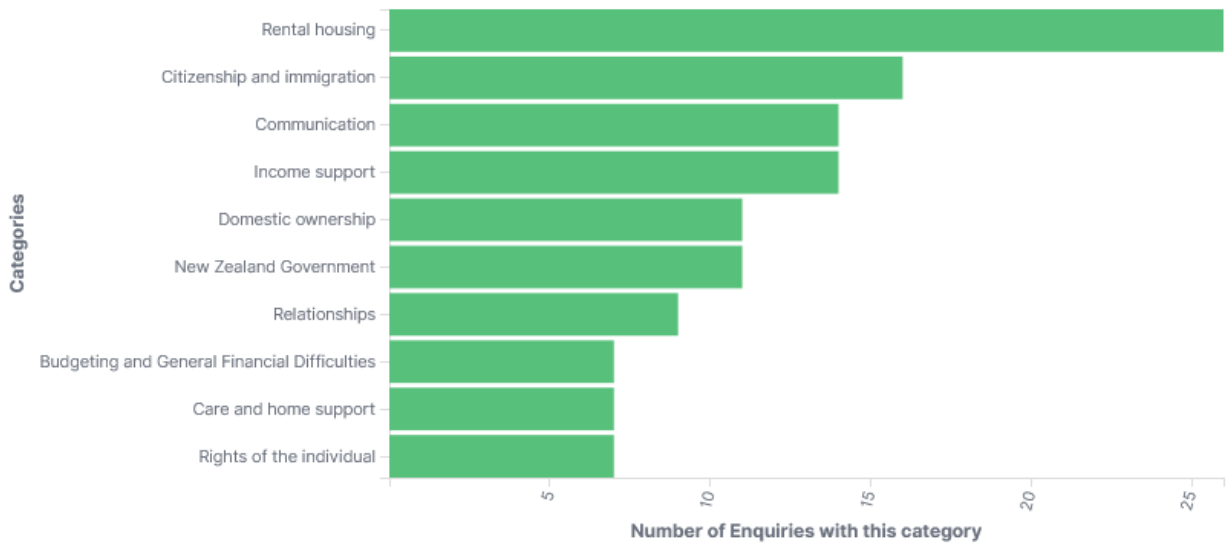
Top 10 Categories - Number



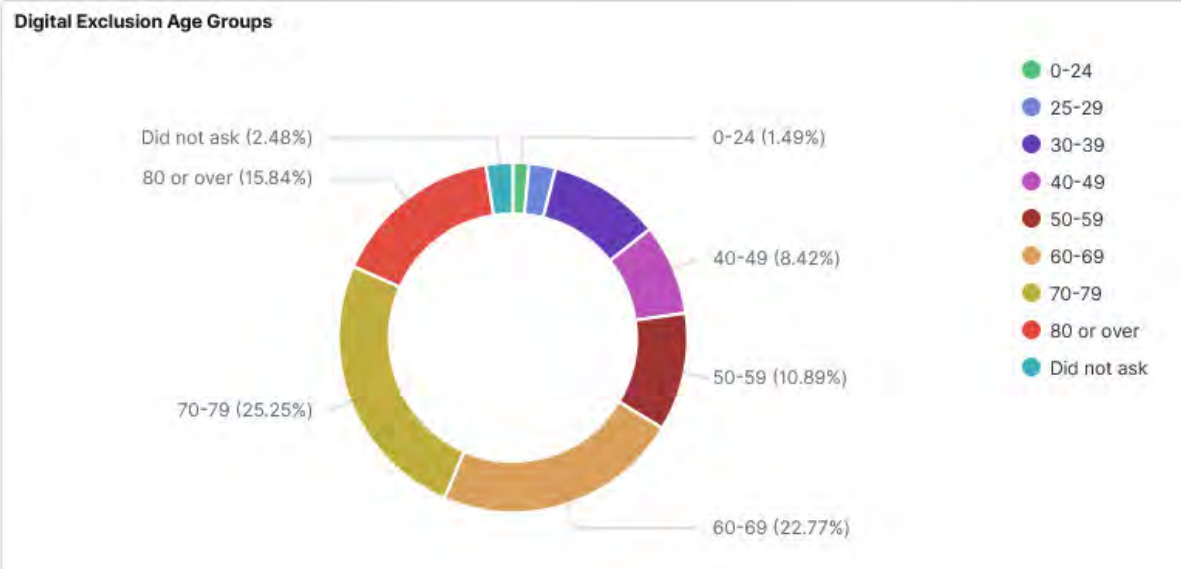
Digital Exclusion

A significant number of clients report as having no or limited access to online services. This can be an issue where government agency services in particular are usually best done online and where telephone access can be difficult. Only 133 clients were recorded as being subject to digital exclusion but this does not reflect the many instances where clients need assistance with online services.

Digital Exclusion: Top 10 Categories



Digital exclusion is more prevalent in but not confined to the older age ranges.



JP Service

Our on-site JP service ceased during the year. The JP's decided that the level of demand for their services at our Paraparaumu office was insufficient to justify their attendance. This is unfortunate as the nearest on-call JP service is at the library and this does not provide the privacy that is appropriate in many instances. We intend to investigate the reinstatement of this service in future.

Clients requesting JP service in Ōtaki are referred to the regular Monday service in Ōtaki Library and/or provided with contact details of local JPs

Community Law

The Porirua- Kāpiti and Horowhenua Community Law Centres continue to provide a valuable service for client referrals and for advice to us. The Porirua-Kāpiti centre has agreed to a partial reinstatement of its attendance at our Paraparaumu office although only one day a month at this stage.

Treasurer's Report

The merger of Ōtaki CAB with Kāpiti resulted in the finances of both branches being managed together and consolidated into a single performance report at the end of the 2022/2023 financial year.

The following table summarises the financial results for the year –

	Kapiti	Otaki	Consolidated
Income	\$25,927	\$12,559	\$38,486
Expenditure	\$28,041	\$15,651	\$43,692
Deficit	-\$2,114	-\$3,092	-\$5,206

Kāpiti

The financial year ended with a deficit of \$2,114 against a budgeted deficit of \$19,476. Fund raising during the year combined with unexpected income of \$8,000 (excl. GST) from the Migrant Connect programme significantly reduced the forecast deficit. Grants were received from Lotteries (\$5,000), TG McCarthy Trust (\$5,000) and Wellington Community Trust (\$2,500).

We have adequate financial resources for our current operating needs, ending the year with accumulated funds in the Kāpiti bank accounts of \$44,711 (prior year \$46,282).

There were no significant fixed asset purchases in the year although we did replace the office printer and purchased three new handsets for the new telephone system.

Ōtaki

The financial year ended with a deficit of \$3,092 against a budgeted deficit of \$4,587. Fund raising during the year reduced the forecast deficit. Grants were received from Lotteries (\$5,000) and Wellington Community Trust (\$2,500).

There were no significant fixed asset purchases in the year apart from four new handsets for the new telephone system.

Looking Ahead

A preliminary budget for 2023/24 has been drafted which shows income of \$16,375 and an operating deficit of \$29,333. The budget reflects a somewhat conservative view and based on advice from CABNZ includes Migrant Connect funding at the same level as the final payment last year (\$2,500). We have also been advised by CABNZ that Lotteries funding for 2023/2024 will be less than previously (down to \$4,500 per branch). Work will continue, to attract funding from grants and donations to help us balance the budget and reduce pressure on dwindling reserves. This includes our submission to Kāpiti Coast District Council for reinstatement of the funding partnership that operated up until 2018.

The preliminary Budget will be submitted for final approval by the incoming Board.

We again thank Mr. Dennis Blank, for reviewing our accounts and appreciate his willingness to be available for re-appointment.

Migrant Connect and Community Outreach

We continued our collaboration with Porirua Kāpiti Community Law Centre, and also Wakefield Lawyers, to offer Community Seminars to the Migrant Community. We widened our reach so that interested Kāpiti residents and our own volunteers could also attend these seminars by contacting all our Migrant Connect groups and advertising on social media, local radio, and the local newspaper. Topics included

Grandparents raising Grandchildren, “Know your Rights”, “Disaster Preparedness” presented by WREMO Kāpiti based Renee Corlett, and “Your Employment Rights”, which we ran in March at lunchtime with PKCLC and in June at 5.30pm with Wakefield Lawyers to try to reach a wider working audience.

KNOW YOUR RIGHTS!
Porirua Kāpiti Community Lawyers will be at Coastlands to answer questions about their range of services

FREE TALK & MORNING TEA

- Wills and EPAs, welfare guardianship
- Criminal and traffic, limited/work licences
- Tenancy and employment issues, Disputes Tribunal
- Immigration
- Online scams, cyber bullying and harassment

(Note: PKCLC cannot talk about property, trust, family law issues as we don't have specialised experience in these areas)

WHERE: Rimu Room upstairs in Coastlands Mall
WHEN: 10:30am on Tuesday 29th November 2022

HOSTED BY
CITIZENS ADVICE BUREAU KAPITI

Please register your intention to come for catering purposes by ringing CABK on 04 230 4344 or emailing kapiti@cab.org.nz

Citizens Advice Bureau

DISASTER READY
FREE INFO SESSION FOR MIGRANTS

New Zealand is very beautiful but it can still be dangerous. Whether you are newly arrived in New Zealand or have been here all your life, Renee from Wellington Region Emergency Management has tips for all of you:

- What could happen in Kāpiti after a big earthquake, tsunami or flood
- How to stay safe
- How to make an emergency plan
- What things you need in your house
- How to make your house safer
- How your community can help each other
- Where you can find more information

We hope to see you on **1st November 2022 10:30 am** in the Rimu Rooms, upstairs in Coastlands, Paraparaumu for a cuppa, talk and Q&A

Citizens Advice Bureau

Wellington Region Emergency Management

Larry Ferguson and I have talked about CABK to the two visually impaired groups in Kāpiti and some of the larger community groups.

We are also working with the newly established Benefit Advocacy Kāpiti group to help promote their service as well as our own on social media.

L&D

L&D (Learning & Development) sessions are usually monthly and if possible on a range of different days so they can be available to as many volunteers as possible. This is mostly influenced by the availability of the speakers. The sessions have included speakers from WINZ, CABNZ, Emergency Housing, Orangi Tamariki and also a travel talk. The sessions are available to volunteers from Ōtaki CAB and there have been a couple of different venues to accommodate this. From time to time the Ōtaki branch offers Ōtaki specific L&D reflecting the differing services available for that community.

On occasions there has been a disappointing number attending L&D sessions. It is recommended they each of us completes at least seven sessions a year to keep up to date.

Other L& D opportunities include the webinars that are notified to us as messages from CABNZ.

The L& D team includes Christine, Anne, Sue L and Mary as well as the on the day volunteers who assist with chairs and dishes. Thanks to Josephine for her reminders about the L&D sessions.

Quality Assurance

The Quality Assurance portfolio takes responsibility for making sure that any information provided to clients from volunteers is up to date and relevant.

This includes a Peer Review system following CABNET enquiries for clients, frequent monitoring of our substantial printed resources from Government Departments and local organisations, keeping the Community Directory up to date and ensuring that any other paper-based resource which contains information on local businesses/organisations or any charities, remains relevant. A substantial number of our paper-based resources are more easily accessed from desk folders rather than online and these are monitored regularly.

A small, dedicated team of volunteers perform these tasks, although we have had difficulties getting more volunteers to sign up for some of these duties. This can lead to delays in keeping some of the information up to date.

Recruitment and Training

We give huge thanks to Chris Griffiths for running the face-to-face training sessions again this year, and to Christine Bruce for peer reviewing the new volunteers' work during their practice sessions. Her quality feedback and guidance is invaluable.

Thank you to the many experienced volunteers who were so willing to have new volunteers on duty with them during the last 3-4 months.

The following comment from one of our new volunteers regarding our training process is worth sharing.

As a newcomer to CABK, I've been really impressed by the standard of support for trainee volunteers. Everyone I've had contact with has been generous with their time and in sharing their experience. I'm looking forward to completing the training and flying solo.

07/2023

Departures

We have had several members retire from CABK after serving us well. These include Sandra Daly who was a member for more than ten years and who was a previous Chair. Other long-serving members to retire were David Robertson, Linda Flynn and Helen Cook. Also leaving us were Liz Knox, Julie Browne and Rob Darragh.

Thanks

In respect of our Ōtaki site thanks to peer reviewers Jill Allpress and John Binding; to Mary Elizabeth Bayliss for managing our resources; Hanna Wagner Nicholls for managing our roster and for coordinating community outreach and Jill Allpress for

ensuring day to day functions in Ōtaki worked smoothly as we established our new working arrangements as a branch of Kāpiti CAB.

I would also like to thank our board members. As unlike most CABs we have no paid administrator, our board provides the administrative support for our bureau in addition to its governance role. Don has done a great job as Treasurer, Mary as Deputy Chair has been very supportive of the Chair and coordinated L&D. Other Board responsibilities have been Julie, Recruitment and Training; Kathy, Quality Assurance; Barbara representing Ōtaki; and Sue, Migrant Connect and Outreach. Josephine has been a very efficient Secretary. Three of the initial board members, Marion, Ann and Claire, for various reasons stood down from the board during the year.

Special thanks go to Sue Lusk, who had served for four years as Chair and who stayed on for an extra year on the Board helping with the transition to the new Chair. Sue is required under our rules to stand down from the Board after her years of outstanding service.

Thanks also to Dennis Blank who has again served as our auditor.

Finally, thanks to our volunteer advisors who give freely of their time and without whom there would be no bureau, and a special thanks to Darien who tirelessly manages the Paraparaumu roster. A particular thanks too to all those volunteers who take on extra roles, over and above their monthly shifts.

Hunter Donaldson

Chair

Kapiti Coast District Council

Social Investment Priorities

Connected Communities Priority:

Vulnerable people (groups, families and individuals) benefit from participation in their community and get support.

Vulnerable people are more likely to miss out on services or to pursue less than optimal ways to meet their needs through lack of knowledge and understanding of their rights and obligations or through a lack of confidence or inability to express their needs effectively. It is clear from the nature of many of the enquiries received that a lot of CAB clients are in vulnerable situations.

CAB provides help they would not be able to access anywhere else. This may simply be access to a computer or telephone for contact with family, government departments or providers, or assistance in working their way through complex websites. Services offered by some government departments such as “RealMe” and “MyMSD” are confusing and difficult for many and CAB assists with these.

Other people access free advice on legal issues either from trained volunteers, from the Whitireia Community Law Centre embedded in the Kapiti organisation or via the legal firms who agree to participate in CAB’s roster and assist clients free of charge. Others may simply want to know how to join a club or find somebody to service their appliance.

A significant proportion of clients are presenting with more complex issues than in the past and in a greater state of agitation or concern than previously. This may be related to government and other agencies closing local offices and withdrawing printed brochures and information sheets. More than 500 of our contacts in the last financial year related to government and legal issues. Without access to a computer, the internet and some basic search techniques, the most vulnerable are increasingly disengaged and overwhelmed.

One of the key aims of CAB is to ensure people don’t suffer from lack of knowledge of the services available to them. The two CABs in Kapiti District have more than 70 well trained and accredited volunteers able to access an extensive database and range of information to assist the people who contact them each year. This ensures CAB can particularly assist vulnerable groups by helping families who are in financial hardship (332 contacts related to financial and benefit issues); individuals to understand their rights regarding renting and housing (130 residential tenancy queries); assist people to obtain information on training and education (40 contacts) and help to address workplace and employment issues.

CAB Otaki has strong links with their Maori community which made up 28% of the total Otaki population at the last census. More than 25% of their nearly 1500 clients each year identified as Maori.

Kapiti community has increasing numbers of older people and CAB Kapiti provides a wide range of services to this population. The Kapiti bureau is part of the Immigration New Zealand “Migrant Connect” network, aiding new arrivals in the local community. This takes the form of both face to face advice and seminars. These have proved popular and participation by the Mayor and Deputy Mayor on previous occasions has been welcomed by CAB.

Almost 1000 of the people dealt with in the last financial year were in categories where they were particularly vulnerable including issues around beneficiary advocacy (12); abuse – child, domestic and elder (50); food parcels and food banks (36); employment disputes (60); access, custody and guardianship (64) and budgeting and debt management (53).

Case Study 1 : Working with Vulnerable People

A mother phoned CABK very concerned that a friend of her 9 year old daughter had told her she was considering suicide. The threat was credible but her daughter did not want her mother to become involved or contact the school, fearing she would be considered untrustworthy. We phoned Youthline seeking help and on their advice, phoned the mother and empowered her to contact Kapiti Youth Support who are experts in dealing with distraught young people.

Maori communities are strong and resilient:

As members of the national CAB organization, Kapiti and Otaki CABs adhere to the Mauri Manaia Kaupapa and apply these principles to their work in the community. This is of particular relevance to Otaki where 28% of the population is Maori and 25% of clients in the past year identified as Maori. Otaki Bureau is developing their relationship with the Maoriland hub which grew out of the Maoriland Film Festival and the Wananga.

Case Study 2 : Working with Maori and Community Groups

CABO was recently asked by the St John’s Ambulance to find a Kaumatua in the community to bless an ambulance following a sudden death. Through their links with Rangiatea Church CAB Otaki was able to assist.

Communities work together to solve complex problems and learn together:

As part of the wider CAB New Zealand organisation, the two bureau maintain an extensive and unique database of information on local Kapiti and Otaki services which is checked and updated annually and is readily searchable by anyone. The database also holds reports on all queries received which provides unique information on trends and events of concern within the Kapiti and Otaki communities. Information from the database informs CABNZ Social Policy in their work seeking positive change both within our communities and within wider New Zealand society.

In the last two years CABNZ has highlighted homelessness (the CAB Spotlight report, based on the sound data gathered, helped prompt the current awareness of the extent of this problem, including in Kapiti) and employment related issues. Within the Kapiti and Otaki communities, last financial year 267 people approached the bureau with housing/land issues and employment concerns accounted for 236 contacts.

Kapiti and Otaki CAB volunteers participate in numerous groups set up to solve problems in the community including those on housing, health advocacy, emergency response and social services. A broad knowledge of how things are for people in these communities greatly enhances their ability to contribute to these groups.

Communities have greater social cohesion, including

- **More people in diverse communities experience neighbourhood connection**
- **Community resources are leveraged and local assets are enabled to be of service to local people**
- **Communities can adapt and respond creatively to change and develop solutions**
- **Community health and wellbeing is increased with people feeling valued, worthwhile and cared for**
- **Communities, and the people in them, exemplify a 'can do' attitude**

CAB offices in both Kapiti and Otaki have a unique and comprehensive array of information and are the 'go to' place for people to find out about services and groups in their area enabling greater participation and increased wellbeing.

CAB database information is a strategic asset, able to be shared with the wider community. The KCDC website already links to CABK to provide information on local services.

Surveys conducted by CABK in recent years show that the help and support provided is valued and the non-judgemental, confidential assistance given helps people feel they are worthwhile members of our community.

Safe Communities Priority

Community and neighbourhood safety is strategic and joined up

Safety and crime prevention initiatives are co-ordinated and there is collective vision about what needs to be achieved

Communities lead their own initiatives to reduce crime and increase public safety

Our communities are safe places, including

- **People feel safe in their neighbourhoods**
- **Crime in public spaces is reduced**
- **We have strong social capital that builds a feeling of safety in neighbourhoods**
- **Neighbourhoods and public spaces are safe, welcoming and promote social interaction**

In both communities, CAB provides help to people who are seeking ways to keep themselves safe and prevent violence or disruption, whether by accessing information on where they can obtain assistance on family mental health issues, contact details for local anti-violence groups or information on steps they can take to discourage burglaries and violence. We provide information and support that helps people resolve issues in their immediate neighbourhood such as fencing issues, issues regarding trees that could have escalated. Last year more than 65 people contacted our offices for this type of information.

The service regularly deals with people who are distressed, upset and angry. Often, they are frustrated at their inability to deal with government departments or other providers. Assistance that provides them with options for resolving problems, other than the sometimes radical steps they have previously seen as their only solution, defuses potentially violent and disturbing situations and helps people to develop resilience to deal with problems.

While CABs pride themselves on the confidential service provided, in cases where there is concern for safety, the Police can be contacted to alert them to risks.

Case study 3 : Working with Police

A CABO client living in Housing NZ rental accommodation had neighbours, also Housing NZ tenants, who were taking drugs and causing problems for other neighbours. Client had contacted Housing NZ and the Police without receiving any action. CABO provided the client the correct 0800 number for reporting inappropriate behaviour to Housing NZ and the client was also empowered to keep contacting the Police when appropriate. This advice helped the client resolve their problems without resorting to possibly dangerous actions.

Capable Sector Priority

Community organisations are responsive to the changing needs of our district

CAB volunteers live in the Kapiti and Otaki communities so understand the nature of these communities. Volunteers are well placed to note changes taking place in their community and contact with a wide range of clients enhances that awareness.

While preserving the absolute confidentiality of the service and the anonymity of clients, CABs use the data gained to highlight changing needs at both the community and national level. They can also share changing trends as they are observed with other providers in the community at events like the monthly Community Forum meeting held in Otaki. Participation in local community groups, contributing knowledge based on well substantiated statistics and anonymous case studies from clients' experiences, assists with change and development in the Kapiti and Otaki areas.

Organisations are strategic and effective in their decision making and resilient and financially sustainable

CABK and CABO are governed by Boards required to take a strategic approach. Each Board must be continually looking to ensure the bureaux are positioned to respond effectively to changes in needs and situations. Examples of this include a recent decision by CABK to expand its Justice of the Peace service to three days a week to cater for increasing demand and to move to a weekly legal clinic (provided by Whitireia CLC) instead of the previous four times a month. CABK has recently decided to move their premises to ensure they are better able to meet the requirements for safety of members and confidentiality for clients.

As members of CABNZ we must demonstrate that we are complying with all the Membership Principles, including Competent Governance and Management of a Bureau.

Both organisations are financially sustainable at the level of assistance being sought in this bid.

Increased collaboration and partnership brings joined-up opportunities including sharing knowledge

CABK already works closely with many organisations in both a partnership relationship (JP and legal clinics) and in a close and referral relationship with many local organisations including Family Budget Services, Age Concern, WINZ, MSD, Foodbank and Kapiti legal companies. They are members of Volunteer Kapiti and the Kapiti Chamber of Commerce and are exploring opportunities for providing further joined-up services, including the possibility of running joint public seminars on topics of interest such as avoiding scams, estate planning and dealing with financial difficulties.

Kapiti Bureau partners with the Kapiti Justice of the Peace (JP) organization to provide a JP service within the Bureau, staffed by JPs who are also accredited bureau volunteers, three days a week. The clinics are well utilised and, as well as providing the JP service, volunteer JPs are also able to access and provide more extensive information and support from their bureau knowledge and links. In Otaki, the JP service is provided by referral to local JPs.

CAB Kapiti also partners with the Whitireia Community Law Centre (CLC) and provides regular clinics within the Kapiti Bureau. They have close referral relationships with many Kapiti organisations including Kapiti Family Budgeting, Age Concern, Grey Power, Te Ara Korowai, MSD, ASK, Foodbank, Salvation Army, Wesley, WellElder, and local mediators and counsellors.

CAB Otaki works closely with local solicitors, JPs, the Horowhenua Community Law Centre (HCLC), the Adult Literacy Centre, the Curtain Bank, Transition Towns, the Budgeting Service, Food Bank, the Women's Health Centre, Otaki MenzShed, the Otaki Mail newspaper, the PHO, MSD and member organisations of the Community Forum. They are building a relationship with the Maoriland hub and strengthening their relationship with the Wananga and Otaki College. CABO hosts regular clinics for HCLC, Age Concern, a Ministry of Housing representative and, in the lead up to the end of the tax year, Inland Revenue Department.

CABK and CABO work together collaboratively as members of the national organisation and adhere to the same values and operating principles. They undertake joint training sessions for new volunteers and there is a regular sharing of issues and ideas at the governance level. There is scope in the future to maximise the value of shared resources for new opportunities like community wide outreach programmes.

More people, with a wide range of skills including specialist skills are involved in volunteering

The great strength of the bureaux comes from their members, all of whom are volunteers and are skilled and trained to help. They give their time willingly and freely to be of service to local people. There are no paid staff in either Kapiti or Otaki bureaux.

A high proportion of the 70 volunteers have retired from professions and other positions of significant skills, responsibility or expertise or are stay at home mothers with professional backgrounds. In Otaki, several of the volunteers are actively involved in the farming community. Many of the volunteers also volunteer for other organisations in the Kapiti and Otaki communities so bring a wealth of knowledge and experience to their roles at CAB. They bring elevated standards of insight, ability and maturity, as well as compassion and a desire to help people who may be less well resourced.

Each year new members are trained and the retention rate is high. These people provide their services voluntarily and unpaid. Each member is required to undertake a minimum of seven learning and development sessions each year to ensure their knowledge stays current.

The service could be likened to the role of the wise people in a village - a place to go for unconditional acceptance, to be heard, to receive help, to be enabled.

More social enterprises are developed with increased local social impact

CABK and CABO regularly provide advice to people interested in starting up new businesses or seeking opportunities. Last year more than 230 people sought business advice from us, 25 of them seeking business development assistance.



Citizens Advice Bureau Kapiti Incorporated
Performance Report
For Period Ended 30 June 2023

Citizens Advice Bureau Kapiti Incorporated

Performance Report

For the year ended
30 June 2023

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Citizens Advice Bureau Kapiti Incorporated

Entity Information

"Who are we?", "Why do we exist?"

For the year ended
30 June 2023

Legal Name of Entity:*	Citizens Advice Bureau Kapiti Incorporated
Other Name of Entity (if any):	n/a
Type of Entity and Legal Basis (if any):*	Incorporated Society
Registration Number:	Incorporated Society – Society Number 597977 Registered Charity – Registration Number CC10053
Entity's Purpose or Mission: * The aims of the Bureau are: <ul style="list-style-type: none"> • To ensure that individuals do not suffer through ignorance of their rights and responsibilities, or of the services available; or through an inability to express their needs effectively. Me noho matāra kia kua te tangata e mate i tāna kore mōhio ki ngā āhuatanga e āhei atu ana ia, ki ngā mahi rānei e tika ana kia mahia e ia, ki ngā ratonga rānei e āhei atu ana ia; i te kore rānei āna e āhei ki te whakaputu i āna hiahia kia mārama mai ai te tangata. <ul style="list-style-type: none"> • To exert a responsible influence on the development of social policies and services, both locally and nationally. Kia tino whawāhi atu ki te auahatanga o ngā kaupapa-ā-iwi me ngā ratonga-ā-rohe, puta noa hoki i te motu. The Bureau therefore provides free to all individuals an impartial and confidential service of information, guidance and support, and makes responsible use of the experience so gained.	
Entity Structure: * Staffed by 50 volunteers operating from two centres located in Paraparaumu and Otaki, with a Board elected at each AGM from the membership	
Main Sources of the Entity's Cash and Resources: * A CABNZ contractual arrangement with Immigration New Zealand for participation in their 'Migrant Connect' programme, an annual (but not guaranteed) Grant from Lotteries Commission and bequests	
Main Methods Used by the Entity to Raise Funds: * Contractual arrangements for work performed for organisations and government agencies. Fund Raising events.	
Entity's Reliance on Volunteers and Donated Goods or Services: * All members and CABK staff are unpaid volunteers.	



Citizens Advice Bureau Kapiti Incorporated

Entity Information

"Who are we?", "Why do we exist?"

For the year ended
30 June 2023

Additional Information:*

Amalgamation - The Citizens Advice Bureau Otaki Inc. Was de-registered on or about 30 November 2022 and was amalgamated with the Citizens Advice Bureau Kapiti Inc. The attached Performance Report reflects the combining of the two entities for the two years ended 30 June 2023.

Contact details

Physical Addresses:	1st Floor, Coastlands Shoppingtown, Paraparaumu and 65a Main Street, Otaki 5512
Postal Address:	P O Box 71, Paraparaumu 5254
Phone Contacts:	Paraparaumu Office: 04 2984944 & 04 2970000 Otaki Office 06 364 8664
Email/Website:	Paraparaumu - kapiti@cab.org.nz: Otaki - otaki@cab.org.nz - Website: www.cab.org.nz



Citizens Advice Bureau Kapiti Incorporated

Statement of Service Performance

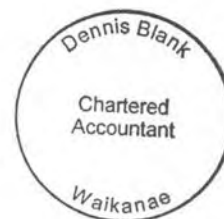
"What did we do?", When did we do it?"

For the year ended
30 June 2023

Description of the Entity's Outcomes*:

The CAB service in New Zealand is about helping people to know and understand their rights and obligations, advising how to use this information to get the best outcomes, providing people with the confidence and support they need to take action, and working for positive social change within communities and wider society. The Kapiti bureau is affiliated with this organisation and represents it in the Kapiti District from Paekakariki to Peka Peka.

Description and Quantification (to the extent practicable) of the Entity's Outputs:*	Actual*	Actual*
	This Year	Last Year
Clients processed by CABK	2062	2797
Clients processed by CABO	611	490



Citizens Advice Bureau Kapiti Incorporated

Statement of Financial Performance

"How was it funded?" and "What did it cost?"

For the year ended

30 June 2023

	Note	Actual* This Year \$	Budget This Year \$	Actual* Last Year \$
Revenue				
Donations, fundraising and other similar revenue*	1	806	26,063	4,299
Fees, subscriptions and other revenue from members*				-
Revenue from providing goods or services*			2,000	1,805
Interest, dividends and other investment revenue*	1	2,133	430	434
Kapiti Coast District Council		-		-
MBIE - Migrant Connect	1	9,950		11,000
NZ Lottery Grants Board	1	10,000	10,000	10,000
TG McCarthy Trust	1	5,000		-
Wellington Community Trust	1	5,000		-
Total Revenue*		\$ 32,889	\$ 38,493	\$ 27,538
Expenses				
Expenses related to public fundraising*				-
Volunteer and employee related costs*				-
Costs related to providing goods or services*	2	37,218	38,062	35,745
Grants and donations made*				-
Other expenses				2,739
Depreciation & Disposals	2	878	431	1,250
Total Expenses*		\$ 38,096	\$ 38,493	\$ 39,734
Surplus/(Deficit) for the Year*		-\$ 5,207	\$ -	-\$ 12,196



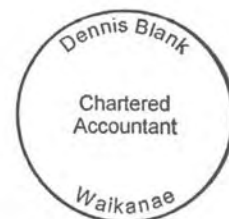
Citizens Advice Bureau Kapiti Incorporated

Statement of Financial Position

"What the entity owns?" and "What the entity owes?"

As at
30 June 2023

	Note	Actual* This Year \$	Actual* Last Year \$
Assets			
Current Assets			
Bank accounts and cash*	3	62,147	66,576
Debtors and prepayments*			
Inventory*			
Other current assets	3	1,527	1,303
Total Current Assets		\$ 63,674	\$ 67,879
Non-Current Assets			
Property, plant and equipment*	4	4,057	4,934
Investments*			
Other non-current assets			300
Total Non-Current Assets		\$ 4,057	\$ 5,234
Total Assets*		67,731	\$ 73,113
Liabilities			
Current Liabilities			
Bank overdraft*			
Creditors and accrued expenses*		880	1,167
Employee costs payable*			
Unused donations and grants with conditions*			
Other current liabilities			
Total Current Liabilities		880	\$ 1,167
Non-Current Liabilities			
Loans*			
Other non-current liabilities			
Total Non-Current liabilities		-	-
Total Liabilities*		880	\$ 1,167
Total Assets less Total Liabilities (Net Assets)*		66,851	\$ 71,946
Accumulated Funds			
Capital contributed by owners or members*			
Accumulated surpluses or (deficits)*		38,851	43,946
Reserves*		28,000	28,000
Total Accumulated Funds*		\$ 66,851	\$ 71,946



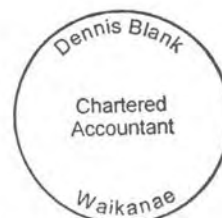
Citizens Advice Bureau Kapiti Incorporated

Statement of Cash Flows

"How the entity has received and used cash"

For the year ended
30 June 2023

	Actual* This Year \$	Actual* Last Year \$
Cash Flows from Operating Activities*		
Cash was received from:		
Donations, fundraising and other similar receipts*	20,806	9,299
Fees, subscriptions and other receipts from members*	222	-
Receipts from providing goods or services*	-	645
Interest, dividends and other investment receipts*	1,811	435
Grants	9,950	16,000
Net GST		5,633
	\$ 32,789	\$ 32,012
Cash was applied to:		
Payments to suppliers and employees*	34,384	37,927
Donations or grants paid*		
Net GST	2,834	3,413
Assets purchased		-
	37,218	41,340
Net Cash Flows from Operating Activities*	-\$ 4,429	-\$ 9,328
Cash flows from Investing and Financing Activities*		
Cash was received from:		
Receipts from the sale of property, plant and equipment*		
Receipts from the sale of investments*		
Proceeds from loans borrowed from other parties*		
Capital contributed from owners or members*		
Cash was applied to:		
Payments to acquire property, plant and equipment*		
Payments to purchase investments*		
Repayments of loans borrowed from other parties*		
Capital repaid to owners or members*		
Other cash items from financing and investing activities		- 182
Net Cash Flows from Investing and Financing Activities*	-	- 182
Net Increase / (Decrease) in Cash*	- 4,429	- 9,510
Opening Cash*	66,576	76,086
Closing Cash*	62,147	66,576
This is represented by:		
Bank Accounts and Cash*	\$ 62,147	\$ 66,576



Citizens Advice Bureau Kapiti Incorporated

Statement of Accounting Policies

"How did we do our accounting?"

For the year ended
30 June 2023

Basis of Preparation*

Citizens Advice Bureau Kapiti has elected to apply PBE SFR-A (NFP) Public Benefit Entity Simple Format Reporting - Accrual (Not-For-Profit) on the basis that it does not have public accountability and has total annual expenses of equal to or less than \$2,000,000. All transactions in the Performance Report are reported using the accrual basis of accounting. The Performance Report is prepared under the assumption that the entity will continue to operate in the foreseeable future.

Goods and Services Tax (GST)*

All amounts are recorded exclusive of GST.

Income Tax

Citizens Advice Bureau Kapiti is wholly exempt from New Zealand income tax having fully complied with all statutory conditions for these exemptions.

Bank Accounts and Cash

Bank accounts and cash in the Statement of Cash Flows comprise cash balances and bank balances (including short term deposits) with original maturities of 180 days or less.

Fixed Assets*

During the past year the Society spent \$0 for replacement of small equipment items beyond economic repair. All fixed assets owned by the Society are recorded in an Asset Register. This register is up to date as at 30 June 2023 and has been verified by the CABK Board. Through 2006/7 financial years, all purchases of fixed assets were written off as an expense in the year of acquisition. In accordance with accounting reporting standards applying to non-profit organisations, commencing in the 2007/8 financial year all fixed asset items purchased exceeding \$500 in value (excluding GST) have been capitalised and depreciated annually on a 'straight line' basis at IRD rates. The IRD increased this value to \$1,000 in 2021. From that date any asset item less than \$1,000 is depreciated 100% in the year of acquisition.

Changes in Accounting Policies*

There have been no changes in accounting policies during the financial year (last year - Nil)



Citizens Advice Bureau Kapiti Incorporated
Notes to the Performance Report
For the year ended
30 June 2023

Note 1 : Analysis of Revenue

Revenue Item	Analysis	This Year	Last Year
Fundraising revenue	Members donations and fundraising	\$ -	\$ -
	Total	\$ -	\$ -

Revenue Item	Analysis	This Year	Last Year
Donations and other similar revenue	Donations/koha from the public	806	2,299
	Total	\$ 806	\$ 2,299

Revenue Item	Analysis	This Year	Last Year
Fees, subscriptions and other revenue from members		-	-
	Total	\$ -	\$ -

Revenue Item	Analysis	This Year	Last Year
Revenue from providing goods or services	Revenue from grants or contracts for service with local government	-	-
	Revenue from grants or contracts for service with central government	9,950	11,000
	Revenue from grants or contracts for service with non-governmental agencies	20,000	5,000
	Total	\$ 29,950	\$ 16,000

Revenue Item	Analysis	This Year	Last Year
Interest, dividends and other investment revenue	Interest	1,811	330
	Total	\$ 1,811	\$ 330

Revenue Item	Analysis	This Year	Last Year
Other revenue	Miscellaneous	322	-
	Total	\$ 322	\$ -

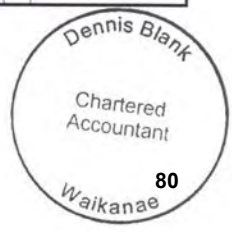


Citizens Advice Bureau Kapiti Incorporated

Notes to the Performance Report

For the year ended
30 June 2023

Note 2 : Analysis of Expenses			
Expense Item	Analysis	This Year	Last Year
Expenses related to public fundraising		\$ -	\$ -
	Total	\$ -	\$ -
Expense Item	Analysis	This Year	Last Year
Volunteer and employee related costs		\$ -	\$ -
	Total	\$ -	\$ -
Expense Item	Analysis	This Year	Last Year
Costs related to providing goods or services	Direct costs relating to service delivery	8,271	3,046
	Rent	23,256	16,449
	Telecommunications including Internet	3,998	1,788
	Audit & Accounting Costs	1,156	880
	CABNZ membership subscription	537	300
	Total	\$ 37,218	\$ 22,463
Expense Item	Analysis	This Year	Last Year
Grants and donations made		\$ -	\$ -
	Total	\$ -	\$ -
Expense Item	Analysis	This Year	Last Year
Other expenses	Depreciation	878	431
	Expenses written off		
	Total	\$ 878	\$ 431



Citizens Advice Bureau Kapiti Incorporated

Notes to the Performance Report

For the year ended
30 June 2023

Note 3 : Analysis of Assets and Liabilities

Asset Item	Analysis	This Year \$	Last Year \$
Bank accounts and cash	Petty Cash	-	100
	Current Account - Kiwibank - Kapiti	13,150	15,929
	Current Account - Otaki	2,545	1,939
	Saver Account - Kiwibank - Kapiti	31,561	30,353
	Savings Account - Otaki	14,891	18,254
	Total	\$ 62,147	\$ 66,575

Asset Item	Analysis	This Year \$	Last Year \$
Debtors and prepayments	Accounts receivable	-	289
	GST receivable	1,527	814
	Total	\$ 1,527	\$ 1,103

Asset Item	Analysis	This Year \$	Last Year \$
Inventory		-	-
	Total	\$ -	\$ -

Asset Item	Analysis	This Year \$	Last Year \$
Other current assets			-
	Total	\$ -	\$ -

Asset Item	Analysis	This Year \$	Last Year \$
Investments			
	Total	\$ -	\$ -

Asset Item	Analysis	This Year \$	Last Year \$
Other non-current assets			
	Total	\$ -	\$ -



Citizens Advice Bureau Kapiti Incorporated

Notes to the Performance Report

For the year ended
30 June 2023

Note 3 : Analysis of Assets and Liabilities

Liability Item	Analysis	This Year	Last Year
Creditors and accrued expenses	Review Fee	880	880
	Sundry	-	328
Total		\$ 880	\$ 1,208

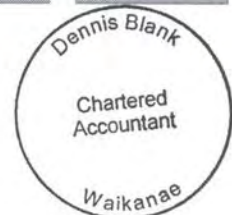
Liability Item	Analysis	This Year	Last Year
Employee costs payable		-	-
Total		\$ -	\$ -

Liability Item	Analysis	This Year	Last Year
Unused donations and grants with conditions			
Total		\$ -	\$ -

Liability Item	Analysis	This Year	Last Year
Other current liabilities			
Total		\$ -	\$ -

Liability Item	Analysis	This Year	Last Year
Loans		-	-
Total		\$ -	\$ -

Liability Item	Analysis	This Year	Last Year
Other non-current liabilities		-	-
Total		\$ -	\$ -



Citizens Advice Bureau Kapiti Incorporated

Notes to the Performance Report

For the year ended
30 June 2023

Note 4 : Property, Plant and Equipment

This Year					
Asset Class*	Opening Carrying Amount*	Purchases	Sales/Disposals	Current Year Depreciation and Impairment*	Closing Carrying Amount*
Land*	-			-	-
Buildings*	-				-
Motor Vehicles*	-				-
Furniture and fixtures*	4,935	-	112	766	4,057
Office equipment*	-			-	-
Computers (including software)*	-			-	-
Machinery*	-				-
Heritage assets	-				-
Total	4,935	-	112	766	4,057

PPE7 - PPE8	
Current Valuation*	Source and Date of Valuation*

Last Year					
Asset Class*	Opening Carrying Amount*	Purchases	Sales/Disposals	Current Year Depreciation and Impairment*	Closing Carrying Amount*
Land*				-	-
Buildings*					-
Motor Vehicles*					-
Furniture and fixtures*	8,924	-	2,739	1,250	4,935
Office equipment*	-	-		-	-
Computers (including software)*	-	-		-	-
Machinery*					-
Heritage assets					-
Total	8,924	-	2,739	1,250	4,935



Citizens Advice Bureau Kapiti Incorporated
Notes to the Performance Report
For the year ended
30 June 2023

Note 5: Accumulated Funds

This Year				
Description*	Capital Contributed by Owners or Members*	Accumulated Surpluses or Deficits*	Reserves*	Total*
Opening Balance	-	43,946	28,000	71,946
Capital contributed by owners or members*	-			-
Capital returned to owners or members*	-			-
Surplus/(Deficit)*	-	5,207	-	5,207
Distributions paid to owners or members*		-		-
Transfer to Reserves*		-	-	-
Transfer from Reserves*		-	-	-
Closing Balance	-	38,739	28,000	66,739

Last Year				
Description*	Capital Contributed by Owners or Members*	Accumulated Surpluses or Deficits*	Reserves*	Total*
Opening Balance		52,177	8,000	60,177
Capital contributed by owners or members*				-
Capital returned to owners or members*				-
Surplus/(Deficit)*	-	6,907	-	6,907
Distributions paid to owners or members*		-		-
Transfer to Reserves*		-	-	-
Transfer from Reserves*		-	-	-
Closing Balance	-	43,946	28,000	71,946

Breakdown of Reserves		Actual*	Actual*
Name*	Nature and Purpose*	This Year	Last Year
		\$	\$
Asset Replacement	Replacement of assets no longer servicable or economic to repair	28,000	28,000
	Total	28,000	28,000



Citizens Advice Bureau Kapiti Incorporated

Notes to the Performance Report

For the year ended
30 June 2023

Note 6 : Commitments and Contingencies

Commitment*	Explanation and Timing*	At balance date	At balance date
		This Year*	Last Year*
		\$	\$
Commitments to lease or rent assets*	Lease for office space	25,284	22,380
	Coastlands Shoppingtown, Paraparaumu		
	Expires 8 April 2024		
Commitment to purchase property, plant and equipment*	Nil		
Commitments to provide loans or grants*	Nil		

Contingent Liabilities and Guarantees

There are no contingent liabilities or guarantees as at balance date (Last Year - nil)



Citizens Advice Bureau Kapiti Incorporated

Notes to the Performance Report

For the year ended
30 June 2023

Notes 7-12

Note 7: Other

Significant Grants and Donations with Conditions which have not been Recorded as a Liability*

Description*	Original Amt*	Not Fulfilled Amt*	Purpose and Nature of the Condition(s)*
Nil			

Assets Used as Security for Liabilities*

Nature and Amount of Borrowing*	Nature and Amount of Asset Used as Security*
Nil	

Note 9: Related Party Transactions*

Related Party Disclosures:

There were no transactions involving related parties during the financial year. (Last Year - Nil)

Note 10: Events After the Balance Date*

Events After the Balance Date:

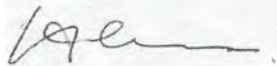
There were no events that have occurred after the balance date that would have a material impact on the Performance Report. (Last Year Nil)

Note 11: Covid-19. While the Covid pandemic has continued to affect the number of client contacts during the year, there has been no material impact on the financial position.

Note 12: CABK Board approved the release of this Performance Report on 9 August 2023

Hunter Donaldson:

Chair:



Date: 9 August 2023



Citizens Advice Bureau Kapiti Inc.

Performance Report for the Year Ended 30 June 2023

INDEPENDENT ASSURANCE PRACTITIONER'S REVIEW REPORT

To the Members of the Citizens Advice Bureau Kapiti Inc.

Report on the Performance Report:

I have reviewed the accompanying performance report of the Citizens Advice Bureau Kapiti, which comprise the entity information, the statement of service performance, the statement of financial performance and the statement of cash flows for the year ended 30 June 2023, the statement of financial position as at 30 June 2023, and the statement of accounting policies and other explanatory information.

The Responsibility of the Management Committee for the Performance Report:

The Management Committee of the Citizens Advice Bureau Kapiti Inc. is responsible for the preparation and fair presentation of the 30 June 2023 annual performance report in accordance with the New Zealand Tier 3 Public Benefit Entity Simple Format Reporting – Accrual (Not-For-Profit) framework and for such internal control as the Management Committee determine is necessary to enable the presentation of the performance report that is free from material misstatement, whether due to fraud or error.

The Assurance Practitioner's Responsibility:

My responsibility is to express a conclusion on the annual performance report based on my review. I conducted my review in accordance with NZ SRE 2410 *Review of Financial Statements Performed by the Independent Auditor of the Entity*. NZ SRE 2410 requires me to conclude whether anything has come to my attention that causes me to believe that the performance report, taken as a whole, is not prepared in all material respects in accordance with the New Zealand Tier 3 Public Benefit Entity Simple Format Reporting – Accrual (Not-For-Profit) framework. As the auditor of the Citizens Advice Bureau Kapiti Inc., NZ SRE 2410 requires that I comply with the ethical requirements relevant to the audit of the annual financial statements.

A review of the annual performance report in accordance with NZ SRE 2410 is a limited assurance engagement. I will perform procedures, primarily consisting of making enquiries, primarily of persons responsible for financial and accounting matters, and applying analytical procedures, and other review procedures.

The procedures performed in a review are substantially less than those performed in an audit conducted in accordance with International Standards of Auditing (New Zealand). Accordingly, I do not express an audit opinion on the performance report.

Other than in my capacity as assurance practitioner I have no other relationship with, or interests in, the Citizens Advice Bureau Kapiti Inc.

Citizens Advice Bureau Kapiti Inc.

Performance Report for the Year Ended 30 June 2023

INDEPENDENT ASSURANCE PRACTITIONER'S REVIEW REPORT

(continued)

Conclusion:

Based on my review, nothing has come to my attention that causes me to believe that the annual performance report of the Citizens Advice Bureau Kapiti Inc. does not present fairly, in all material respects, the financial position of the Citizens Advice Bureau Kapiti Inc. as at 30 June 2023 and of its financial performance and cash flows for the year ended on that date, In accordance with New Zealand Tier 3 Public Benefit Entity Simple Reporting – Accrual (Not-For-Profit) framework.

Report on Other Legal Regulatory Requirements:

There are no concerns to reported.



Dennis Blank CA
Chartered Accountant
09 August 2023
Waikanae



Long-term Plan 2024–34



Respondent No. 107

Response ID 5651652

Date of contribution Apr 15 24 08:15:33 am

Personal information

First name Ruth

Last name Halliday

I'm providing a submission (choose one):
 on behalf of an organisation

Write organisation name here Kapiti Equestrian Advocacy Group KEAG

Do you want to speak to Council about your submission at our public hearings on 2 May?
 Yes

Are you happy for your name to be published with your feedback:
 My name can be published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

LTP Submission attached

- Reikorangi reserve horse camping as part of a horse tourism strategy across the district. Economic Development both GWRC and KCDC to focus on this untapped and unique tourism opportunity.
 - Greenwood Blvd Tennis court in Otaki to be a public arena, currently very underused asset.
 - Horses to be part of disaster response and recovery plan GWRC and KCDC. The horse riding community can be very useful in times of disaster like seen in Cyclone Gabrielle for transport and connecting communities.
 - District and regional float parking plan
 - Update of beach signage to reflect new times in beach bylaw
 - Access opened up at end of Waitohu Valley road to the hills as currently there is no access to our back country, this access to be adequate to enable recreation on our public land for all CWB users (GWRC/KCDC/DOC)
 - Finish plans for Beach access
 - Sutton road link to CWB
 - Support for CWB masterplan and trails trust (KCDC/GWRC/DOC)
 - Mangatukutuku road and Nikau valley trails to link to other trails
 - Good directional signage on CWB network (Destination planning)
- Eg: signs to horse crossings on Waikanae River
- Explore opportunities for recreational horse grazing on public land to ensure future of riding in the

district (KCDC/GWRC/DOC) Maintain adequate open space with a view to accommodate equestrian sport and grazing

Upload any related files

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Kapiti Equestrian Advocacy group (KEAG)

Submission for Long Term Plan

Kapiti Coast District Council

2024

Requests not realized from past LTP submissions:

- Reikiorangi CWB link: tracks from Waikanae to Devil's Elbow and into Reikiorangi. Can then link North to Te Horo and South as in CWB masterplan (GWRC/KCDC)
- Perkins Farm Wainuiwhenua engage with horse riding community about connections and opportunities. Potential horse camping and public horse grazing opportunity (GWRC/KCDC)
- Otaraua Park and Q E Park development and planning to include horse riders, potential horse camping and increase public horse grazing to grow horse riding community especially children (GWRC/KCDC)
- Transmission Gully tracks for horses to be included and engagement with horse riding community across GWRC and KCDC especially Flighty's road area.
- GWRC Otaki lake permanent public access, parking on Te Roto road as Racecourse parking will be developed into housing. Horse pens at lakeside so riders can picnic there (GWRC/KCDC). **See attached proposal**
- GWRC and KCDC horse styles, hitching rails and or horse pens at CWB destinations and public toilets and on CWB tracks.

- New link down beside Raumati bridge to enable horses to easily link from the south side of the bridge to the north and signage for same
- Horse riders to be included in the Regional and local road transport plan and road safety messaging and advertising via website and radio to include messages to keep horse's and riders safe.
- Ongoing track maintenance of grassed path edges on CWB tracks ie cutting back foliage and overgrowth so horse can use the soft edge
- Rural horse signs revamp and upgrade (from LTP 2020 where there was some budget for this initiative but no action)
- Review of all paper roads with a view to open them for CWB use
- Use equestrian friendly language in all radio and newspaper communication for on and off road, inclusive language when discussing trails and open spaces
- Promotion and support of Bridleways within and outside of the district (we have seen great support with this)
- Promote and encourage the establishment and/or extension of equestrian related business

New requests LTP 2024 submission

- Reikorangi reserve horse camping as part of a horse tourism strategy across the district. Economic Development both GWRC and KCDC to focus on this untapped and unique tourism opportunity.
- Greenwood Blvd Tennis court in Otaki to be a public arena, currently very underused asset.
- Horses to be part of disaster response and recovery plan GWRC and KCDC. The horse riding community can be very useful in times of disaster like seen in Cyclone Gabrielle for transport and connecting communities.
- District and regional float parking plan
- Update of beach signage to reflect new times in beach bylaw
- Access opened up at end of Waitohu Valley road to the hills as currently there is no access to our back country, this access to be adequate to enable recreation on our public land for all CWB users (GWRC/KCDC/DOC)
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- Sutton road link to CWB
- Support for CWB masterplan and trails trust (KCDC/GWRC/DOC)
- Mangatukutuku road and Nikau valley trails to link to other trails
- Good directional signage on CWB network (Destination planning)
Eg: signs to horse crossings on Waikanae River
- Explore opportunities for recreational horse grazing on public land to ensure future of riding in the district (KCDC/GWRC/DOC)
Maintain adequate open space with a view to accommodate equestrian sport and grazing

*Please note we would like to speak to this submission

Ruth Halliday

Secretary Kapiti Equestrian Advocacy group (KEAG)

Ph 0272070760

Email rutherry2@outlook.com

PROPOSAL FOR

THE OTAKI LAKE

Permanent public access and carparking

Greater Wellington Regional council and Kapiti Coast District council

February 2024

Submission to Long Term Plan



The Otaki Lake is a large manmade lake in Otaki that is the result of quarrying activity by Winstone Aggregates on GWRC land. The lake has been used for many years for our local Waka Ama club, Canoe Polo club and others, with the only vehicle access through the Winstones Quarry gates which limits the times that the clubs can access the lake. This is due to not being able to access when the Quarry is working. Winstones has traditionally supported access but is also limited in its capacity to support our local clubs due to health and safety rules. This means that training is very limited on the lake in winter months as it is too dark and cold outside of Quarry times. This also limits the number of clubs and users. Many other local clubs and recreational groups, such as the Otaki Surf club, would like to have access, however, this is not achievable due to the constraints on access to fit around quarry opening times as the lake is landlocked.

Recently, with the opening of the PP20 there has been Cycleway, Walkway and Bridleway (CWB) access created off Te Roto Road on private land under a Memorandum of Understanding. This is already very popular to many, as an entry point to the CWB network and the Otaki River walk. As it is an access on private land under a MOU this is not a guaranteed long-term access.

This access has created major parking issues for those using this entrance. Presently horse riders and parking overflow can use the Otaki Māori Racecourse carpark to park in, but the Racecourse has sold this land and it will be housing in the near future and therefore there will be no ability for parking.

The residents of Te Roto Road are currently experiencing problems with the parking congesting their street and making it impossible for rubbish trucks to turn around at the end. They can only see this getting worse as the PP20 CWB, and this entrance point gets increasingly popular. Parking along the roadside is not an option as it is very wet and boggy on the grass edge in winter, has no footpath for residents, and will be dangerous.

So, the problems we identify are

- Landlocked lake asset and no plan for public vehicle access in place from KCDC or GWRC
- No parking for CWB users planned by KCDC or GWRC

There is a public paper road running through the property formerly called Ashford Park at the end of Te Roto Road. This property is now owned by Winstones Aggregates. This is one viable access option for the community and being a legal unformed (paper) road, it is owned by the community through the council. GWRC and KCDC could work together to put in public access via the paper road and release this community asset from the landlocked position that it is currently in so the local, district and regional community can enjoy it.

At present, the paper road runs through the proposed lake that Winstones is creating with the quarrying of metal from the site at Ashford park. See Maps 1,2 and 3 attached.

Winstones quarry plan for Ashford Park indicates their desire to quarry a part of this paper road for lake formation (Map #2). It is viable for KCDC to formalize a land transfer option with Winstones to gain permanent and safe vehicle access and parking to Otaki Lake. We propose 3 options to achieve this.

Option # 1

The Paper road is utilized for access to the lake and developed to provide permanent public access to the lake for clubs and public events and safe offroad parking for recreational users. This will also provide access to the new lakes being developed by Winstones at Ashford park.

Option #2

There is another option for access from the Otaki River side (south) of the Otaki Lake, using the haul road on GWRC land. Vehicles could enter from the Old SH1 under the PP20 bridge on the Haul Road and up to an access point (see Map #4). Winstones access can be made separate from the lake users' access as there is plenty of space and then access would not be in conflict with quarry opening times. This access could be open to all users or restricted just to clubs or for events like Waka Ama events, Canoe Polo events, Triathlons, Surf club or equestrian trail riding events, with general access by CWB from the Te Roto Road side.

This option would still require significant carparking to be established on the Paper road at end of Te Roto road and could be achieved with a land swap/transfer.

Option # 3

We propose the following plan if access cannot be achieved by option #1 or #2

- Land transfer part of the paper road (section C to D on Map 1) for the alternative access for vehicles and for a significant area of offroad parking to be established to cater for Walkers, Cars with cycles on them and horse floats.

Referring to Map 1, Section A would be part of the land transfer to enable a significant carpark that will cater for all users of the Cycleway, Walkway, Bridleway network and also cater for events parking at the lake.

Map 1 area B is also part of the land transfer and will be formed as a vehicle access for clubs or events that need to take Waka or equipment to the lake side if access needed to be from this side of the lake, with E as a possible extension if there is not access over the bund. That there be a locked gate at the Te Roto road end of section B that will only enable access to those with permission to drive vehicles up to the lake. All other CWB users would use the Te Roto Road extension or a small path formed in section B, Map 1, parking in the newly provided parking area and using horse, bike or feet to access the CWB.

Map 1 section C to D is the land that will be transferred to enable this access to happen.

In return for the land transfer that will enable Winstones to progress their quarrying plans they will commit to do the below six actions

- 1) Immediately rescind the lease on the GWRC land that the Otaki lake and surrounding areas sit in the spirit of progressing good outcomes for the community.
- 2) Complete reclamation of the lakeside to a safety standard acceptable for the water sport and other activities to ensure safety for the community using it.
- 3) Extend the length of the lake to allow Waka Ama to hold competitions. Consult with the community and implement any other requirements needed to make the lake fit for purpose for the Otaki community. Engagement with Waka Ama, Surf club and any other clubs that may have specific needs.
- 4) Undertake additional works required by GWRC to ensure the lake and surrounding lakeside is transferred in a good condition for its future community use.
- 5) Gift the track along the North side of Ashford Park to the community as a CWB path that can enhance the CWB network for the community, this is the spirit of community good will as it enhances the network available for recreational use.
- 6) Guarantee community access to the lake being created on the Ashford park site.

If Winstones does not want to do a land transfer deal, GWRC and KCDC work together to expediate and develop the Paper Road as vehicle access to the lake as soon as possible and progress plans for public carparking for users of the CWB. Carparking at the end of Te Roto road is a priority, as detailed above, and will serve all members of the public wishing to access the lake and river walkways.

The area that Winstones needs to facilitate the land transfer to achieve their lake plans will be provisional on all 6 actions noted above. This will assist in creating the parking needed on Te Roto road and CWB access from the North side.

The grassed area at the West end of the lake, GWRC land, can be carparking and storage exclusively for clubs and events (see map #5).

There is potential for extension of the Otaki lake to make it able to cater for Waka Ama regattas, the area indicated on Map #4, A.

KEAG would like to see hitching rails and horse pens put in beside lake so that horse riders (Map 5 area C), after a trek can relax and have lunch and maybe a swim knowing their horses are secure while they do so. We will also need mounting blocks at entrance points and beside facilities. None of this is expensive to provide. Equally lakeside bike racks and picnic tables so that all recreational users can relax there.

The whole CWB network has a lack of parking for the number of users for whom it is catering. The success of the M2PP and PP2O CWB network is increasing and will continue to do so. Winstones has benefitted immensely by the quarrying of the Otaki Lake and im sure would love to demonstrate ongoing community spirit and involvement by participating as part of this proposal.

The cost to establish access and parking areas can be mitigated in the short term by constructing graveled car parks and entrances in the short term while a longer term plan is being worked on and costed. The priority in the current proposed LTP is for sports club and event access to lakeside and adequate car parking for vehicles with cycles on the back and for horse floats and horse trucks to park safely off road on the North side (Te Roto road).

There is also opportunity in the future to gain income from events held at the lake. Longer term plans for Club and public facilities can be assisted by our clubs applying for external funders for lakeside facilities.

We are happy to meet with GWRC and KCDC staff to talk through the proposal.

Shelly Warwick

Otaki Ward Councillor

Chair Kapiti Equestrian Advocacy group

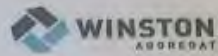
Ph 021949214

Ruth Halliday

Secretary Kapiti Equestrian Advocacy group (KEAG)

Ph 0272070760

BRIEFING PAPER



8.0 Public Access to Paper Road and Horses

Following an action from the last CLG meeting and further requests from the Kāpiti Equestrian Advocacy Group (KEAG) works are planned along the paper road to make it accessible for horses. The following action plan will be implemented through August and September.

Action plan:

1. Remove fence blocking the northern entrance onto the corridor
2. Install a horse gate at the 2x access point (KCDC have offered to do this)
3. Run a single electric wire fence to mark the corridor (unnecessary wherever existing fencing exists on both sides)
4. Remove fences or gates that block the corridor

MAP.1.



Figure 5: Aerial view of proposed paper road changes for horse access

MAP. 2.



Figure 1: Overview of the Ashford Park Quarry site. Yellow dashed lines indicate stage zones, and the blue overlay indicates expected lake extent. Green area is the approximate riparian area, however the margins will differ from those shown. Map is north-facing.

MAP. 3.



Figure 1. Stages 1 and 2 of rehabilitation at Ashford Park. The Otaki Quarry (blue polygon) is adjacent to the Otaki River flowing along the southern boundary.

MAP # 4



Option 2 is to enter the lake from Old SH1 , under the new PP20 bridge on the Haul road which is owned by GWRC and around Winstones to the area at the West end of the lake which is currently grass and can be developed into carpark .

Area A is currently leased but the leasee may be willing to surrender part of the lease to enable the extension of the lake to cater for Waka Ama regattas etc. Currently in section A there is a Canoe Polo area that can be enhanced and improved, or retained as a separate pond.

There would still need to be provision for parking at the end of Te Roto road to accommodate users who access from that point.



MAP # 5

Access from the river side (south) and onto grassed area C GWRC land.

This land (C) can be used for club parking, picnic tables and eventually infrastructure to support local clubs like Waka Ama, Canoe Polo, Surf club to keep gear in. Can be full public access or restricted to clubs as there will be CWB parking and access from Te Roto Road.

KEAG would like horse pens to be part of the infrastructure in this area.

W marks Winstones yard area.

S marks Stresscrete area, some of which can be handed back to GWRC for lake extension or parking.

Long-term Plan 2024–34



Respondent No. 109

Response ID 5651672

Date of contribution Apr 15 24 08:34:45 am

Personal information

First name Bruce

Last name Henderson

I'm providing a submission (choose one):
 on behalf of an organisation

Write organisation name here CWB Advisory Group

Do you want to speak to Council about your submission at our public hearings on 2 May?
 Yes

Are you happy for your name to be published with your feedback:
 My name can be published with my feedback

Submission


Is there anything else you'd like to tell us about this LTP?

Attached please find the KCDC CWB Advisory Group submission to the 2024 Long Term Plan

This submission has been prepared with extensive input from all the sectors represented on the Advisory Group -the three travel modes named as well as Older Persons, Youth, Accessibility, Māori, Environment and Small Wheels (scooters, skateboards etc.). Some of these groups will also be making their own submissions; those of the equestrians and cyclists are attached to the CWB submission as appendices.

I am very happy to speak to the submission during hearings on 7 May.

Upload any related files

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Kāpiti Coast District Council Cycleways, Walkways, Bridleways Advisory Group Submission to the Council's 2024 Long Term Plan

Executive Summary

This submission is addressed to the Kāpiti Coast District Council, asking that the matters included in this submission be included in the 2024 Long Term Plan:

- That Council recognises that the CWB network contributes to the liveability of the District, contributing to economic development by attracting people to live, visit and work on the Kapiti Coast. We ask Council to recognise this network as a key part of the Kapiti Coast story. As the District grows, this network should continue to be developed in order to preserve and strengthen this culture and amenity as a key advantage for the District.
- That Council looks to further develop the Cycleways, Walkways, Bridleways (CWB) network, to facilitate and promote Active Travel across the District. We ask Council to recognise and support the role of active travel as a key contributor to emissions reduction, improved health and wellbeing outcomes for residents and to alleviate transport congestion.
- That Council recognises that developing and maintaining safe and appealing paths, trails and beach accesses provides equity for all residents and visitors to access schools, workplaces, transport hubs, beaches, businesses and recreational facilities
- That Council give its full support to the establishment and initial funding of the “Kāpiti Coast Trails Trust”, to further develop and promote the Kāpiti Coast as a premium destination for outdoor recreational activity and a major contributor to district economic development. This project has strong future earning potential.
- That Council recognise and support the role of the Cycleways, Walkways, Bridleways paths and trails network in attracting visitors to the Kāpiti Coast and in so doing contribute significantly to tourism and economic prosperity.

Introduction

Increasingly, the Kāpiti Coast is seen as a desirable place to live and visit, due to our mild climate, relaxed culture, beautiful beaches and natural environment, and range of attractions and activities. Particularly since the opening of the Expressway shared (multi-use) paths –which has provided a trunk-route connecting the District- the network has contributed materially to the economic development of the District through increased visitor numbers. This trend can be expected to continue, especially through the

development of businesses catering to visitors -food and beverage, accommodation, trail shuttles, guided walks and rides, bike hire and so on.

Much needs to be done however, to close many gaps in the current paths and trails network to enable users to travel seamlessly between home, work, shopping, business and leisure. There are still sectors in our community (the “interested but concerned”) who feel excluded from using existing paths and trails due to a range of safety factors - heavy or fast-moving traffic, lack of separation, uncertain surfaces and the requirement to ride on busy roads (or drive) to access many of the paths and trails. Improved user safety is therefore a prime consideration in both maintenance of the current network and the development of further connections and links.

A goal of the CWB Advisory Group is to close these gaps as far as possible and ensure that all users who want to participate, feel safe in doing so.

In addition, active forms of travel such as cycling and walking are increasingly seen as viable forms of travel, especially for youth and older persons. Given our (currently) limited public transport options, an increasing proportion of the community relies on active transport as their means of transport. Additionally, many recognise that using active modes of travel is a part of their personal contribution to reducing traffic and vehicle emissions while maintaining a level of health and wellbeing.

We request that the 2024 Long Term Plan allocate funding to continue to develop and enhance the CWB network and to maintain it to a suitable standard.

Key Principles

1. That where appropriate, all new paths and trails be built to a standard such that all users irrespective of age, physical ability or mode of travel can do so safely
2. That high-use existing paths and trails be upgraded and maintained to the same standard
3. That the construction of all new paths and trails include provision for ongoing maintenance to maintain that standard -surface care, sweeping, removal of encroaching vegetation and so on. In particular, regular sweeping of road and track surfaces of glass, grit etc. is critical to safe use by walkers and cyclists.
4. That the construction of all new paths and trails include provision for necessary facilities -parking, signage, seating, toilets, water, secure cycle racks, access gates, equestrian mounting blocks, horse tethering (hitching rails), kerb crossings suitable for disabled users etc. as appropriate.
5. That Council ensures that new developments and sub-divisions are connected to the CWB network, and where possible, enhance it through new or improved connections.

Priorities for CWB Advisory Group Sector Groups

While many paths and trails are seen as priorities for all CWB sector groups, others pertain mainly to one or two sectors. On the principle that the totality of the network is

important to all members of the CWB Advisory Group, all work listed in this submission is important to the Advisory Group as a whole.

Major priorities for CWB Advisory Group -all sectors:

The following priorities have been under consideration for some time and are seen as being of major importance to all sectors:

- 1. On-road gaps in the CWB network.** The CWB network (as it stands) is discontinuous -i.e., there are numerous places where it is necessary to walk or ride on the road to reach the next sector. This inhibits many from attempting the route. An example is the lack of a usable cycling lane through the Waikanae town centre -there is no lane or off-road option for riders from Te Moana Road to north of the New World supermarket, and no safe turn into Elizabeth Street. There have been accidents and incidents of abuse from motorists toward riders trying to negotiate this sector.
- 2. Safe walking, riding and scooting to and from all schools.** It is critical that infrastructure be developed to enable all children to travel to and from school in safety. Not only will this build health and resilience in tamariki and rangatahi, but it will reduce the high level of school traffic congestion (and therefore vehicle emissions) around all of our schools each day. Embedding of active modes of travel in children's culture is a key step in ensuring lifelong healthy habits and participation.
- 3. Resolution of Campbell's Mill Road access.** Difficulties with accessing the full length of Campbell's Mill Road have been dragging on for some years. Reaching agreement with the landowner to reinstate full access is critical to the development of "Mountains to Sea" recreational access linking Whareroa Farm, the Akatarawa Forest Park and Mt Wainui. If resolved, there is potential for a future connection between the Kāpiti Coast and Porirua, which would have significant economic benefits.
- 4. A separated shared path on Peka Peka Road.** This is a key sector on the Kāpiti Coast Cycle Route and with coming residential development, it is due to become even busier. The lack of a safe, separated multi-use path significantly inhibits the willingness of many less confident riders and walkers from using the route, and it is a known injury accident area. It is an important part of the Kāpiti Coast Cycle Route and connects with the Expressway Shared Path. The shared path ends at Marram Way; some plans have been developed for the remainder of Paetawa Road but improvements to Peka Peka Road have yet to be commenced.
- 5. The Waikanae North Connector.** A multi-use path from Ngarara Road to Rutherford Drive/Pharazyn Reserve. It is necessary to schedule this route in the very near future as residential development in North Waikanae area is rapidly expanding. It will also provide a much-needed east-west link midway between the Waikanae town area to the south and Peka Peka Road to the north.
- 6. The Upper Waikanae River Trail Connector.** The Waikanae River Trail is the District's premier trail, receiving some 200,000 users per annum. Extending the trail to Reikorangi was signalled in the Open Spaces Strategy as a key priority. It is also part of Te Araroa Trail, and the 4000+ walkers per annum currently walk on the road as there is currently no footpath or sealed shoulder between Waikanae

and Reikorangi. It opens up safer access to Akatarawa, Reikorangi and South Mangaone (including the Mangaone Walkway and Kapakapanui).

7. **Maungakotukutuku Road to Nikau Valley.** Restoring and re-opening this historic track will provide a key link between two popular walking and riding localities, providing a family-friendly forest trail, which is currently missing in the district.

Further priorities:

1. **Alterations to the Kāpiti Coast Cycle Route.** This route has been in existence for some years; it is still used by many visitors and local riders as it connects the beach villages. However, increased traffic and public transport bus routes mean that safety improvements along Rosetta Road would make it more attractive. Relocation of part of the signposted route, alteration to parking in a number of locations and provision of a number of short linking paths, particularly through the Raumati area, would provide a safer but still attractive route.
2. **Improvement of cycling facilities on major commuter routes.** As traffic continues to build on our major commuter routes, provision of safe, marked or separated cycling lanes becomes increasingly important. Separation allows both a safer commute for riders as well as improved traffic flow through removal of cyclists from traffic lanes. Research indicates that significant numbers of drivers would switch to cycling if safer riding is available. Roads in this category include Te Moana Road, Matatua/Wharemauku Roads, Raumati Road and Riverbank Road.
3. **Greater provision of secure bike parking at all locations.** Particularly with the advent of e-bikes, provision of secure parking is critical to decisions as to whether to ride or drive to a destination. Few riders will risk the loss of an expensive asset due to possible theft.
4. **Improved Wayfinding and Signage.** The CWB network must include signage along the route in order to be enjoyed by visitors and to encourage active transport. Wayfinding signage is currently lacking on many trails, and improving this would assist to encourage exploration and enhance economic benefits. Signage showing connections to local amenities (e.g., cafes, craft breweries, galleries), directions and distances, will enhance the user experience.
5. **Cycle lane protection on corners.** A number of roads have corners where drivers frequently cut into the marked cycle lane. Installing rumble strips and/or hit sticks would prevent them from encroaching on the designated cycle lane.
6. **Improved beach access,** particularly for equestrians and people who identify as having a disability. Both these groups have specific needs as regards beach access. The number of people aged over 65 in our district is high and expected to grow in future, and providing safe access to the beach is urgently required. There are currently no beach access tracks on the Kāpiti Coast that fully meet disability standards. In the case of equestrians, a separated path or trail that is capable of the increased impact of horses on the ground surface as well as mounting blocks etc; for people with physical limitations, a suitable smooth surface with minimal slope, clearly visible markings, seating etc.
7. **Link Te Roto Road, Ōtaki** with the south side of Rahui Road overbridge. This is becoming a heavily-used link with users of the PP2Ō expressway path.
8. **Opportunities to camp with horses.** Space for parking vehicles and floats, caravans/tents, horse pens, toilets, water, easy access.

9. **Street crossings and lighting.** Progressive retrofitting of easier-grade ramps at crossings, upgrading of lighting at street corners and on busy Active Transport routes (e.g. Wharemauku Stream track), regular seating for older persons and those who identify as having a disability.
10. **Safer crossing on Kāpiti Road -vicinity of Seven Oaks.** The existing crossing points either side of Lodge Drive are inadequate for older persons from the village to cross safely as many cannot move quickly enough to avoid busy traffic. A full pedestrian crossing would allow access to the bus stop opposite, which is necessary for them to travel to and from Coastlands or Paraparaumu Beach areas.
11. **Te Ao Māori.** The Kāpiti Coast has a rich Māori history, and many of the trails have great cultural significance, e.g. Mataihuka Walkway. Provision of interpretive storytelling boards, artwork and signage at significant locations, adds a valuable and strong cultural dimension to our CWB network, and enhances the Kapiti Coast story.
12. **Environmental Development.** Ensuring that environmental values are at least maintained, preferably enhanced, contributes markedly to the user experience and is a key factor in users recommending the paths and trails to friends. With this, pest control, particularly rabbits (which pose a serious safety hazard to all trail users) and Canadian geese.

Future Paths and Trails Development

In addition to the paths and trails listed above, a number of further routes have been identified, that would link existing paths and trails, open new options for visitors and enhance the network as a whole to add to the user experience:

- Complete Mataihuka Walkway to Panorama Drive
- Tracks through Paraparaumu Scenic Reserve
- Multi-use path to Forest Lakes and Lake Waitawa
- A path linking Ferndale and Summerset, Waikanae
- Sutton Road Te Horo to Expressway path

Supporting submissions

Two advocacy groups -Kāpiti Equestrian Advocacy Group and Kāpiti Cycling Action- are intending to make their own submissions. We acknowledge their interest in doing so and their key points have been summarised and incorporated into this submission. Both have been appended to this submission -see Appendices 1 and 2.

In closing

The Cycleways, Walkways, Bridleways Advisory Group acknowledges the support and encouragement given to our work by successive elected mayors and members of the Kāpiti Coast District Council; and the many hours of work from Council staff in researching, analysing and designing the diverse elements of our network. The CWB network has emerged as an important part of the Kapiti Coast identity and reason that people choose to make this district their home. With continued support and funding, we can further develop the CWB network to further enhance this asset and leverage it to support economic development.

Ngā manaakitanga
Bruce Henderson
Chair, KCDC CWB Advisory Group

References and Resources. This submission draws on the following Council Strategies and Policies:

Recreational Tracks and Trails Asset Management Plan Te Kaiwhakahaere Tiakitanga 2023

Economic Development Strategy: Direction of Travel 2024: Thriving Visitor Economy, P10

Open Space Strategy 2022: Ten priorities

Destination Management Plan 2021: Strategic Priorities, esp. 2, 3, 5

Community Facilities Strategy 2017: Pp 187 et seq.

Streetscape Strategy 2008 Pp38-44

Sustainable Transport Strategy 2022: Focus area 1: Improved connections and mode choice, Pp36-37

Speed Management Plan 2023-33 (subject to Central Gov't policy change)

Report: Environment Strategy Engagement on core material for the Direction of Travel document 7 November 2023

Appendix 1:

**Kāpiti Equestrian Advocacy Group (KEAG)
submission to KCDC 2024 Long Term Plan**



Requests not realized from past LTP submissions:

- Reikorangi CWB link: tracks from Waikanae to Devil's Elbow and into Reikorangi. Can then link North to Te Horo and South as in CWB masterplan (GWRC/KCDC)
- Perkins Farm Wainuiwhenua engage with horse riding community about connections and opportunities. Potential horse camping and public horse grazing opportunity (GWRC/KCDC)
- Otaraua Park and Q E Park development and planning to include horse riders, potential horse camping and increase public horse grazing to grow horse riding community especially children (GWRC/KCDC)

- Transmission Gully tracks for horses to be included and engagement with horse riding community across GWRC and KCDC especially Flighty's Road area.
- GWRC Ōtaki lake permanent public access, parking on Te Roto Road as Racecourse parking will be developed into housing.
- Horse pens at lakeside so riders can picnic there (GWRC/KCDC). See attached proposal
- GWRC and KCDC horse stiles, hitching rails and/or horse pens at CWB destinations and public toilets and on CWB tracks.
- New link down beside Raumati bridge to enable horses to easily link from the south side of the bridge to the north and signage for same
- Horse riders to be included in the Regional and local road transport plan and road safety messaging and advertising via website and radio to include messages to keep horses and riders safe.
- Ongoing track maintenance of grassed path edges on CWB tracks ie cutting back foliage and overgrowth so horse can use the soft edge
- Rural horse signs revamp and upgrade (from LTP 2020 where there was some budget for this initiative but no action)
- Review of all paper roads with a view to open them for CWB use
- Use equestrian friendly language in all radio and newspaper communication for on and off road, inclusive language when discussing trails and open spaces
- Promotion and support of Bridleways within and outside of the district (we have seen great support with this)
- Promote and encourage the establishment and/or extension of equestrian related business

New requests LTP 2024 submission

- Reikorangi reserve horse camping as part of a horse tourism strategy across the district. Economic Development both GWRC and KCDC to focus on this untapped and unique tourism opportunity.
- Greenwood Blvd Tennis court in Otaki to be a public arena, currently very underused asset.
- Horses to be part of disaster response and recovery plan GWRC and KCDC. The horse-riding community can be very useful in times of disaster like seen in Cyclone Gabrielle for transport and connecting communities.
- District and regional float parking plan
- Update of beach signage to reflect new times in beach bylaw
- Access opened up at end of Waitohu Valley road to the hills as currently there is no access to our back country, this access to be adequate to enable recreation on our public land for all CWB users (GWRC/KCDC/DOC)
- Finish plans for Beach access
- Sutton road link to CWB
- Support for CWB masterplan and trails trust (KCDC/GWRC/DOC)
- Maungakotukutuku Road and Nikau Valley trails to link to other trails
- Good directional signage on CWB network (Destination planning)
E.g. signs to horse crossings on Waikanae River

- Explore opportunities for recreational horse grazing on public land to ensure future of riding in the district (KCDC/GWRC/DOC)
- Maintain adequate open space with a view to accommodate equestrian sport and grazing

Appendix 2: Kāpiti Cycling Action submission to KCDC 2024 Long Term Plan

EXECUTIVE SUMMARY

This submission addressed to the KCDC Cycleways, Walkways, and Bridleways Advisory Group (CWB) asks for the following matters to be included in its submission to the Council's draft 2024 Long Term Plan:



That Council looks to promote cycling as a means of transport equal to cars rather than as just a recreational activity by making:

- Alterations to the Kāpiti Coast Cycle Route through Raumati including the provision of a new inland route that better connects with council's Poplar Avenue crossing;
- Provision of cycle lanes or shared pathways on all principal cycle commuter and primary school bike routes in Kāpiti prioritised according to traffic volumes;
- Completion of links to the main transport hubs at Paraparaumu and Waikanae;
- Provision of new "Share the Road" signs and bold road marking paint to create a calmer traffic environment for road cyclists using Peka Peka Road;
- Completion of works in Ōtaki Township previously raised with council staff;
- Increased funding to maintain the current standard of the gravel trail network in Kāpiti, and
- Permit more frequent sweeping of the shoulders of urban streets used by cycle commuters.

INTRODUCTION

This submission is being forwarded to the KCDC CWB Advisory Group. We request that the CWBAG considers this document when it develops its submission to the council's draft 2024 Long Term Plan early in 2024. We recognize that the Council's

LTP will determine what funding will be allocated for developing the cycling network including maintenance and operations.

Attached is an extract from our current strategic plan covering our top goals, priorities, and actions. We have used this document to inform this submission, because we want the LTP funding to align with our group's high priorities. We understand that the CWB is preparing a **Cycle Network Plan**, but our group has not been consulted about this. Council staff have advised that they have not referred to the previous Beca Report which the CWB used as an input to the Stride N Ride programme c.2015. As a result, we have asked our members to suggest any gaps in the current network that they are aware of.

We also refer to our 2018 and 2021 LTP submissions because there are matters there that have not been addressed.

GAPS IN THE CYCLE NETWORK

1. Alterations to the "Kāpiti Coast Cycle Route" through Raumati

We are calling for a market safe route joining up Paekakariki village with Raumati south village, Raumati village and Paraparaumu Beach.

We have previously suggested to Council staff that the use of Rosetta Road as the official "Kāpiti Coast Cycle Route" is not ideal because of its status as a local primary, with parked cars, and a bus route. We request that the council improve its safety by reducing parking etc. We also suggest that an additional alternative "Inland Route" be created to the east for safety reasons. Consider staging and start with use of existing footpaths on Matai and Hillcrest Roads and share the quieter roads, and provide kerb crossings and waymarking. Could be future low-level route as per CWB announcement to Council and part of primary school bike-bus route for two Raumati schools. A medium priority for the LTP.

Once the Poplar Avenue crossing is in – and Paekakariki is a 30km zone - we have that from Paekakariki to Matai Road – with the shared path already there to Raumati South. A shared path could be developed along the west side of Matai Road to Hillcrest Road (that would be good for Raumati South School too). Cyclists could then head across Hillcrest, up Miro Street and into Matthews Park. In the park there needs to be a gravel track constructed across to Margaret Road which takes one into Raumati village and Kāpiti College. An alternative option to consider is the use of Renown Road and Margaret Road to link Poplar Ave with Raumati Village.

Going north out of Raumati Village we would like a shared path on the east side of Alexander Road until the track across the Weka Park (and remove the hill section of that track). From there one can go along beside the airport out to Tahi Road then across to the existing waterfront shared path along Marine Parade. Some of this route would go along quiet streets so those would only require some signage – but there are some stretches where shared paths need to be constructed. We have already asked the CWBAG to consider better delineation of the Marine Parade crossing at Tahi Road.

2. Safer Arterial Routes

To our knowledge the Beca report commissioned by the CWBAG was the last comprehensive review of cycle facilities on the Kāpiti Coast. It was prepared for the

CWB but funding restraints and pressure from NZTA prevented many valid suggestions from being considered in the Stride N Ride programme which has principally been about new shared off-road pathways. As a result, there is a lack of cycle lanes on many primary and secondary roads in Kāpiti e.g. Te Moana Road, Matatua/Wharemauku Road, Raumati Road, and Otaki's Riverbank Road (see also Item 5 below). The latest Cycle Network Plan prepared by council staff may be relevant but this has not been made available to cycling groups. Cycle lanes and/or shared pathways on all principal cycle commuter and primary school bike bus routes are sought. These should be prioritised according to annualised daily traffic volumes, with the highest counts, rather than the easiest to achieve, being the ones to roll out first.

3. Complete links to transport hubs at Paraparaumu and Waikanae

Refer to councils own Sustainable Transport Strategy 2019. This has become more imperative with the recent development of new urban high density conurbations being built around Paraparaumu Township.

4. Peka Peka Road Safety Improvements

This road is part of council's Kāpiti Coast Cycle Route but is widely acknowledged as unsafe for less experienced cyclists. We suggest that the LTP first year should fund short term traffic management requested by KCA in our 2021 LTP submission but dismissed by council staff i.e. new Share the Road signs and bold road marking paint, say \$10K. Such measures are commonplace in Wellington on the new urban cycle paths and are permitted by Waka Kotahi. A calmer traffic environment would also benefit walkers and equestrians.

The 2021 LTP included funds for an alternative route for road cyclists in Year 3 - 4 which needs more discussion with the road cyclists. This request is made more important by the new government's instruction to local authorities to drop plans for lower speed limits, meaning that the inappropriate 80 km/hr on the central 1 km section of this road is likely to remain until further notice. This is currently making travel along council's recommended cycle route unsafe.

5. Ōtaki Network

These notes have been prepared in discussion with the local cycle user group who have had an input into the present NZTA revocation work in the township. They understand that little improvement work is planned after the revocation improvements. These points have been raised with the ŌCB and KCDC staff.

Complete the path on the south side of Rahui Road to link the bridge path to Te Roto Road. This has become a high cyclist area with the path over the new bridge taking riders into Ōtaki. We believe that KCDC has a budget for this but no sign of any action yet.

Provide a safe shared path along Riverbank Road to take cyclists and walkers down this route to Ōtaki Beach. As an immediate action the speed limit in Riverbank Road and its extension should be dropped to 50 km/h (believed to be included in council's Speed Management Plan 2023).

Improve the safety of the cycle path down Mill Road, particularly the first bend. KCDC has improved the painting of the lane but this has had no impact on vehicles cutting the corner.

FUNDING FOR TRACK MAINTENANCE

We request additional funds to continue upkeep of low-level gravel trails in the Raumati / Paraparaumu / Waikanae area e.g. Wharemauku, Airport, and Waikanae River tracks. These have become important commuter routes for walking and cycling and provide safe routes for our young people to travel to school. Upgrades in 2023 by council were very well received by the community, but with increasing effects of climate change similar funding may be required in future years.

FUNDING FOR ROAD MAINTENANCE

We seek funding in the LTP to permit a more frequent sweeping of road shoulders on the primary routes used by commuter cyclists. Refer to correspondence between Fraser Miller and CAN member Gerard Zwartjes about road sweeping of cycle lanes on urban streets to remove glass and grit. The cycle of sweeping needs to be improved if cyclists are to be able to safely commute on the likes of Kāpiti Road, which is especially bad around the expressway interchange. Fraser Miller has already opined in a reply of 24 November 2023 that the current monthly maintenance cycle on recognised cycle lanes could be improved if there was a commensurate improvement of funding from the LTP.

Extract from KCA Strategic Plan 2022 – High Priorities for Funding

Focus Area	Target	By When	Priority	Notes
Promote cycling as a means of transport equal to cars rather than as a recreational activity	Public acceptance as reported by surveys and media	Ongoing	High	Added to plan Feb 2024
More children riding to school	CAN Objective is +10% over next five years	December 2026 Raumati Bike Bus pilot starts in 2024	High	<ul style="list-style-type: none"> Part of national promotion Identify key safety locations, lobby for improvements.
Improved safe bike access to schools	All Kāpiti schools have a shared path linking them to their main catchments	Significant progress by Dec 2023 Not met		Continue to advocate through CWB Advisory incl. seeking national funding from Waka Kotahi.

Improved bike access to stations	Safe routes across old main road, Waikanae and Paraparaumu	December 2023 On track	High	<ul style="list-style-type: none"> To be achieved as part of revocation programme, M2PP Project. Must include clear signage.
Safer arterial routes	Cycle lanes and/or shared pathways on all arterial routes.	Ongoing	High	Identified in 2015 Beca report.
Safer crossings where cycle tracks meet roads	Current expressway path and local sites e.g. Awatea Ave.	Digital sign at Mazengarb Road is faulty		E.g. Otaihanga, Mazengarb Roads
Route maintenance	Safe, smooth riding surface.	Ongoing Council advises operating monthly cycle due to funding restraints	High	<ul style="list-style-type: none"> Regular reporting of maintenance needs e.g., broken glass, vegetation trimming, damaged surfaces, sweeping loose sand/metal, through Council website Service Requests. Make request for more funding via 2024 LTP.
Kāpiti Road infrastructure improvements	Directional signs + markers, Give Way signs (post and road surface) to all crossings.	December 2023 Not met Cycle paths have been remarked but absence of crossing information	Medium	<ul style="list-style-type: none"> Signage to be to WK standard for pathways.

Short Term Improvements on Peka Peka Road	Upgrade cycle signage and road marking to assist with road sharing and traffic calming.	December 2022 Not met	Medium	<ul style="list-style-type: none"> Council to provide promised short term response.
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Horowhenua Strategies	Revocation of SH1 and SH57	<ul style="list-style-type: none">• Work with HDC and Waka Kotahi through Horowhenua to ensure appropriate outcomes to meet the needs for safe cycling transport between the communities and within the communities affected.
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(Submission ends)

Long-term Plan 2024–34



Respondent No. 277

Response ID 5675361

Date of contribution Apr 28 24 11:35:44 am

Personal information

I'm providing a submission (choose one):

on behalf of an organisation

Write organisation name here

Retirement Villages Association New Zealand

Please let us know what ward you live in

Paraparaumu

Do you want to speak to Council about your submission at our public hearings on 2 May?

Yes

Are you happy for your name to be published with your feedback:

I do not want my name published with my feedback

Submission

If you have any views on these policies, please comment here:

Please see our submission on the Development and Contributions Policy attached.

Upload any related files



https_s3-ap-so..._pdf_1714267930

26 April 2024

To: Kāpiti Coast District Council
By online submission

Submission on the Kāpiti Coast District Council's Draft Development and Contributions Policy 2024 on behalf of the Retirement Villages Association of New Zealand

1. The Retirement Villages Association of New Zealand (RVA) is a voluntary industry organisation that represents the interests of the owners, developers and managers of registered retirement villages throughout New Zealand. The RVA was incorporated in 1989 by a group of entrepreneurs to:
 - 1.1. represent the interests of retirement village owners, developers and managers;
 - 1.2. develop operating standards for the day-to-day management of retirement villages; and
 - 1.3. protect their residents' wellbeing.
2. New Zealand has more than 460 registered retirement villages and 96% by unit number are members of the RVA. The RVA's members include all five publicly-listed companies (Summerset Group, Ryman Healthcare, Arvida Group, Oceania Healthcare, and Radius Residential Care Ltd), other corporate groups (such as Metlifecare, Bupa Healthcare, Arena Living, independent operators), and not-for-profit operators (such as community trusts, religious and welfare organisations).
3. The RVA welcomes the opportunity to provide feedback to the Kāpiti Coast District Council on its Draft Development and Contributions Policy 2024.
4. Retirement villages play a key role in addressing the housing crisis, and the retirement living and aged care crises. Retirement village developments have a higher population density than traditional residential development. The development of affordable retirement village dwellings, such as those provided by RVA members, reduces land demand pressure and makes further residential housing available as new village residents release their properties to the market.
5. This increase in housing supply helps to relieve pressure on the housing market and contributes towards improved housing affordability in the long term. Affordable housing and the realistic prospect of home ownership for younger generations provides the opportunity for more secure accommodation than renting, and long-term investment opportunities.

6. Retirement villages also have benefits in reduced transport demand from residents, consequential reductions in the use and demand for infrastructure, and climate benefits resulting from the overall density of villages and the aforementioned transport benefits.
7. The RVA wishes to express its support for the submission of Summerset Group Holdings Limited in its entirety. The RVA requests the Kāpiti Coast District Council engages constructively with Summerset in relation to the Draft Development and Contributions Policy.

Signed:



On behalf of the Retirement Villages Association of New Zealand

Date: 26 April 2024

Address for Service:

The Retirement Villages Association of New Zealand
PO Box 25-022
Wellington 6146

Contact's Details:

██
██

Long-term Plan 2024–34



Respondent No. 79

Response ID 5632779

Date of contribution Apr 12 24 07:38:02 am

Personal information

First name Mike

Last name Johnson

I'm providing a submission (choose one): as an individual

Do you want to speak to Council about your submission at our public hearings on 2 May? No

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

Thank you for this opportunity of making a submission. Currently I am overseas and do not return until after the book has closed so this will be in precis terms
You claim that your role in Tourism is to encourage Wellingtonians to come and visit with their kids . That has to be the weakest goal I have ever heard of in my over 50 years in Tourism development.
You need to make Kapiti a more widely known destination develop knowledge with the public and the tourism industry nationwide and worldwide. You need to promote to ITOC (Inbound Tour Operating Council). I know one such operator based in Amsterdam born in NZ who sends a lot of people here and I have spoken to many who say Kapiti has been one of their high points of their visit to NZ.
Currently you are underselling Kapiti which other smaller areas are developing a better known national and international market.
Silence is only going to make correction costlier. I have offered to assist from my professional background with no response.
I have been a member of SKAL the International Tourism Forum for over 40 Years. I have been a member of the Rotorua Tourism Board and VP of their Chamber of Commerce and a Trustee of Rotorua Museum before retiring to Kapiti. I am now a member of the Kapiti Chamber of Commerce now as well.
I am currently overseas until mid April but would welcome a meet after my return
Look forward to hearing from you
Many thanks
Mike Johnson LNZITT

Upload any related files

71
06

https_s3-ap-so... .pdf_1712871406

Sheryl Gavin

From: Heidi Roberts on behalf of Mailbox - Communications
Sent: Wednesday, 3 April 2024 9:31 am
To: Mailbox - Submissions
Cc: mike@johnson-family.co.nz
Subject: FW: Your weekly update from the Kāpiti Coast District Council

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Green Category

Hi team,
Please see the below submission.
Thanks,
Heidi

Heidi Roberts
Advisor, Internal Communications
Kaitohutohu ā-roto mō ngā Whakapātanga

Kāpiti Coast District Council
Tel 04 2964 700
Mobile 027 5555 844

www.kapiticoast.govt.nz

From: Johnson Family <mike@johnson-family.co.nz>
Sent: Thursday, March 28, 2024 7:35 PM
To: Mailbox - Communications <communications@kapiticoast.govt.nz>
Subject: RE: Your weekly update from the Kāpiti Coast District Council

Thank you for this opportunity of making a submission. Currently I am overseas and do not return until after the book has closed so this will be in precis terms

You claim that your role in Tourism is to encourage Wellingtonians to come and visit with their kids . That has to be the weakest goal I have ever heard of in my over 50 years in Tourism development.

You need to make Kapiti a more widely known destination develop knowledge with the public and the tourism industry nationwide and worldwide. You need to promote to ITOC (Inbound Tour Operating Council). I know one such operator based in Amsterdam born in NZ who sends a lot of people here and I have spoken to many who say Kapiti has been one of their high points of their visit to NZ.

Currently you are underselling Kapiti which other smaller areas are developing a better known national and international market.

Silence is only going to make correction costlier. I have offered to assist from my professional background with no response.

I have been a member of SKAL the International Tourism Forum for over 40 Years. I have been a member of the Rotorua Tourism Board and VP of their Chamber of Commerce and a Trustee of Rotorua Museum before retiring to Kapiti. I am now a member of the Kapiti Chamber of Commerce now as well.

I am currently overseas until mid April but would welcome a meet after my return

Look forward to hearing from you

Many thanks

Mike Johnson LNZITT

From: Everything Kāpiti <everythingkapiti@kapiticoast.govt.nz>
Sent: Tuesday, 26 March 2024 3:00 pm

Long-term Plan 2024–34



Respondent No. 50

Response ID 5624468

Date of contribution Apr 08 24 05:18:57 pm

Personal information

First name

Last name

I'm providing a submission (choose one):

as an individual

Please let us know what ward you live in

Paraparaumu

Do you want to speak to Council about your submission at our public hearings on 2 May?

Yes

Are you happy for your name to be published with your feedback:

I do not want my name published with my feedback

Submission

New climate action rate

Which option should we choose? (select one option)

Option 2: Make no change to how we allocate funding our climate change activities

Would you like to expand on your answer for option 2?

Rates are and have been increased disproportionately to inflation. I feel if council managed more services in house, all the services currently sub contracted rather than paying profit margins the council would not need to pressurise the electorate.

If you have any views on these policies, please comment here:

Rates are rising disproportionately to inflation as the council continues finding ways to spend. I feel time to trim the staff and spending

Long-term Plan 2024–34



Respondent No. 137

Response ID 5657235

Date of contribution Apr 18 24 06:36:03 am

Personal information

First name Mandy

Last name Savage

I'm providing a submission (choose one):
on behalf of an organisation

Write organisation name here Cancer Society of NZ Wellington Division

Please let us know what ward you live in
Waikanae

Do you want to speak to Council about your submission at our public hearings on 2 May?
Yes

Are you happy for your name to be published with your feedback:
My name can be published with my feedback

Submission

Proposal 1: Three waters funding
Which option should we choose? (select one option)

Option 1: Fund \$4.7 million shortfall with an additional 5% rates increase in Year 1.

Proposal 2: Proactively reduce Council's debt
Which option should we choose? (select one option)

Option 2: Apply average rates increases of 7% per year from 2025/26 to 2033/34

Proposal 3: Transfer Council's housing for older people
Which option should we choose? (select one option)

Option 1: Transfer our older persons' housing assets to a new Community Housing Provider

New climate action rate

Which option should we choose? (select one option)

Option 1: Introduce a new targeted climate action rate based on a property's capital value rather than the current land-value based general rate

Is there anything else you'd like to tell us about this LTP?

please see attached file below. Please note that I would like to deliver an oral submission.

Upload any related files



https_s3-ap-s... .docx_1713386058

Long Term Plan submission

Kia ora, my name is Mandy Savage and I'm the Centre Manager and Senior Health Promotions Co-ordinator for the Cancer Society's Kāpiti Support Centre, part of the Cancer Society Wellington Division. My submission covers links between the Cancer Society's Kaupapa and KCDC's 3 outcomes of Place, Partnership and People.

Place

We commend KCDC's vision of a place which is resilient and liveable for future generations, particularly in mitigating the impact of climate change through the provision of shade across our community. In terms of priority 2. sustainable land use we support the need for a growth strategy that balances housing with environmental needs.

Shade is a public infrastructure of particular importance, needing greater investment as the impacts of climate change are felt across our communities. Of particular interest to the Cancer Society Wellington Division are town centre redevelopment, parks/play areas/reserves, sub-divisions (and the rules and requirements governing their development) and housing.

The Local Government Act highlights the need for a healthy and safe environment through careful spatial design to enhance wellbeing. A healthy environment is also a more attractive place to live. A 2013 survey found that 78% of NZ adults 'strongly agreed' or 'somewhat agreed' that their council should use money from rates to provide shade in public places.¹

The Cancer Society Wellington Division recommends focusing investment on areas used by families and children, especially those in our lower socio-economic status communities, which are generally underserved in shade provision.

The Cancer Society Wellington Division respectfully requests that KCDC review current shade provision at council owned and operated facilities for effectiveness and where necessary KCDC upgrade/add-built and/or planted shade as relevant. We acknowledge the excellent shade installations such as at Mahara Place or over the toddler play equipment in Mazengarb Reserve, as both an excellent provision for that community and example of what can be provided for other communities.

We understand that there are always budget constraints as part of equipment upgrades, but we request that KCDC works to ensure adequate participant and spectator shade provision at all parks, playgrounds and council owned and operated facilities.

KCDC is a major employer in our rohe. The Cancer Society recommends the development of a SunSmart policy for all council staff engaged in outdoor activities (e.g. parks and reserves) to ensure adequate protection from UVR related cancers.

In terms of priority 3. climate change and resilience a co-benefit of well-planned planted shade is the mitigation of climate related flood risk and the potential for meaningful carbon capture, supporting council climate goals and requirements. Quality greenspace provided by natural shade is also linked to improvements in mental and physical health, greater engagement in public facilities and safer communities.

People

We support the emphasis on leading healthy, fulfilling lives and feeling connected within our communities. In particular, through continued activity across the public health and prevention services and policies provided by KCDC.

We want people in Kāpiti to be part of safe, active and healthy communities. However, we know that in this community alcohol is a problem.

The Cancer Society respectfully requests that KCDC

develops a Local Alcohol Plan for our community specifically focussing on the unequal risk of alcohol related harm and clustering of off-licenses in lower socio economic status neighbourhoods such as Ōtaki.

We would like to see this Plan include provisions to protect early childhood centres, medical centres, schools and marae from exposures to alcohol advertising and other alcohol related harms.

The Cancer Society respectfully requests that KCDC

develops policy to limit/prohibit alcohol sponsorship from council owned and operated facilities. KCDC also has a role in reducing the availability of alcohol in council owned facilities and the marketing of alcohol that occurs on council infrastructure (e.g. banning advertising on public transport in Auckland City) and at licensed premises (e.g. through signage Bylaws).

KCDC can also have a role in protecting children and adults from alcohol sponsorship in broadcast sport, such as the Steinlager Series (rugby) or the ASB Classic Tennis Open (sponsored by Heineken).

Please note that we are submitting separately on the proposed alcohol licensing fees bylaw.

KCDC is to be commended for the recent updating and extension of its Smokefree/Vapefree Policy. Like many other NZ councils KCDC is aligned to the

Smokefree 2025 goals to ensure complete and consistent coverage of Smokefree Environments across the country.

Collectively councils across our rohe have been working together (Hutt City, Upper Hutt, Wellington, Porirua, Wairarapa, Horowhenua) to align their policies on Smokefree/Vapefree environments. Along with a number of local PHOs (including Ora Toa) and Te Whatu Ora, the Cancer Society has appreciated the opportunity to contribute to this process. This collaboration will also help KCDC identify other opportunities where a regional approach will be the most effective way to promote healthy environments and reduce the impact of harmful commodities. Collaboration is particularly pertinent for to address smoking and vaping in our community, given the limited powers available under the current legislation. We would be happy to support any remit to address the limited powers available, with a view to enabling councils to apply similar processes to licensing/managing the levels of access and exposure to all harmful commodities.

Priority 4. Networked and connected communities

We support the increasing of inclusive spaces across our rohe including disability/age/youth friendly spaces such as council buildings and transport hubs.

Our community partnerships are important to us. We believe it is essential to build strong connections with communities and enduring partnerships with a range of organisations in Kāpiti. Strong partnerships foster inclusiveness and ensure health and protections are available to and focussed on those who need them the most.

Like KCDC we are committed to our partnership with mana whenua and we seek to work in a mana-enhancing ways in our community. We acknowledge our 3 local iwi and hapū Ngāti Toa Rangatira, Āti Awa ki Whakarongotai and Ngā Hapū o Ōtaki (Ngāti Raukawa) and their rights as mana whenua.

The diversity and size of our population is growing. We are excited about the opportunities this brings our community. However, we are realistic about the housing challenges that exist here currently and the future housing needs.

Housing is a major determinant of health. Improving access to affordable, warm, dry and safe housing benefits all in the community. It is particularly important for reducing cancer risks around overcrowding and also for those experiencing a cancer diagnosis.²

As part of improving the housing stock in our rohe The Cancer Society Wellington Division respectfully requests that KCDC require an appropriate mix of effective and built and planted shade provisions for all new developments and subdivisions.

Partnership

In terms of partnership, we see links between priority 7. Health Access and priority 8. Involved communities. We support the areas of focus proposed in the Health Strategy. Please note that we have submitted separately on the Health Strategy direction of travel consultation document. We seek to participate in the process of shaping the design of this strategy to improve co-ordination and support more effective service delivery. We look forward to contributing to any public health and cancer prevention initiatives/policies that KCDC feels we can add value to.

Thank you for reading our submission and please note that we would like to deliver an oral submission on the topics raised in this document.

References

1 Dallas, S. & Kruse, K. (2015). Public opinion on councils' role to provide shade in public places. [In Fact]. Wellington: Health Promotion Agency Research and Evaluation Unit.

2 Signal, V., Gurney, J., Inns, S., McLeod, M., Sika-Paotonu, D., Sowerbutts, S., ... Sarfati, D. (2020). *Helicobacter pylori*, stomach cancer and its prevention in New Zealand. *Journal of the Royal Society of New Zealand*, 50(3), 397–417. <https://doi.org/10.1080/03036758.2019.1650081>

Mandy Savage
Cancer
Prevention/ Toitū
Te Whenua team

Oral Submission

Long Term Plan - May 2024

McLean Park, Paraparaumu Beach



Sue Avenue Playground, Sunny Ōtaki



Thanks Parks and Reserves Team, you were great models!

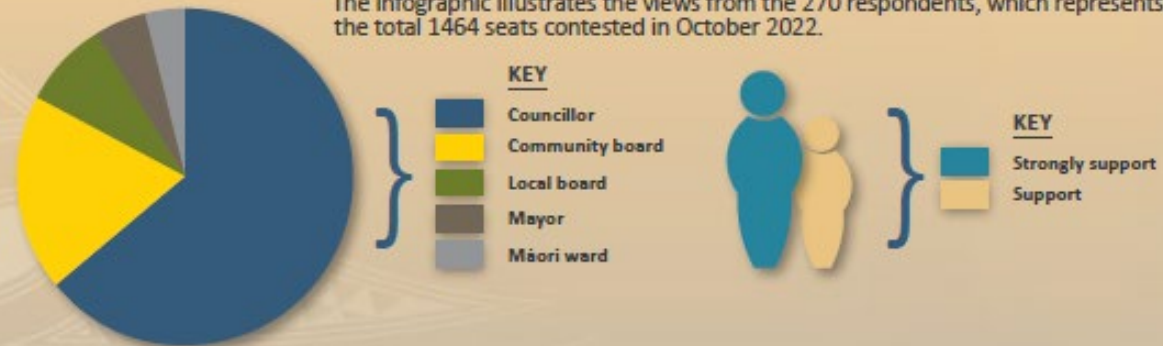


Cancer Prevention - views of elected members 2022

Local election candidates views on cancer prevention policies

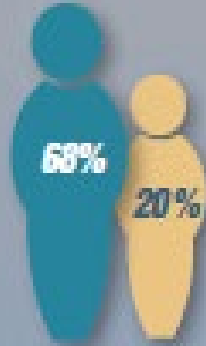
The Cancer Society asked candidates standing for the 2022 territorial election their views on harm reduction strategies on smoking, vaping, alcohol, the promotion of sun safety, physical activity and healthy food environments. Over 700 candidates responded to the survey of which 270 were from candidates subsequently elected or re-elected to office.

The infographic illustrates the views from the 270 respondents, which represents 19% of the total 1464 seats contested in October 2022.

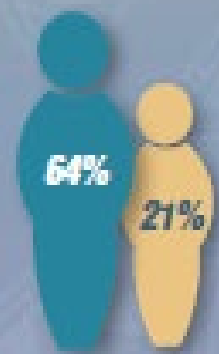
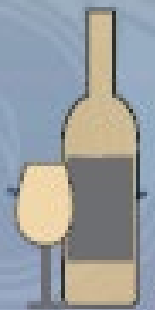




Q5: Support for council action to minimise alcohol harm



Q7: Support of a review into the 'Sale & Supply of Alcohol Act'



Q6: Support of the 'Alcohol Harm Minimisation Bill'



December 2022

page 1



For more information on Cancer Society advocacy:

<https://www.cancer.org.nz/cancer/reducing-your-cancer-risk/>

<https://www.cancer.org.nz/cancer/our-advocacy-work/position-statements/>

<https://www.cancer.org.nz/cancer/our-advocacy-work/our-national-submissions/>

<https://www.cancer.org.nz/cancer/our-advocacy-work/our-advocacy-campaigns/>



Long-term Plan 2024–34



Respondent No. 312

Response ID 5676031

Date of contribution Apr 28 24 09:16:10 pm

Personal information

First name Janet

Last name Weber

I'm providing a submission (choose one): as an individual

Please let us know what ward you live in Waikanae

Do you want to speak to Council about your submission at our public hearings on 2 May? Yes

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

If you have any views on these other items, please comment here:

Fees at community facilities. Sports clubs should be same fees as for charities. They are community groups and often children or young people (non/low income earners). We want to encourage them to engage in activities not raise prices!

Is there anything else you'd like to tell us about this LTP?

This consultation was not user friendly when viewing on a phone- I had a lot of trouble figuring out how to comment. I've now run out of time to comment on additional sections.

Long-term Plan 2024–34



Respondent No. 158

Response ID 5663415

Date of contribution Apr 21 24 03:19:50 pm

Personal information

First name Tim and Annette

Last name Parry

Please let us know what ward you live in

Do you want to speak to Council about your submission at our public hearings on 2 May?

Are you happy for your name to be published with your feedback:

Submission

Proposal 1: Three waters funding
Which option should we choose? (select one option)

Would you like to expand on your answer for option 1?

Do not take on extra debt and remove the 5% for this in year 2 please is a 1-off cost

Proposal 2: Proactively reduce Council's debt
Which option should we choose? (select one option)

Proposal 3: Transfer Council's housing for older people
Which option should we choose? (select one option)

Would you like to expand on your answer for option 2?

reducing debt involves selling these to an existing provider with a track record of community housing. Central government has pushed a huge amount of expense on to local government - housing should be a

central government issue not local councils with a low rating base. Selling the houses in not : "being unkind" but commercial reality and reduces the rate' burden and debt. A reasonable attitude does not favour the old at the expense of the young who are paying rates and not receiving any benefit from council-provided housing.

New climate action rate

Which option should we choose? (select one option)

Option 2: Make no change to how we allocate funding our climate change activities

If you have any views on these other items, please comment here:

we do not need a race-based ward in Kapiti - this is racism (where people are treated differently due to who their ancestors were) and tokenism (assuming Maori are unable to stand and win a seat for council)

Is there anything else you'd like to tell us about this LTP?

Focusing on debt control is all about making pragmatic decisions. Pragmatism means that , as much as you would like to have a say/control housing for older residents, it is not the council's responsibility.

Long-term Plan 2024–34



Respondent No. 190

Response ID 5666406

Date of contribution Apr 23 24 10:51:52 am

Personal information

First name Kevin

Last name Burrows

I'm providing a submission (choose one):
 on behalf of an organisation

Write organisation name here Old Person's Council

Do you want to speak to Council about your submission at our public hearings on 2 May?
 Yes

Are you happy for your name to be published with your feedback:
 My name can be published with my feedback

Submission

If you have any views on these other items, please comment here:

Swimming Pools

A number of councils around the country have free entry to swimming pools for over the age of 65. The pools help older people keep fit and as such are a huge public good. The pools are also places where people congregate and meet friends which is a great aide in preventing sociable isolation. The benefits of swimming for seniors are well-documented, ranging from improved joint health to enhanced mental health. By providing free access, it would not only aid in maintaining their health but would be a significant step towards inclusive community support. We urge you to seriously consider free access to pools.

Is there anything else you'd like to tell us about this LTP?

This submission is from the Older Persons' Council (OPC)

Rates

Kāpiti District Council (KCDC) and its residents are facing challenging times. For the 12 months to the March 2024, the inflation rate was 4.0 percent: Housing and household utilities increased by 4.5%, rent 4.7%, construction 3.3% property rates and related services up 9.6 %. If we have a supply side problem from overseas in the coming months this may well increase the inflation rate. BERL Local Government cost index for 2023/2024 shows an increase of between 4.2% and 4.3%.

You can see from this that rates are the biggest drivers of inflation.

The unemployment rate was 4.0% in the December 2023 but is predicted to increase over the coming year.

On 1 April, a couple with one child being paid the job seeker benefit on the M tax code received \$635.10 per week after tax. An increase of \$28.78 after tax.

A couple on the M tax code receiving superannuation received \$799.18 after tax from 1 April. A fortnightly increase of \$35.54 or \$17.77 per week. Both increases fall well short of the \$70 per week extra the ASB Bank estimates New Zealand households will need to cover costs.

This means that residents, particularly those on fixed incomes, will be facing challenging times in the coming year. Some are already going to the foodbank on weeks when rates are due, and this will likely increase.

We accept that KCDC needs to keep on top of essential maintenance and must invest in infrastructure that supports resilience of the community. At same time KCDC needs to consider residents' ability to pay and it needs to set an example and show some financial restraint and curb inflation. We believe this could be done by undertaking a reduced capital expenditure programme and only conducting essential maintenance as well as paying down debt over a longer period.

Any increase in rates flows through the local economy affecting local landlords and businesses. A high increase could well increase rents and force some businesses to lay off staff thus compounding the problem whereby those laid off will not be able to afford to pay their rates.

Water reform will cost 5% (\$4.7 million) on the general rate. Is it not more transparent to add that 5% to the water rate and not on the general rate? We appreciate that at present the water rate covers only the water going to the house, drinking, washing etc. Storm water is covered by the general rate. But considering that all three waters will come under a Council Controlled Organisation, money for that reform should be included in the water rate to make it more transparent?

The effect of this would be to reduce the general rate by 5% but the water rate would increase by to cover the \$4.7 million. However, the water rate is spread over more people making it less per person and it will be paid by all people who will be using water.

Once the CCO is established they will be looking to finance its operation and the way to do that would be to increase the water rate. Presumably, the water rate money would be transferred to the CCO so why not set that up now and raise the 5% through that rate? If the 5% stays on the general rate the new Organisation will undoubtedly raise the water rate to fund its operation. Ratepayers will then be hit with a double whammy.

By transferring the 5% to the water rate and implementing the other measures we believe the general rate could be in single figure digits.

Rates Model not Sustainable.

The present system of rates is not fit for purpose and has been that way for some years, KCDC need to push Local government NZ to run a strong campaign about developing a new and sustainable model. Councils only raise the issue of revamping the rates system at the time when rates increases are being discussed. This merely comes across as an excuse. If councils are serious about replacing the present system, they need to run a year-round campaign involving the public, not just when rates are being discussed. Part of any reform needs to discuss the issue of GST on rates, which is a tax on a tax.

Rates Rebate

The Department of Internal Affairs (DIA) provides a rates rebate. However, it is estimated only about 30% of those eligible apply for it. One of the problems is people believe that eligibility is based on asset ownership when it is based on income. We would suggest KCDC run an advertising campaign at the appropriate time to explain people's rights in this area. This will help some residents with their rates bill. The coalition governments policy is to "Explore options to build on the Local Government Rates Rebate Scheme for Super Gold Card holders." Local government needs to engage with central government on this issue for the benefit of rate payers.

A married couple on NZ Super are not entitled to the rates rebate due to the super rate being slightly higher than the limit for eligibility. The original intention of the scheme was to link eligibility to the married couple super rate, but it has got out of sync because the eligibility rate is increased by inflation whereas the NZ super increases by the average wage increase.

Rates Postponement

To ease the rates burden KCDC should consider a Rates Postponement scheme for residents. This programme allows eligible property owners, often seniors or retirees with limited income and assets, to defer the payment of their rates for a specified period. The postponed rates are typically paid later, such as when the property is sold or transferred to another owner.

Rates Penalty

If a person is one minute late in paying their rates a penalty of 10% is added to the rates. There can be a

number of reasons for being late and prior to applying any penalty KCDC need to contact the person and find out what the reason is.

The Living Wage

Council is to be congratulated on its endorsement of the Living Wage for staff and contractors. It is setting an example to other Local Bodies and businesses in the country.

Housing

Rent increase on Older Persons Housing

We note with concern the increases in the rents for the Older Persons Housing. Effective 1 July rents for individuals will increase from \$181.00 to \$234.00 an increase of \$53 per week or 30%. For couples, the rent increases from \$263.00 to \$347.00 an increase of \$84 per week or 34%. When you compare the actual pension increase to the proposed rent increase in most case people will not really see any benefit from a pension increase as it will all be required for rent.

We believe it is inappropriate to increase these rents while the future of older persons' housing is in the process of being decided. Any increase should be decided by the new entity or by council if they remain in council's control. The rent increases are excessive, and they should be increased by the same amount as the superannuation.

Housing Reform

We congratulate KCDC on the reports it produced on older persons housing. They were well written and easy to understand.

Of the four options produced by the report the majority of the OPC cautiously agrees with the Council on a charitable trust for the housing stock. A minority wanted to keep the status quo.

The first Option of status quo: A number of issues need to be explained to present tenants. What would happen to the people KCDC employed if pensioners housing were handed over to a trust? Where would the people for the trust come from and where would the money come from to pay the trust?

The second option: We used the word "cautiously" on purpose. As in all these things the devil is in the detail, and we would like to see more detail. In particular what happens if older persons housing is amalgamated with the Charitable Land Trust. We also need an assurance in writing either through the Trust deed or some other mechanism that all the rights and obligations of the existing tenants be transferred to the Trust. To be clear the same formular for fixing rents is maintained unless any other formular decreases rents. E.G. if Trusts negotiates subsidies for rents which will decrease the rents.

The Third option: It was felt that Kāpiti would get lost in a larger organisation and as such no benefit to the Kāpiti community.

The fourth option: Privation was dismissed by the OPC.

Age Friendly

It is pleasing to see that Council have got the Age Friendly approach underway.

The Chairperson of the Age Friendly Reference Group and the Chair of the OPC met with elected representatives at least twice prior to Christmas in an effort to make progress and to keep the momentum going. At these meetings we received assurances that the hundred thousand dollars (\$100,000) that was in the 2023-2024 budget for implementation will be carried over to the 2024-2025 budget. We are looking forward to some substantial progress being made this year. Age Friendly needs to be embedded into the long-term plan. This could be done by including it an introduction to the plan.

The Environment and Public Transport

As part of our submission to Greater Wellington Regional Council we recommended that they investigate a trial of "on demand buses." Transport is the biggest issue for climate change in Kāpiti, residents tend to use their cars a great deal.

On demand buses in the off-peak period 9.00am to 3.00pm would help older residents to get mobile round Kāpiti. We are confident that KCDC will cooperate with any trial GWRC may run. The Chair of the Age friendly Reference have also made a submission which we have urged GWRC to accept.

Sustainable Development v Regenerative Development

Many councils and organisations consider sustainable development when considering any project.

Sustainable means keeping the status quo. We are now well past the time when keeping the status quo is good enough. What needs to be considered is regenerative development. Regenerative development takes sustainable development a step further by focusing on improving the capacity of the support systems needed for future growth. How do we go improve the environment whenever we undertake a project?

Water Reform

KCDC has had a strategic approach to water over many years which has served the community well and they need to be congratulated for that. However, the elephant in the room is the government's plan for water reform and the effect it will have on council and its balance sheet. In effect the government is

shifting costs from the taxpayer to the rate payer. The Coalition Government's policy would shift drinking water and wastewater assets into Council-Controlled Organisations (CCOs). A CCO can be owned by a single council, or by a set of councils. If councils find it more effective to deliver water services through a shared service model, they retain ownership of the shared entity. It could mean one of two things for Kāpiti, it could amalgamate with another council to deliver services or have a stand-alone council-controlled organisation (CCO) for Kāpiti. Both may have problems, no one will want to see Kāpiti amalgamate with Wellington Water. If it becomes a Kāpiti council CCO, will it have the economies of scale required? The other option is some form of amalgamation with Horowhenua. This would give it the same coverage as the lines company Electra Energy. The government has been coy about if they will force amalgamations. If they do it will not go down well with Kāpiti residents. A CCO could well be privatised by a future government or council and any establishment of a CCO needs to have a provision against any future privatisation. A better option would be to place it in a Trust. No legislation has been passed so KCDC need to discuss the option of a Trust at Select Committee hearing.

Age Friendly Building Standards

Aotearoa New Zealand has accepted that damp, cold homes are the cause of major illnesses and are especially dangerous for the health of the elderly. Elderly people can be spending up to 24 hours a day, 7 days a week in these conditions during winter months.

The Healthy Homes Standards has given added protections for tenants to live in warm dry houses. Such protections are not provided to many residents in the older Residential Villages, such as those in Kapiti. There is no onus placed on the companies who own these villages to bring dwellings up to the same standard as is required of landlords who are required to retrofit insulation, double glazing, and adequate heating, when letting a property. The same should apply to owners of Retirement Villages before a new resident moves in.

This district has one of the oldest populations in Aotearoa New Zealand. There are 10 Retirement Villages in this area housing 1800 people, as well as numerous Body Corporate complexes housing elderly residents.

The average age of people in Retirement Villages is increasing along with greater life expectancy. This places many of the residents in the 'advanced age' category [defined as 80 for Maori and 85 for non-Maori.]

Crossing Required on Kāpiti Road

Older people want to be able to cross the road in safety from Seven Oaks on Kāpiti Rd. at present there is a refuge in the centre of the road, but it is just not good enough. There are approx. 166 older residents in Sevenoaks, many of whom cross Kapiti Road to access the supermarket, and/or disembark buses on the southern side of this road. As we get older, we are unable to move quickly. There are no crossings between Te Roto Road and the beach and Kāpiti Road is now regarded as one of the busiest roads, traffic-wise, in the greater Wellington area. The refuge does not provide the enhanced safety for pedestrians which a crossing would do. Drivers are required to stop for pedestrians on a crossing – not so for those trying to reach pedestrian refuges. Pedestrians must wait until it is 'safe' to reach midway before continuing across. Older people are entitled to improved safety on this increasingly busy road where traffic is sometimes backed up from Te Roto to the Sevenoaks entrance. The OPC was unimpressed that a request for this pedestrian crossing has been declined and feel this decision must bear responsibility for a disaster waiting to happen due to the increased volume of traffic and older people in the vicinity. The decision not to put a crossing in this area does not sit well with the Council's Age Friendly approach.

Shared Pathways and Walkways

There is a growing problem on shared pathways and walkways. There is no one group of people to blame, both pedestrians and cyclist are causing the problem. Cyclists are overtaking pedestrians at speed, and both are guilty of not obeying the road rules of staying on the left-hand side. There needs to be clear signs at eyelevel stating what the rules are.

Open Spaces

The KCDC community values its open spaces. They are not only for aged residents but also serve people with disabilities, young families and teens, and an increasing number of the workforce.

The work that KCDC has undertaken with Tangata Whenua, over the past decade, has enhanced many open areas in our community and future proposals as Whale Song will continue to uplift our culturally and historically aware community.

We support the protection of scarce horticultural land around the various communities that make up our District. Equity in the provision of open spaces in all our communities is required. Public amenities should

not be privatised in perpetuity to various sporting codes. As the population using these amenities ebbs and flows over time, KCDC needs to be able to re- lease those serving small minorities of users. Community allotments/ gardens/ orchards need to be more wide -spread and especially close to housing that lack gardens such as social housing .

The major visual amenity of the Coastal Hills must be preserved with no further encroachment on the skyline.

Re-wilding fauna and flora should also be encouraged. This would improve insect and birdlife, help our children understand our need to protect fauna and flora, provide older people with the solace of natural areas and of providing exercise within 250 meters walking distance of their homes.

Parks need to attract more than one demographic. While children’s playgrounds are widespread can they not be combined with “garden rooms” for older people with outdoor chess etc and vital facilities such as toilets and water, suitable seating arrangements.

We accept that this is a long submission, but the OPC felt it needed to air a number of issues that have arisen in the past 12 months. Thank for the time you took to read it.

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Submission on Kāpiti District Council Long Term Plan 2024

This submission is from the Older Persons' Council (OPC)

Rates

Kāpiti District Council (KCDC) and its residents are facing challenging times. For the 12 months to the March 2024, the inflation rate was 4.0 percent: Housing and household utilities increased by 4.5%, rent 4.7%, construction 3.3% property rates and related services up 9.6 %.¹ If we have a supply side problem from overseas in the coming months this may well increase the inflation rate. BERL Local Government cost index for 2023/2024 shows an increase of between 4.2% and 4.3%.²

You can see from this that rates are the biggest drivers of inflation.

The unemployment rate was 4.0% in the December 2023³ but is predicted to increase over the coming year.

On 1 April, a couple with one child being paid the job seeker benefit on the M tax code received \$635.10 per week after tax. An increase of \$28.78 after tax.

A couple on the M tax code receiving superannuation received \$799.18 after tax from 1 April. A fortnightly increase of \$35.54 or \$17.77 per week. Both increases fall well short of the \$70 per week extra the ASB Bank estimates New Zealand households will need to cover costs.⁴

This means that residents, particularly those on fixed incomes, will be facing challenging times in the coming year. Some are already going to the foodbank on weeks when rates are due, and this will likely increase.

We accept that KCDC needs to keep on top of essential maintenance and must invest in infrastructure that supports resilience of the community. At same time KCDC needs to consider residents' ability to pay and it needs to set an example and show some financial restraint and curb inflation. We believe this could be done by undertaking a reduced capital expenditure programme and only conducting essential maintenance as well as paying down debt over a longer period.

Any increase in rates flows though the local economy affecting local landlords and businesses. A high increase could well increase rents and force some businesses to lay off staff thus compounding the problem whereby those laid off will not be able to afford to pay their rates.

Water reform will cost 5% (\$4.7 million) on the general rate. Is it not more transparent to add that 5% to the water rate and not on the general rate? We appreciate that at present the water rate covers only the water going to the house, drinking, washing etc. Storm water is covered by the general rate. But considering that all three waters will come under a Council Controlled Organisation, money for that reform should be included in the water rate to make it more transparent?

The effect of this would be to reduce the general rate by 5% but the water rate would increase by to cover the \$4.7 million. However, the water rate is spread over more people making it less per person and it will be paid by all people who will be using water.

¹ [NZ Department of Statistics](#)

² [NZ Local Government Website](#)

³ [NZ Department of Statistics](#)

⁴ [ASB household living costs report 7 December 2023](#)

Once the CCO is established they will be looking to finance its operation and the way to do that would be to increase the water rate. Presumably, the water rate money would be transferred to the CCO so why not set that up now and raise the 5% through that rate? If the 5% stays on the general rate the new Organisation will undoubtedly raise the water rate to fund its operation. Ratepayers will then be hit with a double whammy.

By transferring the 5% to the water rate and implementing the other measures we believe the general rate could be in single figure digits.

Rates Model not Sustainable.

The present system of rates is not fit for purpose and has been that way for some years, KCDC need to push Local government NZ to run a strong campaign about developing a new and sustainable model. Councils only raise the issue of revamping the rates system at the time when rates increases are being discussed. This merely comes across as an excuse. If councils are serious about replacing the present system, they need to run a year-round campaign involving the public, not just when rates are being discussed. Part of any reform needs to discuss the issue of GST on rates, which is a tax on a tax.

Rates Rebate

The Department of Internal Affairs (DIA) provides a rates rebate. However, it is estimated only about 30% of those eligible apply for it. One of the problems is people believe that eligibility is based on asset ownership when it is based on income. We would suggest KCDC run an advertising campaign at the appropriate time to explain people's rights in this area. This will help some residents with their rates bill.

The coalition governments policy is to "Explore options to build on the Local Government Rates Rebate Scheme for Super Gold Card holders."⁵ Local government needs to engage with central government on this issue for the benefit of rate payers.

A married couple on NZ Super are not entitled to the rates rebate due to the super rate being slightly higher than the limit for eligibility. The original intention of the scheme was to link eligibility to the married couple super rate, but it has got out of sync because the eligibility rate is increased by inflation whereas the NZ super increases by the average wage increase.

Rates Postponement

To ease the rates burden KCDC should consider a Rates Postponement scheme for residents. This programme allows eligible property owners, often seniors or retirees with limited income and assets, to defer the payment of their rates for a specified period. The postponed rates are typically paid later, such as when the property is sold or transferred to another owner.⁶

Rates Penalty

If a person is one minute late in paying their rates a penalty of 10% is added to the rates. There can be a number of reasons for being late and prior to applying any penalty KCDC need to contact the person and find out what the reason is.

⁵ NZ First and National party coalition agreement

⁶ See Equitable Rates Relief A comprehensive analysis of Rates Rebates, Postponement, and Remissions in New Zealand, focusing on seniors and Māori Author: Tran T. Phu-Duyen (Duyen Tran) For: Te Ara Ahunga Ora Retirement

Swimming Pools

A number of councils around the country have free entry to swimming pools for over the age of 65. The pools help older people keep fit and as such are a huge public good. The pools are also places where people congregate and meet friends which is a great aide in preventing sociable isolation. The benefits of swimming for seniors are well-documented, ranging from improved joint health to enhanced mental health. By providing free access, it would not only aid in maintaining their health but would be a significant step towards inclusive community support. We urge you to seriously consider free access to pools.

The Living Wage

Council is to be congratulated on its endorsement of the Living Wage for staff and contractors. It is setting an example to other Local Bodies and businesses in the country.

Housing

Rent increase on Older Persons Housing

We note with concern the increases in the rents for the Older Persons Housing. Effective 1 July rents for individuals will increase from \$181.00 to \$234.00 an increase of \$53 per week or 30%. For couples, the rent increases from \$263.00 to \$347.00 an increase of \$84 per week or 34%. When you compare the actual pension increase to the proposed rent increase in most case people will not really see any benefit from a pension increase as it will all be required for rent.

We believe it is inappropriate to increase these rents while the future of older persons' housing is in the process of being decided. Any increase should be decided by the new entity or by council if they remain in council's control. The rent increases are excessive, and they should be increased by the same amount as the superannuation.

Housing Reform

We congratulate KCDC on the reports it produced on older persons housing. They were well written and easy to understand.

Of the four options produced by the report the majority of the OPC cautiously agrees with the Council on a charitable trust for the housing stock. A minority wanted to keep the status quo.

The first Option of status quo: A number of issues need to be explained to present tenants. What would happen to the people KCDC employed if pensioners housing were handed over to a trust? Where would the people for the trust come from and where would the money come from to pay the trust?

The second option: We used the word "cautiously" on purpose. As in all these things the devil is in the detail, and we would like to see more detail. In particular what happens if older persons housing is amalgamated with the Charitable Land Trust. We also need an assurance in writing either through the Trust deed or some other mechanism that all the rights and obligations of the existing tenants be transferred to the Trust. To be clear the same formular for fixing rents is maintained unless any other formular decreases rents. E.G. if Trusts negotiates subsidies for rents which will decrease the rents.

The Third option: It was felt that Kāpiti would get lost in a larger organisation and as such no benefit to the Kāpiti community.

The fourth option: Privation was dismissed by the OPC.

Age Friendly

It is pleasing to see that Council have got the Age Friendly approach underway.

The Chairperson of the Age Friendly Reference Group and the Chair of the OPC met with elected representatives at least twice prior to Christmas in an effort to make progress and to keep the momentum going. At these meetings we received assurances that the hundred thousand dollars (\$100,000) that was in the 2023-2024 budget for implementation will be carried over to the 2024-2025 budget. We are looking forward to some substantial progress being made this year. Age Friendly needs to be embedded into the long-term plan. This could be done by including it an introduction to the plan.

The Environment and Public Transport

As part of our submission to Greater Wellington Regional Council we recommended that they investigate a trial of “on demand buses.” Transport is the biggest issue for climate change in Kāpiti, residents tend to use their cars a great deal.

On demand buses in the off-peak period 9.00am to 3.00pm would help older residents to get mobile round Kāpiti. We are confident that KCDC will cooperate with any trial GWRC may run. The Chair of the Age friendly Reference have also made a submission which we have urged GWRC to accept.

Sustainable Development v Regenerative Development

Many councils and organisations consider sustainable development when considering any project. Sustainable means keeping the status quo. We are now well past the time when keeping the status quo is good enough. What needs to be considered is regenerative development. Regenerative development takes sustainable development a step further by focusing on improving the capacity of the support systems needed for future growth. How do we go improve the environment whenever we undertake a project?

Water Reform

KCDC has had a strategic approach to water over many years which has served the community well and they need to be congratulated for that. However, the elephant in the room is the government’s plan for water reform and the effect it will have on council and its balance sheet. In effect the government is shifting costs from the taxpayer to the rate payer. The Coalition Government’s policy would shift drinking water and wastewater assets into Council-Controlled Organisations (CCOs).

A CCO can be owned by a single council, or by a set of councils. If councils find it more effective to deliver water services through a shared service model, they retain ownership of the shared entity.

It could mean one of two things for Kāpiti, it could amalgamate with another council to deliver services or have a stand-alone council-controlled organisation (CCO) for Kāpiti.

Both may have problems, no one will want to see Kāpiti amalgamate with Wellington Water. If it becomes a Kāpiti council CCO, will it have the economies of scale required?

The other option is some form of amalgamation with Horowhenua. This would give it the same coverage as the lines company Electra Energy.

The government has been coy about if they will force amalgamations. If they do it will not go down well with Kāpiti residents. A CCO could well be privatised by a future government or council and any establishment of a CCO needs to have a provision against any future privatisation. A better option would be to place it in a Trust. No legislation has been passed so KCDC need to discuss the option of a Trust at Select Committee hearing.

Age Friendly Building Standards

Aotearoa New Zealand has accepted that damp, cold homes are the cause of major illnesses and are especially dangerous for the health of the elderly. Elderly people can be spending up to 24 hours a day, 7 days a week in these conditions during winter months.

The Healthy Homes Standards has given added protections for tenants to live in warm dry houses. Such protections are not provided to many residents in the older Residential Villages, such as those in Kapiti. There is no onus placed on the companies who own these villages to bring dwellings up to the same standard as is required of landlords who are required to retrofit insulation, double glazing, and adequate heating, when letting a property. The same should apply to owners of Retirement Villages before a new resident moves in.

This district has one of the oldest populations in Aotearoa New Zealand. There are 10 Retirement Villages in this area housing 1800 people, as well as numerous Body Corporate complexes housing elderly residents.

The average age of people in Retirement Villages is increasing along with greater life expectancy. This places many of the residents in the 'advanced age' category [defined as 80 for Maori and 85 for non- Maori.]

Crossing Required on Kāpiti Road

Older people want to be able to cross the road in safety from Seven Oaks on Kāpiti Rd. at present there is a refuge in the centre of the road, but it is just not good enough. There are approx. 166 older residents in Sevenoaks, many of whom cross Kapiti Road to access the supermarket, and/or disembark buses on the southern side of this road. As we get older, we are unable to move quickly. There are no crossings between Te Roto Road and the beach and Kāpiti Road is now regarded as one of the busiest roads, traffic-wise, in the greater Wellington area. The refuge does not provide the enhanced safety for pedestrians which a crossing would do. Drivers are required to stop for pedestrians on a crossing – not so for those trying to reach pedestrian refuges. Pedestrians must wait until it is 'safe' to reach midway before continuing across. Older people are entitled to improved safety on this increasingly busy road where traffic is sometimes backed up from Te Roto to the Sevenoaks entrance. The OPC was unimpressed that a request for this pedestrian crossing has been declined and feel this decision must bear responsibility for a disaster waiting to happen due to the increased volume of traffic and older people in the vicinity. The decision not to put a crossing in this area does not sit well with the Council's Age Friendly approach.

Shared Pathways and Walkways

There is a growing problem on shared pathways and walkways. There is no one group of people to blame, both pedestrians and cyclist are causing the problem. Cyclists are overtaking pedestrians at speed, and both are guilty of not obeying the road rules of staying on the left-hand side. There needs to be clear signs at eyelevel stating what the rules are.

Open Spaces

The KCDC community values its open spaces. They are not only for aged residents but also serve people with disabilities, young families and teens, and an increasing number of the workforce.

The work that KCDC has undertaken with Tangata Whenua, over the past decade, has enhanced many open areas in our community and future proposals as Whale Song will continue to uplift our culturally and historically aware community.

We support the protection of scarce horticultural land around the various communities that make up our District. Equity in the provision of open spaces in all our communities is required. Public amenities should not be privatised in perpetuity to various sporting codes. As the population using

these amenities ebbs and flows over time, KCDC needs to be able to re- lease those serving small minorities of users.

Community allotments/ gardens/ orchards need to be more wide -spread and especially close to housing that lack gardens such as social housing .

The major visual amenity of the Coastal Hills must be preserved with no further encroachment on the skyline.

Re-wilding fauna and flora should also be encouraged. This would improve insect and birdlife, help our children understand our need to protect fauna and flora, provide older people with the solace of natural areas and of providing exercise within 250 meters walking distance of their homes.

Parks need to attract more than one demographic. While children's playgrounds are widespread can they not be combined with "garden rooms" for older people with outdoor chess etc and vital facilities such as toilets and water, suitable seating arrangements.

We accept that this is a long submission, but the OPC felt it needed to air a number of issues that have arisen in the past 12 months. Thank for the time you took to read it.

Availability

I will not be available to make a verbal submission as I am overseas from 2 May to the 23 May 2024. If a date can be found outside the above dates, I would be happy to attend. Failing that Bernie Randle will be available to make a verbal submission on behalf of the OPC.

Kevin Burrows

Chair Older Person's Council

Contact details.

Kevin Burrows": PH 021 077 1917 email kevinburrows@gmail.com

Bernie Randall PH 021 204 6975 Email berniecarers@gmail.com

Long-term Plan 2024–34



Respondent No. 196

Response ID 5666717

Date of contribution Apr 23 24 12:21:09 pm

Personal information

I'm providing a submission (choose one):

on behalf of an organisation

Write organisation name here

'Waikanae East' Landowners

Please let us know what ward you live in

Waikanae

Do you want to speak to Council about your submission at our public hearings on 2 May?

Yes

Are you happy for your name to be published with your feedback:

I do not want my name published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

Please refer to the submission document attached.

Upload any related files



https_s3-ap-so... .pdf_1713838764

Submission to Kāpiti Coast District Council on the Long Term Plan 2021 - 41

To: **Kāpiti Coast District Council**

Via Email: submissions@kapiticoast.govt.nz

1. Submitter details:

Full Name	<p>This submission is being made on the Kāpiti Coast District Council ('KCDC') Long Term Plan 2021 - 2041 ('LTP') by the following landowners/entities in respect of their individual land collectively referred to in this submission as 'Waikanae East' or 'the Land':</p> <ol style="list-style-type: none"> i. Goodman Holdings Ltd: 6 Anne Street ii. Stan Goodman & Stuart Trustees Ltd: 32 Elizabeth St iii. Helen Goodman & Stuart Trustees Ltd: 32A Elizabeth St iv. Harry and Leah Vekula: 48 Elizabeth Street (tbc) v. Robert Byron: 52 Elizabeth Street vi. Cowley Group Ltd: 102 Elizabeth Street vii. John Turner: 104 Elizabeth Street viii. Christopher and Wendy Ward: 106 Elizabeth Street ix. Nicholas Humphries: 108 Elizabeth Street x. Davide and Amanda Rutten: 2 Reikorangi Road (tbc) xi. BC Lette Trustees Ltd: 4 Reikorangi Road xii. Kohatu Holdings Ltd: 12 Reikorangi Road 	
Contact Person <i>if different</i>	Please send correspondence to [REDACTED] of Land Matters Limited who represent the landowners (i) – (xi) above;	
Email Address for Service	[REDACTED]	
Address	c/- Land Matters [REDACTED]	

2. This is a **submission** on the **Long Term Plan 2021 - 41** for Kāpiti by the 12 landowners/entities (“the submitters”).
3. Each submitter **has a interest in the matters set out in this submission.**
4. The submitters **wish to be heard** in support of their submission.
5. Below is a summary of the provisions this submission relates to:

A summary of the requests of this submission are as follows:

See part 3 of this submission and as summarised below:

To facilitate future development opportunities for the rural zoned land identified in this submission as “Waikanae East”, the following submissions points are being made in respect of decisions on KCDC's Long Term Plan, Annual Plan and associated documents:

1. To allow sufficient resourcing within the 2024/2025 annual plan to:
 - i. enable/facilitate the Council's District Plan team to give effect to the recommendations of the Independent Hearing Panel in Council's resolution (C002023/99); and
 - ii. facilitate an RMA Schedule 1 process for the land described as Waikanae East; and
 - iii. To enable costs for the Schedule 1 process be apportioned equally between Council and landowners and that this be agreed with a Memorandum of Understanding between all parties; and
2. To fund a transportation feasibility study within the 2024/2025 annual plan round, that investigates future roading connections from Waikanae East over the North Island Main Trunk Railway line, to support existing and proposed urban development within Waikanae East within the medium term; and
3. To consider the impacts of Council's Infrastructure Strategy and Council's Development Contribution policy to enable extension of Council's infrastructure to support greenfield redevelopment of land within Waikanae East in accordance with the MDRS should that land be rezoned.

Why are we seeking this decision from Council?

Reasons:

To give effect to the recommendations of the Independent Hearing Panel on Plan Change. To ensure costs for a Schedule 1 process in respect of the Waikanae East land are equally apportioned recognising both public and private benefit. To begin the process for investigating a second east-west roading connection for the wider Waikanae East area. To ensure equitable arrangements are in place for infrastructure require to support urban development within Waikanae East.

1. BACKGROUND AND INTRODUCTION

This document is a submission on Council's Long Term Plan 2021 - 41 by the landowners listed at the front of this document, who own land within Waikanae East located to the south of Elizabeth Street and Reikorangi Road (with the exception of the land containing the Waikanae Water Treatment Plant and the rural zoned land to the north of that), referred to in this submission as "Waikanae East" or "the Land."

In December 2021 the Kapiti Coast District Council adopted its Growth Strategy titled, *Growing Well: Our proposed approach for enabling sustainable growth in Kapiti* (**Growth Strategy**). This work was in response to the Council's obligations to give effect to the objectives and policies of the National Policy Statement on Urban Development 2020 (**NPS-UD**) and which looked to intensify residential development around rapid transport nodes and commercial areas.

The Growth Strategy identified a *Proposed Approach for Growth* that looks to "provide for growth by enabling different types of housing, business and community facilities through a mix of intensification in our urban areas – "grow up" and new developments (green fields) – grow out" and looked to achieve growth across urban environment of the Kapiti Coast including in the following areas:

- **Railway Stations by enabling up to six storeys within an 800m walkable catchment of Waikanae railway station; and**
- **Town Centres by enabling up to six storeys within town centre areas and four storeys within a 400m walkable catchment to the Waikanae town centre; and**
- **Suburban Areas by enabling up to 2 – 3 storeys of infill and low to medium density development**

The rural zoned land at Waikanae East, owned by the submitters was identified in the Growth Strategy as a high priority for urban development that could support up to 480 dwellings (without applying the medium density standards) as it could meet demand in all three areas identified above.

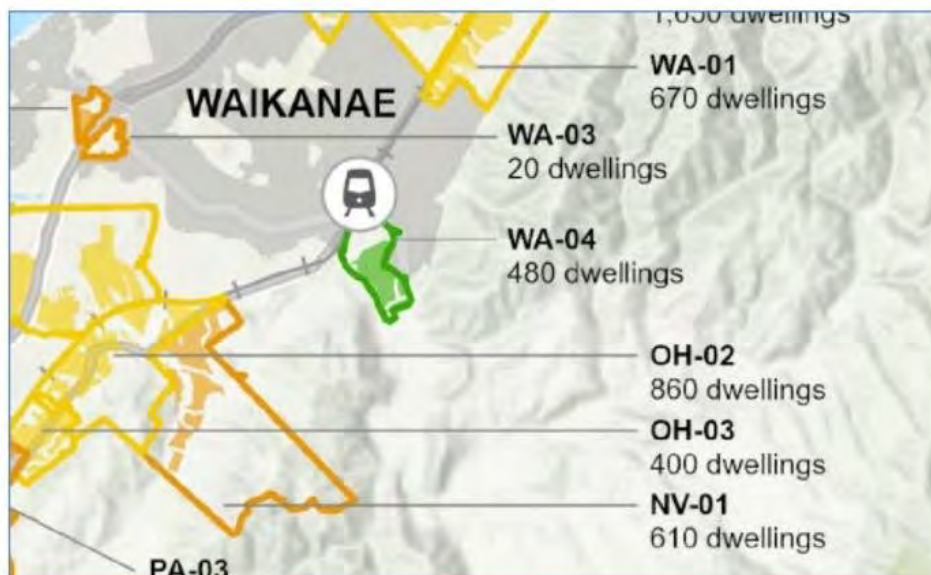


Figure 1: Priority 1 Greenfield Redevelopment showing Waikanae East (WA-04)
(source: Boffa Miskell, Kapiti Coast Urban Development Greenfield Areas Report, October 2021. Pg 6)

Kāpiti Coast District Council (KCDC) notified its Intensification Planning Instrument ('IPI') through Plan Change 2 (PC2) to the Operative District Plan on 18 August 2022 and the submitters engaged Anna Carter of Land Matters Ltd (LML), Dr. Frank Boffa (Landscape Architect) and Harriet Fraser (Transportation Engineer) to prepare evidence in support of their submission to rezone this land through that plan change process. The evidence that was submitted in relation to the IPI to support the rezoning of Waikanae East included the following documents:

- **An indicative spatial plan and wider context plan** prepared by Dr. Frank Boffa showing likely extent and typical densities of urban development within the site; roading connections; open space and cycleway, walkway and bridleways (CWB) networks; indicative location and extent of stormwater treatment areas; indicative location and extent of flood attenuation areas; and buffers from noise generating activities. The wider context plans showed the wider area of Waikanae East to Huia Street extension in the north, and the Main Highway and beyond to the west and how the proposed rezoned land will connect with those areas;
- **Transportation evidence** that reviewed the existing roading network and determined the likely vehicle capacity for the existing railway crossing to Waikanae West; and assessed how additional demand may be accommodated;
- **Statement of cultural values prepared on behalf of Āti Awa Whakarongotai** at the request of the submitters;
- **Water and wastewater capacity statements** made in the Kāpiti Housing and Business Assessment (2022) and used in Council's Section 32 report for Plan Change 2;
- **Stormwater capacity and flood extent modelling** statements made in Kāpiti Housing and Business Assessment (2022) and used in Council's Section 32 report for Plan Change 2; and included design parameters for stormwater treatment areas and flood attenuation areas recommended by AWA Environmental Ltd for Goodman Holdings Ltd;
- **Geotechnical investigations** undertaken by Miyamoto Ltd in respect of the Ohariu Fault Avoidance area identified in KCDC's Operative District Plan in support of the resource consent application for Awa Iti Ltd; and
- An **overall planning assessment** prepared by Anna Carter, LML

Section 7.2 – Waikanae East (SO87)

[210] The Kāpiti Coast Urban Development Greenfield Assessment (Boffa Miskell 2022) identified an area in Waikanae East (WA-04) as a potential area for development, as shown in the figure below:



Figure 2: Extent of WA-04 (Section 32 Evaluation Report Part 1: Appendix N, Spatial Influences and Constraints Mapping – Urban Function Pg 51)

The Council voted to adopt the Independent Hearing Panel’s recommendations which rejected the submission to rezone most greenfield land on the basis that the rezoning of that land was out of scope for the IPI for reasons specified in their decision. For the Waikanae East land, it was on the basis that the land was sufficiently large enough to warrant a structure plan approach, that would need to be adopted through an RMA Schedule 1 process.

[207] At [603] of her report, Ms Maxwell summarised the criteria for addressing scope for requests for rezoning in the following way:

(603) Sites proposed to be rezoned as part of PC(N), were identified using a set of criteria, which are outlined in section 5.2.3 of the Section 32 report. The criteria are:

- The site is located next to an urban area that is connected to infrastructure services;
- The site has a relatively low degree of constraints (and any existing constraints can be managed through existing District Plan rules);
- The site is not sufficiently large or complex enough to require a 'structure planned' approach;
- The site would provide a notable contribution to plan-enabled housing supply, or where this is not the case, re-zoning is appropriate to regularise the area in the surrounding zoning pattern.

The independent panel **commended** the proposed rezoning of Waikanae East as presented by Dr. Frank Boffa, but ultimately recommended that a structure plan process through Schedule 1 of the Resource Management was the appropriate vehicle for consideration for rezoning this land. The Hearing Panel effectively adopted the Council Officers' section 42A report recommendations (which was provided to the Panel and submitters at the hearing as set out below). You can find a link to the Hearing Panel recommendations (dated 20 June 2023) here:

https://kapiticoast.infocouncil.biz/Open/2023/08/CO_20230810_ATT_2578_EXCLUDED.PDF#PAGE=4
(refer Section 7.2 of that report and the extract below):

[223] The Panel considers that the Waikanae East concept, as presented by Dr Boffa, has much to commend it. It is the type of intensification next to a strategic transport hub that is likely to secure the best urban outcomes for the community. However, as is evident from the discussion above, many matters need to be considered and addressed by the Council. For example, planning for infrastructure provision to accommodate additional transport demand across a range of modalities. Furthermore, Dr Boffa's approach can only work through a structure plan. This presents an immediate impediment to simply rezoning the land without that structure plan. Plan Change 2 is not the place to address these issues, requiring a more detailed engagement process with the community and affected landowners.

In the adoption of the recommendations of the Independent Hearing Panel, the Council at its meeting of the 10 August 2023, agreed to review the need for greenfield site rezoning within the next six months of that decision as set out in the minutes of the Council meeting and to consider the potential impacts of PC2 on Council's Infrastructure Strategy and Development Contributions Policy (see resolution C002023/99 and the extract of this resolution below):

C. If (and only if) recommendation A is accepted, that the Council instruct staff to:

- C.1 Investigate, and report back to Council within 6 months, on the potential scope for further changes to the District Plan related to future urban development, mana whenua (sites and areas of significance to Māori), coastal environment and flood risk;

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ADDITIONAL KAUNIHERA | COUNCIL MEETING AGENDA 10 AUGUST 2023

- C.2 Consider the potential impacts of PC2 on the Council's Infrastructure Strategy and Development Contributions Policy as part of the 2024 Long-term Plan review;
- C.3 Investigate, and report back to Council within 6 months, on the following matters:
 - C.3.1 Steps to support the development of papakāinga by tangata whenua, including the development of papakāinga design guides and progressing actions related to Māori housing in the Council's Housing Strategy 2022;
 - C.3.2 Whether it is necessary to review the Council growth strategy *Te tupu pai – Growing Well*;
 - C.3.3 Options to build the Council's urban design capacity and expertise, including by building mana whenua kaupapa (values), huanga (vision) and tikanga (approach) capability, developing in-house urban design expertise and/or exploring the use of Design Review Panels.

2. SUBMISSION POINTS

To facilitate future development opportunities for Waikanae East, the following submissions points are being made in respect of decisions on the Long Term Plan and associated documents:

1. To allow sufficient resourcing within the 2024/2025 annual plan to:
 - i. enable/facilitate the Council's District Plan team to give effect to the recommendations of the Independent Hearing Panel in Council's resolution (C002023/99); and
 - ii. facilitate an RMA Schedule 1 process for the land described as Waikanae East; and
 - iii. To enable costs for the Schedule 1 process be apportioned equally between Council and landowners and that this be agreed with a Memorandum of Understanding between all parties; and
2. To fund a transportation feasibility study within the 2024/2025 annual plan round, that investigates future roading connections from Waikanae East over the North Island Main Trunk Railway line, to support existing and proposed urban development within Waikanae East within the medium term; and
3. To consider the impacts of Council's Infrastructure Strategy and Council's Development Contribution policy to enable extension of Council's infrastructure to support greenfield redevelopment of land within Waikanae East in accordance with the MDRS should that land be rezoned.

Resourcing District Plan Team

We understand that the District Plan resources over the 2024/2025 period will be predominantly focused on the review to provide for coastal adaptation and recommendations in the Takutai Kāpiti project. Without additional resourcing of this team, there are risks that the review required by the Council to process and consider a plan change for the land at Waikanae East, will not be undertaken within a suitable timeframe.

The landowners have been working with the Council's District Plan team and are investigating alternative funding options that would provide certainty to landowners to enable them to engage in the process. An option currently being considered is to develop a Memorandum of Understanding ('MOU') that sets out the process and agreed procedures and how costs may be shared equitably between the parties. Such an arrangement has been undertaken for similar Schedule 1 processes in other Council's (Porirua Northern Growth Area is example where an MOU was used between landowners and Council for example). An MOU would not determine outcomes which remain subject to an independent Schedule 1 RMA process.

While the Intensification Plan Change (PC2) may not have been considered the appropriate vehicle for rezoning of this land, it has been identified in Council's Growth Strategy Te Tupu pai as a priority area for rezoning.

Furthermore, the Draft Future Development Strategy recently released by the Wellington Regional Leadership Committee identifies the area around the Waikanae Railway station as a priority for intensification along the 'north-western corridor' as set out in Diagram 9 of the Draft Strategy (below):



The Draft Regional Future Development Strategy notes that areas prioritised for future urban development, which the land at Waikanae East fits at least three of the five categories:

- a) Areas of importance to iwi for development.
- b) **Areas along strategic public transport network corridors with good access to employment, education and 'active mode connections' such as walking, cycling, scootering, and skateboarding.**
- c) **Priority Development Areas**
- d) Within existing rural towns around current and proposed public transport nodes and strategic active mode connections.
- e) **Greenfield developments that are well connected to existing urban areas** in our towns and cities and can be easily serviced by existing and currently planned infrastructure, including by public and active transport modes, and where the location and design would maximise climate and natural hazard resilience.

The land at Waikanae East is located within class 1 and 2 soils which can trigger development restrictions under the National Policy Statement for Productive Land ('NPS-PL'). The exception is where class 1, 2 or 3 soils are identified as suitable for *future urban development*. The NPS-PL defines this land as follows:

identified for future urban development means:

- (a) identified in a published Future Development Strategy as land suitable for commencing urban development over the next 10 years; or
- (b) identified:
 - (i) in a strategic planning document as an area suitable for commencing urban development over the next 10 years; and
 - (ii) at a level of detail that makes the boundaries of the area identifiable in practice

The Schedule 1 process can take several years to progress and there is a risk that without a formal process adopted by Council for the Waikanae East greenfield priority area, that it could no longer be exempt from the NPS-PL.

Greater Wellington Regional Council's Proposed Change 1 to its Natural Resources Plan, which proposes to make stormwater from new unplanned greenfield development in the Wellington Region a prohibited activity, would also require Council formally adopting this land for rezoning in order to avoid triggering this proposed rule. This rule is proposing to apply to all greenfield land that was zoned rural or non-urban at the time plan change 1 was notified on the 30 October 2023. At the moment, the prohibited activity rule only relates to the Te Awarua-o-Porirua Whaitua and the Whaitua Te Whanganui-a-Tara (Wellington City); but once the Kāpiti Coast Whaitua is completed, it is anticipated that the Natural Resources Plan will be reviewed to include any unplanned greenfield land on the Kāpiti Coast as well.

Landowners are also rightly concerned that the significant costs they have invested in preparing evidence on KCDC's Plan Change 2 (engaging Dr. Frank Boffa, Harriet Fraser and Anna Carter) will be lost to time if a Schedule 1 process is further delayed. The landowner group has spent a significant sum already on the commissioning of the reports to support the submission on Plan Change 2. This data could be utilised to support a Schedule 1 process if used within the next year without it being subject to additional review.

The LTP 2021- 41 Financing Policy (see table on page 504), states that, "*if sufficient public benefit is arising from the plan change, it may be treated as a public plan change*" and then notes that housing can benefit developers, individuals, community groups and the community as a whole. The expectation is that Council's District Plan team will report back to Council on this matter in response to the Council resolution C002023/99 but that as identified in the Independent Hearing panel recommendation, the rezoning of Waikanae East has merit, and that as noted in Council's *Revenue and Financing Policy* (at page 505), "*as the community as a whole also benefits from improved access to suitable quality housing across the district and a wider provision of different sorts of housing, it is appropriate for general ratepayers to bear the costs of this activity.*"

Landowners acknowledge the benefit to them from the potential rezoning of this land; but also recognise the wider community benefits to rezoning land within a walkable catchment of a rapid transit node. In order to achieve support, landowners are seeking a 50:50% split of costs (being the preparation of evidence to support a plan change). This reflects Council's own funding policy (see below) that acknowledges that the fairest and most effective way to fund rezoning applications should be 100% from districtwide general rates:

Districtwide Planning																				
	<p>Research & Policy</p> <p>The primary beneficiary of this activity is considered to be the whole community. It is therefore considered appropriate to source funding from districtwide general rates.</p>																			
Overall impact of allocation of liability	<p>Districtwide Planning</p> <p>Even though every individual requesting a plan change is a direct and private beneficiary, depending on the nature of the plan change, public benefits may arise from it. In those instances, where sufficient public benefits can be identified from a requested plan change, it may be appropriate to classify these as public plan changes and partially or wholly fund it from districtwide general rates.</p> <p>Housing</p> <p>While the private market does provide housing, this activity seeks to encourage the sort of development which would not commonly occur without Council's support or facilitation. The main intention of this activity is to help address the housing pressures being experienced in the district, and to seek to recoup the cost from private beneficiaries (such as developers and community housing providers) would defeat the purpose of Council support as this may affect housing affordability and feasibility. In addition, much of the work in this activity is strategic and facilitative in nature with broadly delivered benefits through a quality framework.</p> <p>Given this and the benefits to the community as a whole, the fairest and most effective way to fund this activity is 100% from districtwide general rates.</p> <p>Research & Policy</p> <p>Even though individual and community groups have been identified as private beneficiaries, the key purpose of this activity is to support Council decision-making and accountability processes to ensure community outcomes are achieved. The whole community benefits and therefore it is fair to fund this activity from districtwide general rates.</p>																			
Funding source allocation and funding source	<p>Operating costs:</p> <table border="1"> <thead> <tr> <th>Activity</th> <th>Sub-activity</th> <th>User Fees</th> <th>Other Income</th> <th>Rates</th> <th>General Rates</th> <th>Targeted Rates</th> </tr> </thead> <tbody> <tr> <td>Districtwide Planning</td> <td>Districtwide Planning</td> <td>0-5%</td> <td>-</td> <td>95-100%</td> <td>✓ (districtwide general rate)</td> <td>-</td> </tr> </tbody> </table>						Activity	Sub-activity	User Fees	Other Income	Rates	General Rates	Targeted Rates	Districtwide Planning	Districtwide Planning	0-5%	-	95-100%	✓ (districtwide general rate)	-
Activity	Sub-activity	User Fees	Other Income	Rates	General Rates	Targeted Rates														
Districtwide Planning	Districtwide Planning	0-5%	-	95-100%	✓ (districtwide general rate)	-														

Without some engagement and support from Council, the landowners consider the process too high risk and the opportunity for pursuing an RMA Schedule 1 process of this land will be lost.

Future Rooding Connections

Harriet Fraser who prepared the transportation assessment for the Waikanae East landowners identified that in the short (3 years) and medium term (up to 10 years), the existing transportation network across the North Island Main Trunk Railway line (NIMTR) would meet existing and future demand (including from predicted demand giving effect to the medium density residential standards).

In the long term (10+ years), Ms Fraser has indicated that capacity in the Waikanae East roading network would be constrained resulting in unacceptable delays at the Elizabeth Street at grade railway crossing. Options for consideration include a second railway crossing to the north of Elizabeth Street along Huia Street to connect with the east-west connection through Manu Park and Rymans and onto Ngarara Road; or an underpass onto Te Moana Road through the industrial land with options to protect the industrial land in the short term; and improved public transport. **I refer you to section 7 of Harriet Fraser's evidence to the IPI hearing panel attached.**

Dr. Frank Boffa's Spatial Plan and Wider Context Plan has identified options for future connections – all of which would require feasibility investigations and then detailed design investigations. **I refer you to Dr. Boffa's evidence to the IPI hearing panel attached.**

Any preferred alternative option would also require legal and funding mechanisms to protect the new and/or upgraded corridor and to eventually enable construction to proceed. Funding could include for example a targeted rate and a specified development contribution fee. Legal mechanisms could include designations and/or land purchase. **These options are discussed further in my evidence to the IPI hearing panel which is attached for your consideration (and below):**

[118] According to Table 12 of KCDC's Long Term Plan ("LTP") \$23.5 million has been planned for capital expenditure between 2021 and 2041 to address major east west connections. Of the \$23.5 million, approximately half is expected to be funded through other sources and \$2.3 million is expected to be funded to meet growth. I note that KCDC's Development Contributions Policy²⁸ states that the Kāpiti Traffic Model will be used to identify areas of stress on the roading network and where new works need to be planned to cater for increasing traffic numbers, the model will be updated with that information. The DC Policy²⁹ states that, *"to assess the impact of growth, the district wide traffic generation proposition is applied to part of the capital works programme (new assets/upgrades). If traffic volumes are expected to grow by 10% then the Development Contribution is set at 10% of future capital projects (new assets/upgrades) is met by development contributions."*

²⁸ KCDC Development Contributions Policy – refer paragraph 62

²⁹ KCDC Development Contributions Policy – refer paragraph 81

Goodman Holdings Ltd have had some initial discussions with relevant agencies (Kiwi Rail and KCDC) over the last couple of years investigating alternative options but nothing has come of those discussions. While the land within Waikanae East does provide one option for a new east-west connection, it is only one of a number of options and may not necessarily be the preferred option (due to costs). What is required is for a central agency to take the project lead for the feasibility assessment and we consider that KCDC is the best agency to do this.

Council's Infrastructure Policy and Development Contribution Policy

The LTP 2021 – 41 states that, *"to ensure the delivery of the significantly increased programme of works, we will use alternative delivery and procurement models, such as alliance partnerships and collaboration with neighbouring councils. This will include longer term procurement models as well as bundling multiple projects into consolidated packages of work."* (pg 391, LTP2021-41)

This model is likely to be necessary to deliver improved and/or upgraded east-west transportation corridors including from Waikanae East. Subject to early due diligence and feasibility work identifying preferred options, developers along with centra government funding can contribute to those capital works where they are identified in the District Plan.

The LTP 2021 – 41 states that, “in developing the future budget requirements for Access and Transport’s significant work has been undertaken over the last 12 months by the Council. This work has involved internal staff resources, external consultants and direct engagement with Waka Kotahi at multiple levels within their organisation. Waka Kotahi funding is based on a three year work programme which is provided as a total level of investment over the period. This allows for funding to be moved between years as long as the project total over three years remains the same. This flexibility will allow Council to respond to any funding shortfall in year one on the long-term plan with no change to the current level of investment in that first year. If a lower level of investment is approved by Waka Kotahi in August 2021 then Council would need to consider the implications of this through the 2022/2023 Annual Plan process as it relates to year two and three of the long-term plan. There will also be further opportunities to secure increased funding allocation from Waka Kotahi over the next 3 years, as has been the case in previous years.” (pg 392, LTP2021 -41)

The Council’s Infrastructure Strategy leads the direction on funding for roading and transportation connections and Figure 1 in the LTP document identifies \$13.3M from circa 2028 through to 2050 for major community connectors. It is not clear whether this funding will support an east-west connection for Waikanae East but according to the ‘key projects’ table (pg 437, LTP2021-41), the only east-west connection project is a link between Ihakara and Arawhata Road at \$24.9M.

It is also not clear whether funding has been allocated for feasibility assessments in the short term for this east-west connection but it appears from reviewing Table 3 of the Infrastructure Strategy that this connection does not fall within one of the ‘significant decisions’ categories for funding (projects such as a optioning link roads between Ihakara Street and Kapiti Road, and extending Ringawhata Road bridge are included). However, the table on ‘How much we are spending on capital works’ set out in the LTP 2021 – 41 identifies funding for ‘Major community connector studies’ of \$470,000 over the next 20 years as set out below. The submitters are seeking that some of this funding be directed towards a feasibility study for investigating new and/or upgraded transportation connections for Waikanae East.

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	20	
Access and transport	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Years
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
New assets and upgrades																						
Civic to Coastlands	479	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Connection to railway Waikanae	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cycleways, walkways and bridleways	143	83	21	22	23	23	24	25	25	26	27	28	28	29	30	31	32	33	34	35	36	615
Fraters Lane	280	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Major community connector	—	—	—	—	—	—	—	—	1,953	—	—	—	2,023	—	—	—	—	1,684	—	—	—	5,660
Major community connector studies	97	—	—	—	—	—	—	—	—	—	156	—	—	—	—	157	—	—	—	—	157	470

The Draft Regional Strategy notes, “our development corridors generally run north to south as a result of our region’s topographical constraints. As a result, our north-south connections are generally good with sustainable travel options available. Our east-west connections are also important for regional resilience, and for providing for freight and for our communities to access social, educational and economic opportunities across the region.”

Support is requested from Council to fund in the immediate three year term and preferably within the 2024/2025 and 2025/26 years, a feasibility study to investigate future roading connections for Waikanae East through the LTP capital works programme.

Post feasibility studies, for land purchase and construction purposes, it is considered targeted rates in conjunction with central government funding should be used to address new capital infrastructure works including upgraded or new transportation connections. According to Part Two of the LTP, *Policies – Revenue and Financing Policy*, target rates are an option to where because of location and use of new assets it is more appropriate and more equitable form of funding. The submitters also support development contributions for capacity incurred for private development proportional to level incurred.

3. SUMMARY OF SUBMISSION

There are a number of current barriers that were identified by the independent hearing panel and Council in its decision on the adoption of the rezoning for Waikanae East greenfield land through Plan Change 2 and the intensification planning instrument. It was recommended that:

- Rezoning should be achieved through a structure plan process; and
- Future roading connections to manage growth in the long-term (10 years plus); and
- Provision for delivery of infrastructure through Council's Infrastructure Strategy and Development Contributions policy

The Council's Growth Strategy has confirmed that Waikanae East is suitable for rezoning as a priority and could achieve up to 480 dwellings; but with that number likely to double or more under the MDRS provisions and Precinct Cx1 provisions of PC2. The proposal for the rezoning of this land as presented by Dr. Frank Boffa in the submission on PC2, was commended by the Independent Hearing Panel. However, resourcing within Council's District Plan team would need to provide for the Resource Management Act's Schedule 1 process.

Feasibility planning and the legal and physical protection of roading corridors roading are required to support east-west transportation networks for Waikanae East that can be reasonably be achieved within the NPS-Urban Development's long term timeframe (10 years plus). All other matters such as servicing of the site by Three Waters; provision of treatment of stormwater; provision of esplanade reserves and other reserves and open space can all be achieved subject to the setting of realistic development contributions and the allocation of funding and provision for these matters through Council's respective strategies (CWB and Open Space Strategy; Development Contributions Strategy; and Council's Long Term and Annual Plans).

Making provision within Council's Long Term Plan, along with a resolution from Council supporting a fair and equitable Schedule 1 process and transportation feasibility study, will provide the certainty to the landowners to engage with Council on this matter.

The submitters respectfully request the Council support the following outcomes:

1. To allow sufficient resourcing within the 2024/2025 annual plan to:
 - i. enable/facilitate the Council's District Plan team to give effect to the recommendations of the Independent Hearing Panel in Council's resolution (C002023/99); and
 - ii. facilitate an RMA Schedule 1 process for the land described as Waikanae East; and
 - iii. To enable costs for the Schedule 1 process be apportioned equally between Council and landowners and that this be agreed with a Memorandum of Understanding between all parties; and
2. To fund a transportation feasibility study within the 2024/2025 annual plan round, that investigates future roading connections from Waikanae East over the North Island Main Trunk Railway line, to support existing and proposed urban development within Waikanae East within the medium term; and
3. To consider the impacts of Council's Infrastructure Strategy and Council's Development Contribution policy to enable extension of Council's infrastructure to support greenfield redevelopment of land within Waikanae East in accordance with the MDRS should that land be rezoned.

We attach for your consideration the evidence prepared on the Council's IPI plan change in respect of the land at Waikanae East.

ATTACHMENTS:

1. Dr. Frank Boffa, Evidence on IPI - Plan change 2
2. Harriet Fraser, Evidence on IPI - Plan change 2
3. [REDACTED] Evidence on IPI - Plan change 2

ATTACHMENT 1
Spatial Plans prepared by Dr. Frank Boffa

SECTION A – INTRODUCTION

Name, qualifications and experience

1. My name is Frank Boffa. Following my retirement from Boffa Miskell 10 years ago, I have continued to work on a part-time basis as a self-employed Landscape Architect. I am a Past President of Tuia Pito Ora, the New Zealand Institute of Landscape Architects, and I am a Life Member of the Institute.
2. My qualifications include a Diploma in Horticulture from Lincoln College (now Lincoln University), and a Bachelor of Landscape Architecture Degree from the University of Georgia, USA. In 2007, I was awarded an Honorary Doctorate in Natural Resources from Lincoln University.
3. During my 50 year professional career I have been involved in a wide range of projects. I have also acted as a Hearings Commissioner on a number of occasions where landscape, natural character or visual effects have been significant factors. I have also Peer Reviewed applications for both Applicants and Consent Authorities, and have been involved in the preparation of Landscape Management Plans, Mitigation Plans as well as Landscape Rehabilitation and Restoration Plans for sensitive areas and sites in urban and rural landscapes.
4. In recent years I have carried out a range of RMA strategic and policy assessments and reviews for Regional and Local Authorities, and more specifically within the Kapiti Coast, Wellington, Nelson, Tasman and Marlborough areas.
5. I have been a resident of Waikanae for 25 years and have lived on the Kapiti Coast for the past 45 years. In my professional capacity, I have worked on a number of projects for the Kapiti Coast District Council, the Wellington Regional Council and other organisations and individuals. Relative to this project, I have been involved in a number of town centre studies for Paraparaumu and Waikanae and in the early 1990's I served as a member of the Council-led Strategic Planning Project, and acted as facilitator for the Urban Form Working Group which reviewed future growth options to 2021. More recently I assisted Council as a Peer Reviewer on landscape matters related to what is now the Operative District Plan.

Code of Conduct

6. While this is not an Environment Court Hearing, I have read the Code of Conduct for expert witnesses issued as part of the Environment Court Practice Note 2023 (Part 9). I agree to comply with the Code of Conduct. I am satisfied that the matters addressed in this Statement of Evidence are within my area of expertise. I am not aware of any material facts that have been omitted or might alter or detract from the opinions expressed in this Statement of Evidence.

Role in Project

7. In January 2023, I was engaged by LandMatters on behalf of a group of landowners in Waikanae East to provide urban form and landscape planning advice as part of their submission (SO-87) seeking that the greenfield area in Waikanae East be rezoned to General Residential, and be included in Plan Change 2 (PC2).

Scope of Work

8. The scope of my work was to review relevant background material and to prepare an indicative “spatial plan” outlining how the 40ha Waikanae East area could potentially be developed under the KCDC’s Intensification Planning Instrument (IPI) required under the RMA – Enabling Housing Legislation. In preparing the spatial plans I was aware that the land must be rezoned General Residential to fully comply with PC2 in its current form.
9. The Waikanae East Submitters (SO-87) have requested the rezoning of their land to General Residential, within which a Residential Intensification Precinct meeting the 800m walkable catchment of the Waikanae Railway Station and/or the 400m Waikanae Town Centre could be achieved. The Indicative Spatial Plans I have prepared, which are attached to my evidence, show the extent of the rezoning sought.
10. The extent of the land owned by the SO-87 submitters is generally aligned with the area WA-04 identified in the Boffa Miskell report, Kapiti Coast Urban Development Greenfield Assessment, July 2022. In this report the greenfield WA-04 was listed as a priority 1 area with the potential to provide 660 dwellings in the short to medium term (up to 10 years). The report also noted that the WA-04 area had relatively few development constraints, and that

those that were apparent, could be managed through structure planning and/or other planning mechanisms. Ms Carter, in her Planning evidence has assessed that based on the rezoning requested by the submitters, some 613 to 1,785 dwellings could be developed within the Waikanae greenfield area over the next 30 years.

SECTION B – EVIDENCE

Scope & Evidence Outline

11. My evidence has been based and structured around two “indicative spatial plans” I have prepared. These plans, which are attached to my evidence, are labelled as follows –
 - Plan 1, which shows a possible development of the Submitter SO-87 Waikanae East land based on what could be achieved in the short to medium term, being in the order of 10 to 15 years.
 - Plan 2, which shows a possible medium to long term development, with a possible east/west road connection to Te Moana Road in the medium to long term, being in the order of 15 to 30 years.
 - In addition, I have prepared a Plan 3, which shows the wider urban form and context of the Waikanae area illustrating how, in my opinion, the connectivity and coherence of what currently appears somewhat random, might be made more legible and meaningful in the longer term.
12. While Plan 3 goes beyond my client brief in terms of the Submitter SO-87 request, as a long-time resident of Waikanae and a landscape planner with experience in urban planning, I consider this plan, albeit conceptual and indicative, may assist the Hearing Panel in their consideration of Plan Change 2 in the context of the rezoning request and also as it may affect the wider Waikanae area in general.
13. Having noted in paragraph 10 of my evidence that the Boffa Miskell 2022 Urban Greenfields Assessment prepared for the KCDC, identified that there were few development constraints (other than the current zoning) in the WA-04 area which essentially covers the Submitter SO-87 properties, based on my initial assessment of the area, I agree with and endorse the

proposition that the site has potential for urban intensification given its close proximity to the Waikanae Railway Station and the Waikanae Town Centre. I also consider that the development of the greenfield site will achieve better environmental outcomes in terms of urban planning and urban design compared to the likely outcomes that might occur from infill development as currently proposed in PC2 for the Precinct A areas of Waikanae East.

The Site

14. The Waikanae East area is located approximately 10m below Elizabeth Street to the north. To the west the area is largely screened by the railway embankment. Overall the submitter site is visually well contained, and in my view residential development of up to 3 or possibly 4 storeys in the western part of the area, namely within the 800m walkability catchment, would not be particularly visible or out of character within the wider Waikanae residential landscape. Further to the east and beyond the 800m walkability catchment, the land appears to be better suited to a General Residential classification, with the lower area closer to the river corridor being best retained as Rural General, thereby retaining an open space character.
15. In urban form and connectivity terms, the submitter area provides a logical expansion of the Waikanae township area. The area also provides opportunities for extensive open space development within and adjacent to the Waikanae River corridor as well as providing direct open space opportunities to the river area from the existing residential areas to the north of Elizabeth Street. The indicative open space network shown on Plans 1 and 2 would also link to, and be an integral part of the Waikanae River open space network that extends from the Old Main Road to the Waikanae estuary.
16. The indicative roading pattern shown provides access to Elizabeth Street, which is the only access connection between Waikanae East and Waikanae West. Within the submitter site, and more particularly the western end of the site, there are piped stormwater drainage systems and open channels that take stormwater from the areas to the north of Elizabeth Street to the river. While not considered in detail, the alignment of some of this existing infrastructure can be adapted and/or daylighted in order to comprehensively design and better manage these natural elements and systems as local features and incorporating pedestrian linkages within the intensification areas and other General Residential areas identified in the context of this greenfield site. In my opinion, the constraints to achieving

those outcomes would not be as significant as they would likely be in the currently developed areas of Waikanae to the north and west.

17. While stormwater ponding areas and stormwater treatment issues need to be more closely assessed, the spatial plans have attempted to, in so far as they can at this time, integrate these infrastructure matters as a meaningful component of the wider open space system. For example, the use of the recently constructed water treatment wetland could readily be further developed in its central location to accommodate additional stormwater treatment. Likewise, the area currently identified by KCDC for flood ponding, could perhaps also be reconfigured and developed within the area identified in the indicative plans as stormwater management areas located adjacent to the Waikanae River Corridor.

Plan 1

18. This plan illustrates what I consider to be an appropriate and indicative “spatial plan” for the submitter properties. As the owners of the industrial site plan to continue operating their contracting activity through to the medium term, being in the order of 15 years, it seemed logical to rationalise their activity half of which (in terms of its zoning), is not particularly suited to industrial activity. The upper right inset on Plan 1 shows how the activity could be consolidated in order to enable the balance of the land to be better utilized and thereby make the balance of the land available for more intensive residential use. The zone “swap” of an area of approximately 7,000m square is shown on the inset plan.
19. Access to the consolidated industrial area would continue from Anne Street. In order to provide a buffer between the industrial activity and intensive residential use, an area of buffer planting to the south would be provided. In addition to the existing planting along the Elizabeth Street frontage, semi-mature planting along the western edge of the industrial activity would also be retained and reinforced as appropriate. The stormwater wetland, recently established, would be retained and used and/or expanded to accommodate further stormwater treatment from the adjacent area.
20. Also shown on Plan 1 is the extent of the KCDC 800m walkable distance catchment for the Precinct A Residential Intensification Area. While the Precinct A Area does not include the WA-04 submitter area, it does show the 800m catchment line through the area. This line,

shown as a dashed red line on Plan 1, is less than what is being sought by the SO-87 submitters. The 800m walking distance line I have used for residential intensification was identified by LandMatters. Based on my own assessment, I am satisfied that the line we have adopted better represents the actual 800m walkability catchment from the Waikanae Railway Station.

21. While the spatial plan shows road access linkages to Elizabeth Street, further investigations may indicate the need and/or desirability for some variation. For example, should it be more appropriate in the longer term to have a more direct connection to Winara Avenue, this can be readily achieved. Notwithstanding this, I understand that in the short to medium term the sole east-west access can continue to accommodate all traffic movements from Elizabeth Street.
22. Based on the above, and the need for further investigations and confirmation to better define the nature and extent of stormwater and infrastructure considerations along with other more site-specific opportunities and constraints, I consider the indicative spatial plan outlined to be a realistic option that would achieve the environmental outcomes sought. I also consider that a more comprehensive and integrated approach for intensification within the Waikanae East area, as outlined, to be more appropriate than what is likely to be achieved by way of the more “random” infilling options currently proposed by KCDC.

Plan 2

23. This plan is similar to Plan 1, other than it illustrates how a possible future east-west connection can be made to Te Moana Road. As a road connection to Te Moana Road would necessitate encroachment onto the industrial site and probably a change in its activity status, the balance of the site would likely be best suited to residential intensification being some 250m from the Waikanae Railway Station and abutting the Waikanae Town Centre. The inset on Plan 2 shows how the industrial site could be developed for intensive residential use should an east-west connection not occur in the medium to long term. While Anne Street might become the main access to the two additional comprehensive development nodes, pedestrian access from other residential nodes could also be provided to more directly access the railway station and the town centre. This option would also provide a more direct link from the Town Centre to the wider river corridor open space network.

Plan 3

24. As previously noted, this plan goes beyond the scope of my SO-87 Submitter brief, however it might be helpful to the Hearing Panel if I were to briefly take you through the plan as it highlights what I consider to be some of the wider matters which may assist you in your consideration of the particular and wider Waikanae situation. Accordingly, I would like to speak informally to the plan rather than presenting a written statement on my views of this.

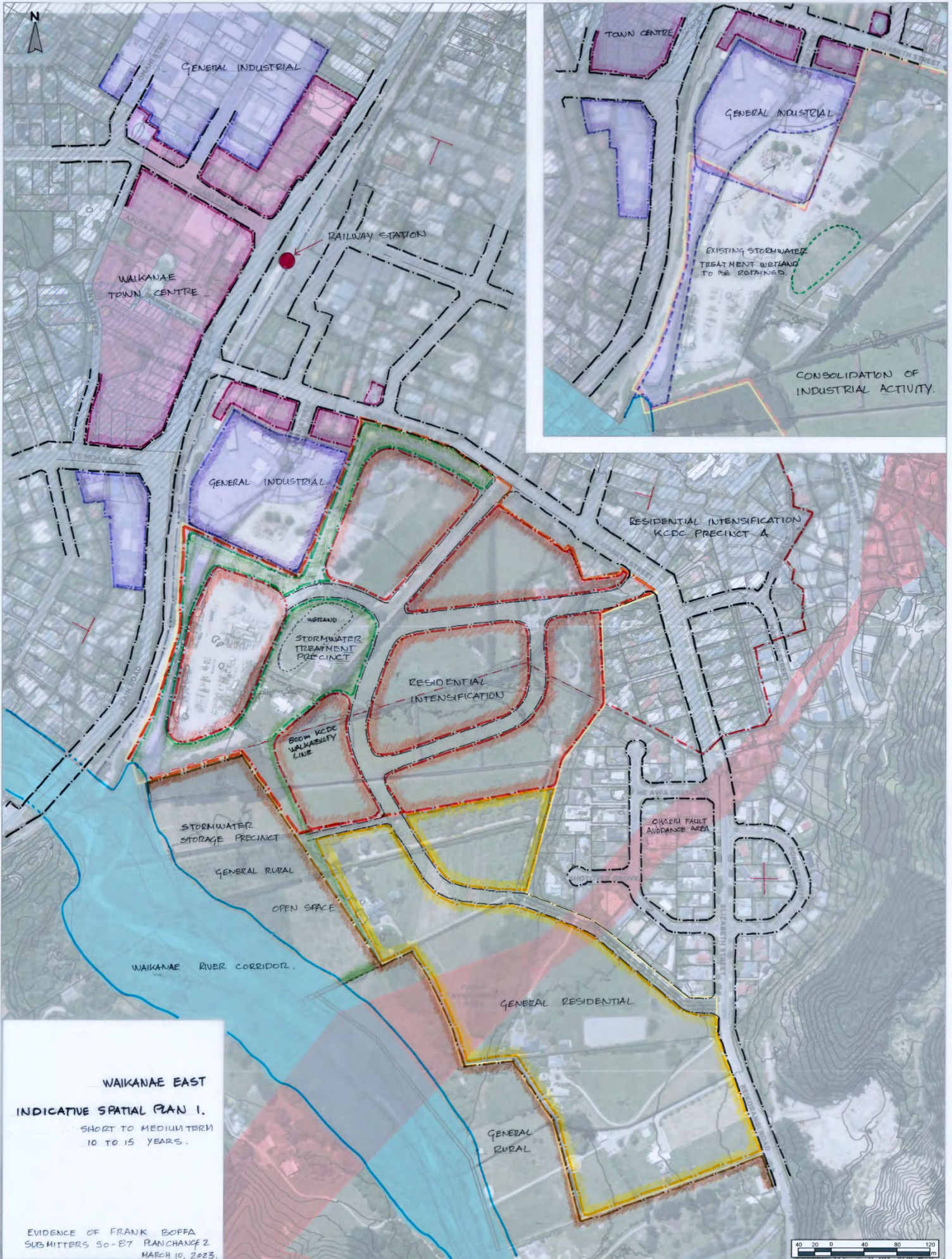
Conclusions

25. Having had the opportunity of reviewing the submitter site, and as a local resident of Waikanae who has previously not given too much thought to the Waikanae East site in terms of its particular significance or characteristics, I am now of the opinion that this area has considerable potential for planned urban development along the lines outlined in the indicative plans I have prepared. In this regard, I also consider this greenfield site meets the intent of the Enabling Housing Legislation and the KCDC's Intensification Planning initiatives.
26. Finally, I consider there are likely to be greater opportunities to achieve better and more appropriate environmental outcomes by rezoning this greenfield area along the lines outlined in this submission compared to what might and what often tends to occur from more random-based residential infilling.



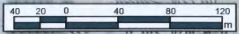
Frank Boffa

March 10, 2023

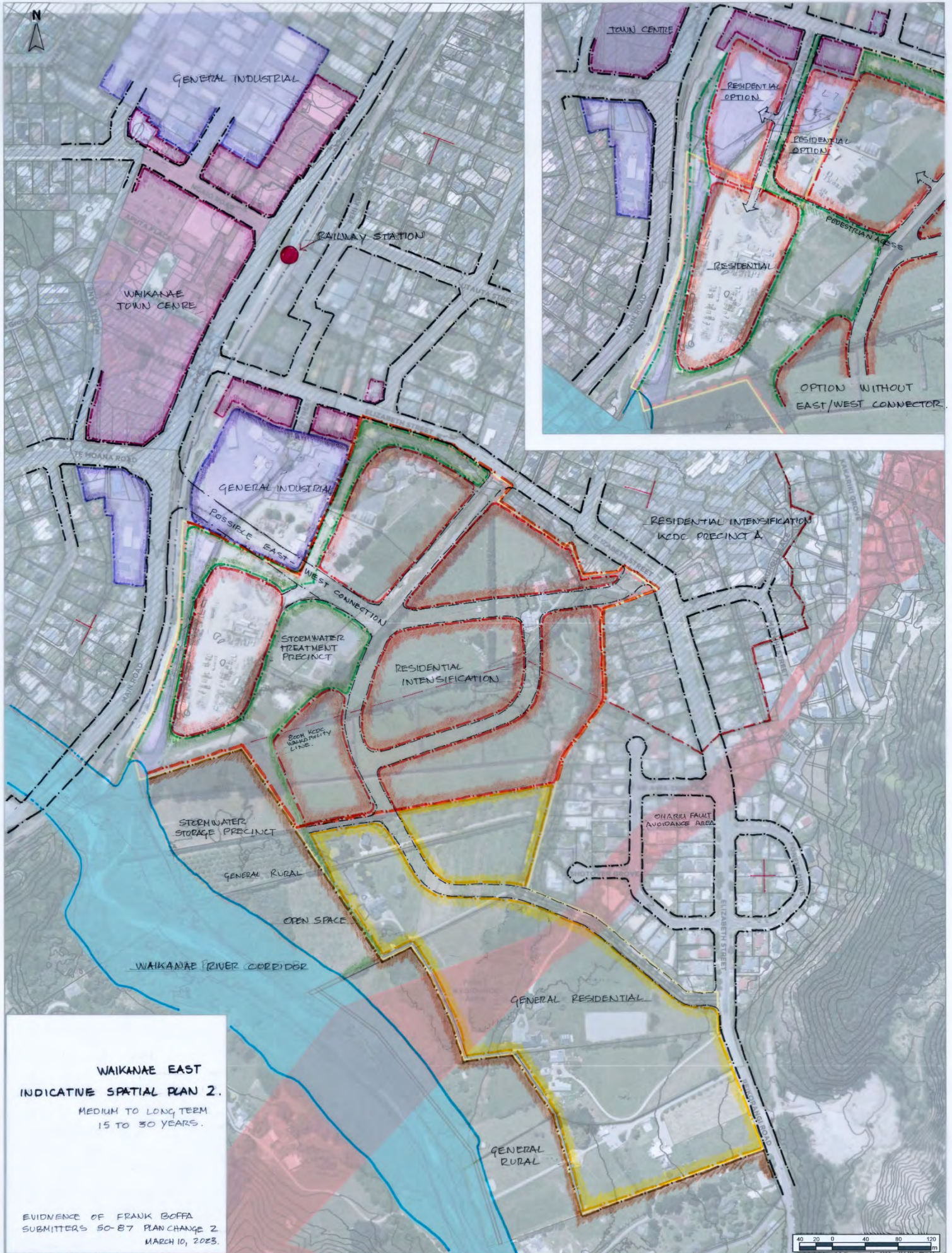


WAIKANAE EAST
 INDICATIVE SPATIAL PLAN 1,
 SHORT TO MEDIUM TERM
 10 TO 15 YEARS.

EVIDENCE OF FRANK BOFFA
 SUBMITTERS 50-87 PLAN CHANGE 2
 MARCH 10, 2023.

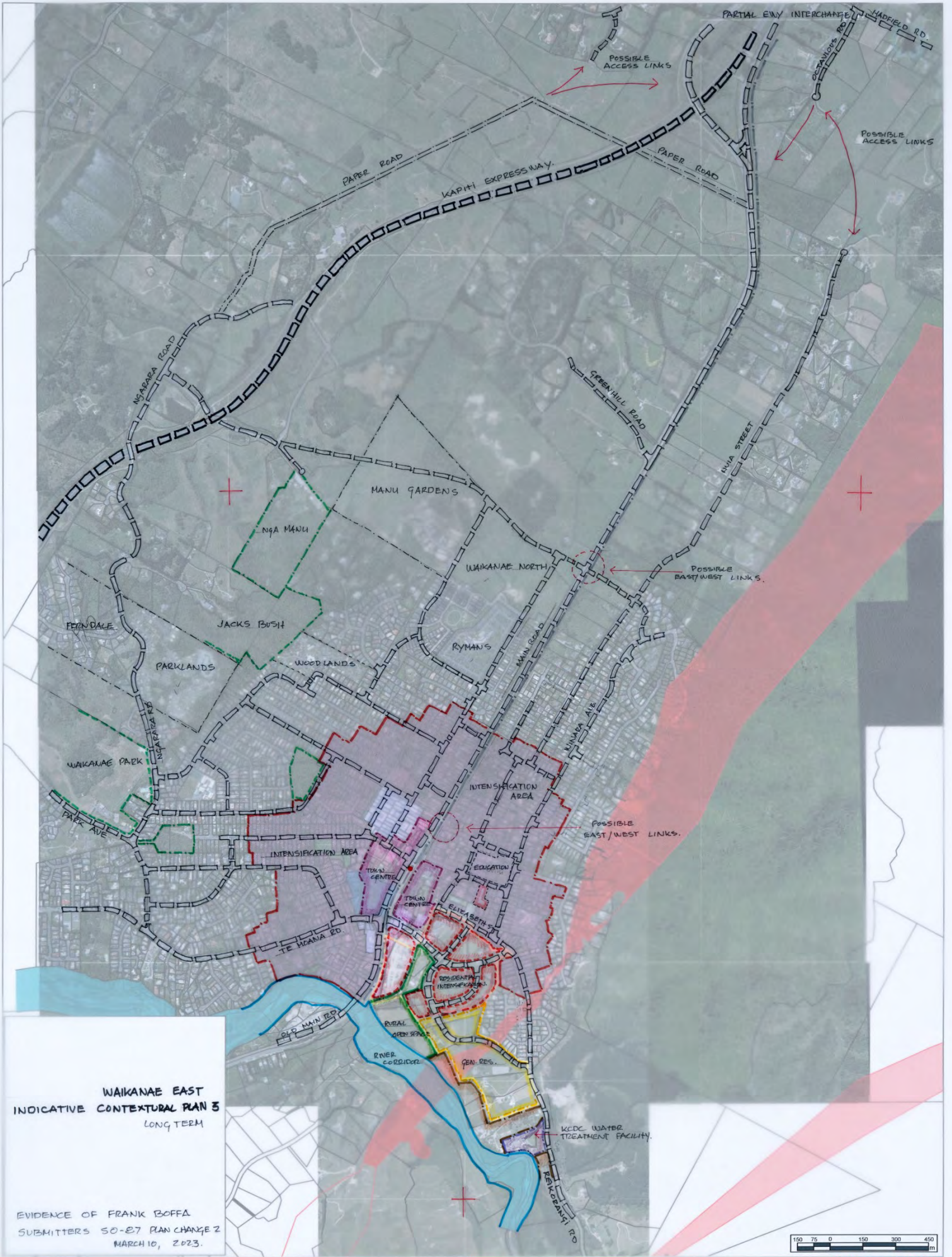


PREPARED BY LAND MATTERS	CLIENT LAND MATTERS - CONSULTANCY	PROJECT KCDC - PC2	DRAWING TITLE WAIKANAE EAST - STRUCTURE PLAN 5m CONTOURS	DATE	PROJECT NO.
				01/03/2023	1035
				SCALE	A1
				1:2000 @ A1	A3
				1:4000 @ A3	
				DRAWING NO.	REV
				1035-CP-101	A



WAIKANAË EAST
INDICATIVE SPATIAL PLAN 2.
 MEDIUM TO LONG TERM
 15 TO 30 YEARS.

EVIDENCE OF FRANK BOFFA
 SUBMITTERS SC-87 PLAN CHANGE 2
 MARCH 10, 2023.



**WAIKANAĒ EAST
INDICATIVE CONTEXTURAL PLAN 3
LONG TERM**

EVIDENCE OF FRANK BOFFA
SUBMITTERS 50-27 PLAN CHANGE 2
MARCH 10, 2023.

PREPARED BY

LAND MATTERS

CLIENT
**LAND MATTERS -
CONSULTANCY**

PROJECT
KCDC - PC2

DRAWING TITLE
**WAIKANAĒ EAST -
STRUCTURE PLAN
WITH EXTENDED AREA**

DATE	PROJECT NO.
01/03/2023	1035
SCALE	REV
1:7500 @ A1 1:15000 @ A3	76 A
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1035-CP-101	A

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ATTACHMENT 2
Transportation Assessment prepared by Harriet Fraser

IN THE MATTER of the Resource Management Act 1991, Subpart 6 concerning the Intensification Streamlined Planning Process

AND

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

STATEMENT OF EVIDENCE OF HARRIET BARBARA FRASER ON BEHALF THE WAIKANAE EAST SUBMITTERS S087

1. INTRODUCTION

Qualifications

- 1.1 My full name is Harriet Barbara Fraser. I hold the qualification of Chartered Professional Engineer and Chartered Member of Engineering NZ. I hold a Bachelor of Civil Engineering degree from Imperial College, University of London and a Master's degree of Science in Transportation Planning and Engineering awarded with distinction by the University of Leeds.

Experience

- 1.2 My background of experience includes over 29 years consultancy experience in traffic and transportation matters, initially in the UK and Hong Kong. From August 1998 to August 2012, I worked as a Transportation Planner in Lower Hutt in the firm of Traffic Design Group Limited (now Stantec) practicing as a transportation planning and traffic engineering specialist throughout New Zealand. Since September 2012 I have been working as a sole practitioner in the field of transportation planning and traffic engineering.
- 1.3 I am a certified Hearing Commissioner, having completed the MfE Making Good Decisions training and most recently was a commissioner

on the panel for the hearing of a private plan change application in Upper Hutt.

Background

- 1.4 I have been asked by Land Matters Ltd on behalf of a group of landowners in Waikanae East to provide traffic engineering and transportation planning advice as part of the submission requesting that the greenfield area in Waikanae East, shown in Figure 1, be included in Plan Change 2 (PC2).



Figure 1: Extent of Land Area Requested for Rezoning

- 1.5 This has involved:
- (a) Design advice regarding potential roading and access arrangements to support the inclusion of the Waikanae East greenfield area for residential zoning and intensification;
 - (b) Sample traffic surveys of the existing local traffic characteristics and obtaining traffic count data from Council; and
 - (c) Analysis and assessment of the ability of the transport network to accommodate the travel activity associated with the

development of the greenfield area of Waikanae East for residential purposes.

2. CODE OF CONDUCT

2.1 Although not necessary in respect of council hearings, I can confirm I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note 2023. I have complied with the Code of Conduct in preparing this evidence and I agree to comply with it while giving any oral evidence before the hearing committee. Except where I state that I am relying on the evidence of another person, this written evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

3. SCOPE AND STRUCTURE OF EVIDENCE

3.1 I have structured my evidence as follows:

- (a) Brief description of the submitters' request.
- (b) Summary of Waikanae East provisions included in PC2.
- (c) Existing traffic conditions and household vehicle trip generation rates.
- (d) Forecast traffic activity for Waikanae East.
- (e) Options for providing additional vehicle capacity across the railway line.
- (f) Conclusion.

4. SUBMITTERS' REQUEST

4.1 The submitters have requested the rezoning of the land shown in Figure 1 to General Residential Zone along with a Residential Intensification Precinct A overlay and provision for roading connections from Anne Street, Elizabeth Street and/or Reikorangi Road. Since the preparation of the submission, Mr Boffa and Ms Carter in consultation with the landowners consider it appropriate that the Industrial zoned land owned

by Goodman Holdings Ltd also be included in the General Residential zone in order to create a well-functioning urban environment.

- 4.2 The extent of the land owned by the submitters and shown in Figure 1 is generally aligned with area WA-04 included in the Boffa Miskell report Kapiti Coast Urban Development Greenfield Assessment July 2022 (Greenfield Assessment). The land now forming part of Waikanae East includes the purple coloured industrial zoned land between the railway line, Anne Street and the area shown as WA-04. Figure 2 below shows an extract from this report.



Figure 2: Extract from Kapiti Coast Urban Development Greenfield Assessment

- 4.3 The Greenfield Assessment identifies WA-04 as a Priority 1 area with the potential to provide 660 dwellings in the short to medium term, that is within 10 years. Priority 1 areas are noted in the Greenfield Assessment as having relatively few constraints to development in the area, and those that do exist could be managed through structure planning and/or other planning mechanisms.
- 4.4 Ms Carter in her evidence has assessed, based on the rezoning requested by the submitters, that some 613 to 1,785 dwellings could be developed within this greenfill area of Waikanae East over the next 30 years.
- 4.5 Mr Boffa in his evidence has shown options for how this potential area for rezoning might be accessed from the existing road network. Figure 3 shows an extract of Mr Boffa's drawing of an indicative arrangement for

the short to medium term and Figure 4 for the medium to long term. Both Figures show an internal roading layout connecting with Elizabeth Street in three new locations. This provides for good connectivity with Elizabeth Street and also to the existing northern area of Waikanae East. The internal arrangement demonstrates how a connected roading layout could provide access to all parts of the site.

4.6 The difference between the two arrangements is that the short to medium term layout provides for Goodmans to continue to operate from their site and does not include a direct roading connection through to the intersection of Te Moana Road and Old SH1. As I describe later in my evidence such a link is unlikely to be warranted within the next ten years.

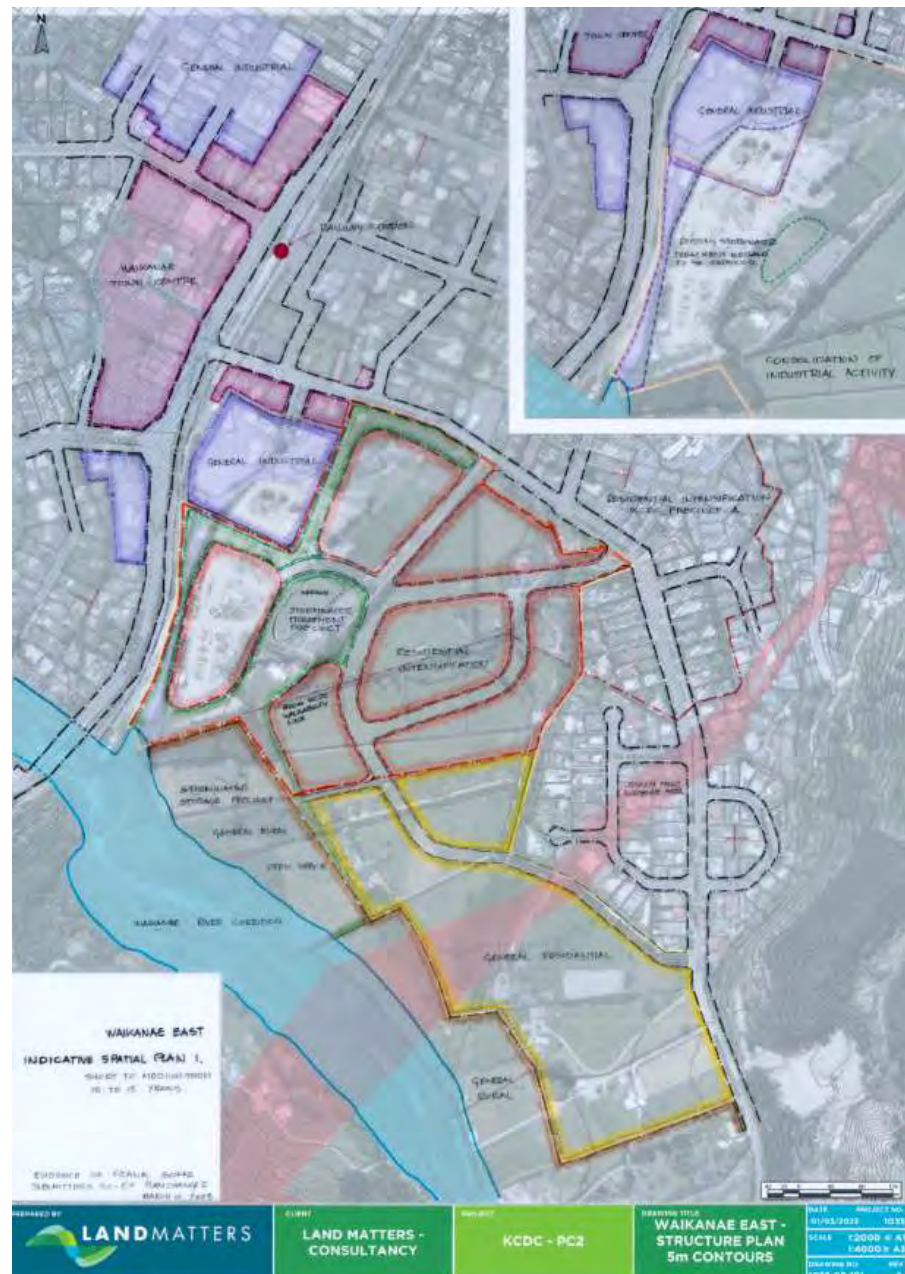


Figure 3: Indicative Short to Medium Term Roding Layout (Mr Boffa, Indicative Spatial Plan 1)



Figure 4: Indicative Medium to Long Term Roding Layout (Mr Boffa, Indicative Spatial Plan 2)

- 4.7 Mr Boffa includes in his evidence possible longer-term options for roading connections from the eastern side of the railway across into Waikanae North and also further to the north closer to the Peka Peka intersection with SH1, see extract in Figure 5 below.

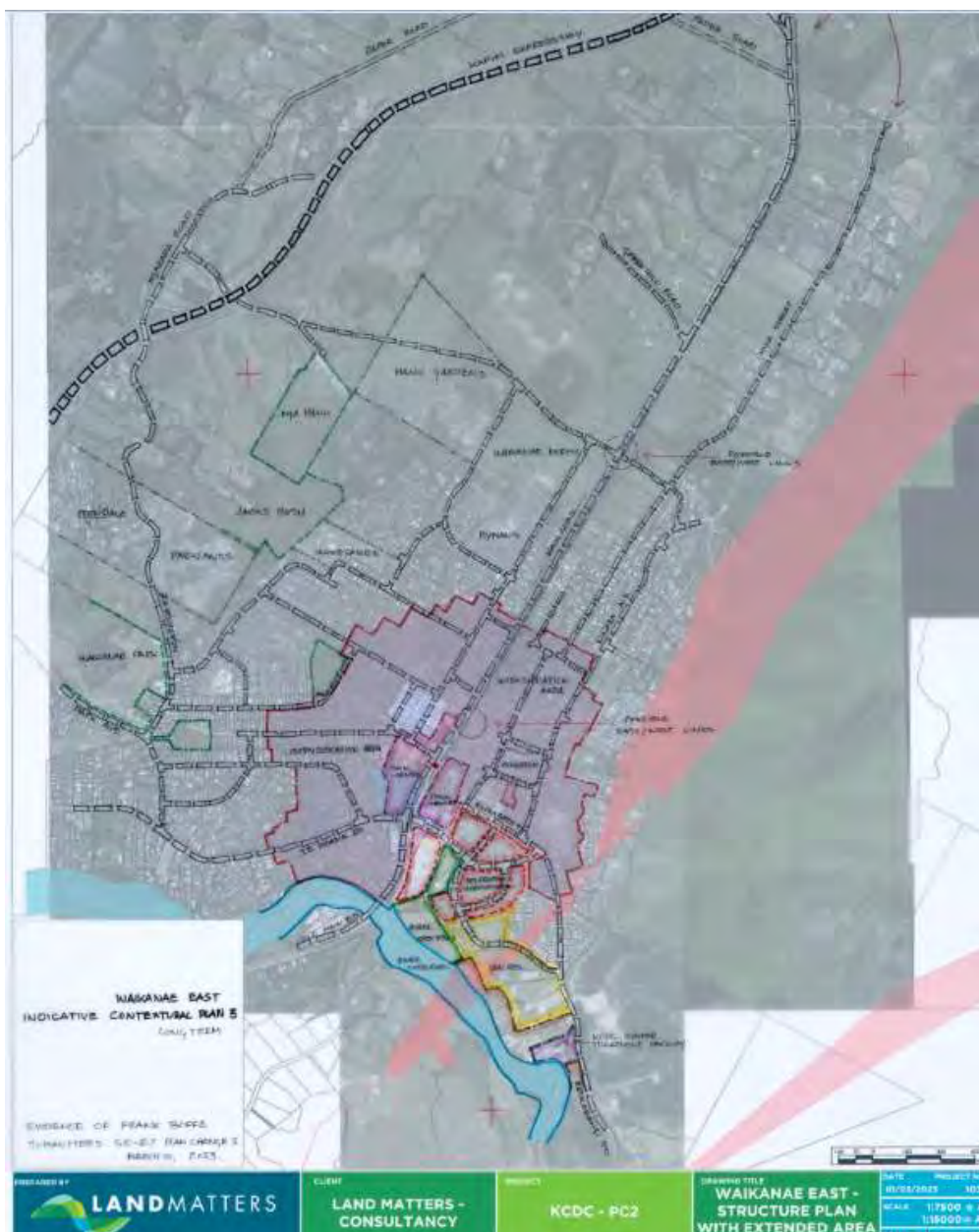
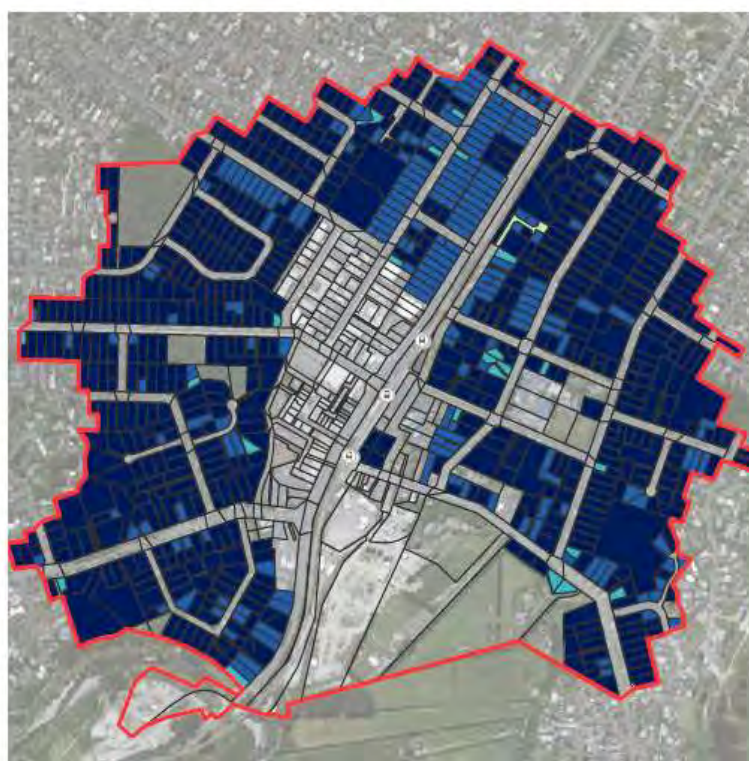


Figure 5: Longer Term Options for Roading Connections (Mr Boffa, Indicative Contextual Plan 3)

5. PLAN CHANGE 2 PROVISIONS FOR WAIKANAЕ EAST

- 5.1 PC2 provides for infill residential development within the Waikanae East urban area but not the greenfield residential development within the submitters' land. The Boffa Miskell report Kapiti Coast Urban Development Intensification Assessment July 2022 (Intensification Assessment), identifies the potential for 4,095 additional dwellings in Waikanae town centre as per the extract included here in Figure 6. I am advised by Ms Carter that this is a theoretical yield and that in practice

some 12 to 42% of the total might be practically realised, that is 491 to 1,720 additional dwellings.



	EXISTING # RESIDENTIAL UNITS	CAPACITY # STOREYS	AREA IN HA	APPLIED DENSITY DW/HA	APPROX 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
18m <		6	67.97	60	4,078
	761		83.87		4,856
Additional dwellings (yield minus existing residential units)					4,095

Figure 6: Extract from Intensification Assessment

- 5.2 Based on Figure 6, I estimate that around 40% of the potential infill yield, some 196 to 688 additional dwellings, allowing for the 12-42% feasibility allowance, lies within Waikanae East, that is to the east of the railway line. Within the Intensification Assessment, Waikanae Town Centre was assessed to have an overall rating of 2A, which is described as the intensification of the area is likely to achieve a range of positive outcomes, however there are a number of constraints that need to be overcome. Only Paraparaumu Beach Town Centre and Raumati South Local Centre were assessed to have better overall ratings.

6. EXISTING TRANSPORT CHARACTERISTICS

6.1 The existing transport characteristics within and close to Waikanae East include:

- (a) Close proximity to Waikanae train station with:
 - (i) regular train services to and from Wellington and intermediate stops;
 - (ii) bus stops with services running to and from Waikanae Beach and Otaki; and
 - (iii) inter-city bus stop with access to inter-regional services.
- (b) Close and safe pedestrian access to Waikanae town centre given the 50km/h speed limits throughout and signalised crossing of Old SH1. Within Waikanae town centre there are two supermarkets, the library, the Marae, a health centre and many other services.
- (c) Easy vehicle access to the regional road network either via Old SH1 or Te Moana Road and beyond to the Kapiti Expressway.
- (d) Close proximity to Waikanae Primary School, community facilities, childcare facilities and the local dairy on Elizabeth Street.
- (e) There are a number of reserves that can be accessed by foot or bicycle including Hemi Matanga Memorial Park, Matuhi Street Reserve, Karu Reserve along the Waikanae River and Motuiti Reserve. Waikanae Beach can be accessed by bus.

6.2 I consider that these existing transport characteristics contribute to Waikanae East having a well-functioning urban environment. The at-grade level crossing on Elizabeth Street places a constraint on the vehicle capacity across the railway line but as discussed later in my evidence, there are a number of ways in which this capacity could be increased and provided for in future planning provisions.

- 6.3 Council undertook traffic counts on Elizabeth Street, between Old SH1 and Pehi Kupa Street, during the week starting 10 November 2022. These counts show that the busiest hour-long period of westbound traffic movement across the railway line occurs between 8.15am and 9.15am on weekday mornings with around 482 vehicle movements per hour westbound towards Waikanae Town Centre. During the same period the eastbound flows were 393 vehicle movements per hour. Given the timing of the morning traffic peak, I consider it likely that part of the traffic activity is associated with school drop-off, including residents of Waikanae to the west of the railway line dropping off children to Waikanae Primary School and childcare centres on the eastern side of the railway line.
- 6.4 During the weekday period from 8.15am to 9.15am there are three scheduled train departures from Waikanae heading towards Wellington, at 8.25am, 8.45am and 9.05am. This results in the level crossing being closed six times during the hour, once as the train arrives and then again as it departs. I have estimated based on on-site observations that on average each time the level crossing is closed, westbound traffic on Elizabeth Street is held for two minutes. The level crossing closures for the 8.45am train (arrival and then departure), along with the school drop-off activity was observed to result in long queues extending back towards Winara Avenue.
- 6.5 The traffic signals at the intersection of Elizabeth Street with Old SH1 also have an effect on the flow of traffic across the railway line. Based on on-site observations, I estimate that the cycle time for the signals when there are no trains is on average around 85 seconds during the weekday morning peak with a green light for traffic turning left out towards Te Moana Road for around 65% of the cycle length. My analysis has focussed on the performance and capacity of the left turn out of Elizabeth Street as there are the highest demands for this turn.
- 6.6 During site visits I also estimated the rate vehicles could make the left turn out of Elizabeth Street, if unimpeded by trains on the level crossing or red light phases at the traffic signals. I estimated that on average one vehicle could make the turn every 2.6 seconds. This level of traffic flow would rely on a steady flow of traffic on the approach to the turn with a likely increase in length of the existing clearway on Elizabeth Street.

- 6.7 I have used the above information to estimate the existing capacity for vehicles turning left out of Elizabeth Street during the weekday morning peak, using the following steps:
- (a) From the 3,600 seconds within an hour I have removed 720 seconds due to trains closing the crossing, leaving 2,880 seconds;
 - (b) During 2,880 seconds the signals would run 34 cycles based on an average cycle time of 85 seconds;
 - (c) With a green light for the left turn for 65% of the cycle time, there would be 1,879 seconds of green time for the turn;
 - (d) With one vehicle making the turn every 2.6 seconds, the capacity for the turn would be 723 vehicles per hour, or on average 181 vehicles within a 15 minute period.
- 6.8 The Council count from November 2022 showed an average of 482 vehicles per hour travelling westbound on Elizabeth Street towards Old SH1 on weekdays between 8.15am and 9.15am. The count that I undertook on Friday 17th February 2023 had 644 westbound vehicles during the same time period, of which 495(77%) turned left at the traffic lights and 149(23%) turned right. The difference between the two counts is significant, so I undertook an additional count on Wednesday 1 March 2023. This showed a westbound traffic flow on Elizabeth Street of 549vph between 8.15 and 9.15am with 417vph(76%) turning left and 132vph(24%) turning right. I have used this most recent count, which falls between the Council count and my earlier count in the analysis that follows. It is possible that the November 2022 count was lower as a result of NCEA exams having started and college students not travelling to school and with regard to the counts I undertook, traffic activity on Fridays is generally considered less typical than on midweek days.
- 6.9 Based on my most recent count the left turn out from Elizabeth Street onto Old SH1 is running at around 58% of the available capacity during the weekday morning peak hour. As such, there is some existing spare capacity, albeit that there are periods of up to 15 minutes around school drop off time when there are delays and local congestion.

- 6.10 The existing level of traffic activity on Elizabeth Street at the level crossing is associated with Waikanae East, the rural area further to the east known as Reikorangi and what is expected to be an insignificant amount of through traffic travelling from Upper Hutt over the Akatarawa Saddle. In order to estimate an existing household trip generation rate for Waikanae East, I have subtracted traffic activity recorded by Council at the urban/ rural boundary where Elizabeth Street becomes Reikorangi Road from my count of Elizabeth Street close to the railway line. On this basis some 463vph (549-86vph) westbound trips and 382vph (432-50vph) eastbound trips are associated with Waikanae East during the weekday morning peak hour.
- 6.11 The 2018 Census data includes 1,029 dwellings within Waikanae East which when combined with the traffic data results in the following household trip generation rates during the weekday morning peak hour:
- (a) 0.82 vehicle movements per household (two-way towards Waikanae Town Centre)
 - (b) 0.45 vehicle movements per household westbound towards Waikanae Town Centre
 - (c) 0.37 vehicle movements per household inward from Waikanae Town Centre
- 6.12 It should be noted that these rates are conservative as the vehicle activity will include vehicle movements to and from the school and local businesses within Waikanae East that do not have a residential property within Waikanae East as the origin or destination of the trip.

7. FORECAST TRAFFIC ACTIVITY FOR WAIKANAЕ EAST

- 7.1 Based on the assumption that within a 30-year timeframe there could be an additional 196 to 688 dwellings as a result of intensification, along with 613 to 1,785 additional dwellings as a result of greenfield development within Waikanae East, as per Ms Carter's forecast, I have assumed the following staged residential development.

Timeframe	Infill	Greenfield	Stage Additional Total	Cumulative Additional Total
3 years	+21-69	0	+21-69	+21-69

10 years	+49-161	+161-462	+210-623	+231-692
30 years	+140-460	+460-1,320	+600-1,780	+831-2,472
Total	+210-690	+621-1,782	+831-2,472	

Table 1: Estimated Additional Dwellings within Waikanae East (dwellings)

7.2 These forecasts are based on the following assumptions:

- (a) No greenfield dwellings will be delivered within the first three years; and
- (b) A steady delivery of housing, 7-23 dwellings per year as a result of infill and 23-66 dwellings per year as a result of greenfield development.

7.3 Combining the forecast additional dwellings with the household trip generation rates it is then possible to forecast the level of traffic activity. I have assumed the following weekday morning peak hour trip generation rates which are slightly reduced from the existing observed rates to reflect the residential nature of the trips along with an assumed take up of public transport usage given the proximity to rail and bus services:

- (a) 0.70 vehicle movements per hour per household (two-way)
- (b) 0.41 vehicle movements per hour per household towards Waikanae Town Centre
- (c) 0.29 vehicle movements per hour per household from the direction of Waikanae Town Centre

7.4 Applying these rates results in the following forecast levels of additional two-way traffic activity across the railway lines during the weekday morning peak hour.

Timeframe	Infill	Greenfield	Stage Additional Total	Cumulative Additional Total
3 years	+15-48	0	+15-48	+15-48

10 years	+34-113	+113-323	+147-436	+162-484
30 years	+98-322	+322-924	+420-1,246	+582-1,730
Total	+147-483	+435-1,247	+582-1,730	

Table 2: Estimated Additional Two-Way Weekday AM Peak Hour Vehicle Movements (vph)

7.5 With regard to the critical left turn out of Elizabeth Street, the estimated forecast additional demand for this turn is shown in the following table and has been determined based on the assumption that the demand for the left turn is 76% of the westbound traffic flow.

Timeframe	Infill	Greenfield	Stage Additional Total	Cumulative Additional Total
3 years	+7-21	0	+7-21	+7-21
10 years	+15-50	+50-143	+65-193	+72-214
30 years	+43-143	+143-409	+186-552	+258-766
Total	+65-214	+193-552	+258-766	

Table 3: Estimated Additional Left Turns out of Elizabeth Street during Weekday AM Peak Hour (vph)

7.6 As set out earlier, I have estimated that the existing available capacity for the left turn out of Elizabeth Street during the weekday morning peak hour is around 723 vehicles. With regard to the future capacity for this turn I have assumed no change to the rail services during the short term (next three years), then one additional train with an inbound and outbound crossing of the road in the medium term (within ten years) and two additional trains with two inbound and two outbound crossings of the road in the long term (within thirty years). The assumed available capacities for the left turn are:

- (a) 723vph short term
- (b) 660vph medium term
- (c) 600vph long term

7.7 I have then considered the relationship between the demand and available capacity for the left turn out of Elizabeth Street. This is summarised in the table below. As shown, assuming no increase in train services in the short term, I consider that there is likely to be sufficient

spare capacity to accommodate additional housing within Waikanae East within the next three years. In the medium term, the adequacy of the available capacity will depend on the actual rate of delivery of additional households. At the low to middle end of the range, the available capacity will remain satisfactory. Beyond the 10-year timeframe, the capacity will be exceeded and there will be a need to provide additional capacity across the railway line.

Timeframe	Existing	Infill	Greenfield	Total	% of Capacity
3 years	417	+7-21	0	424-438	59-61%
10 years		+15-50	+50-143	489-631	74-96%
30 years		+43-143	+143-409	675-1,183	113-197%

Table 4: Estimated Forecast Capacity for Left Turns out of Elizabeth Street during Weekday AM Peak Hour

7.8 I discuss options for providing this additional capacity next.

8. OPTIONS FOR PROVIDING ADDITIONAL VEHICLE CAPACITY ACROSS THE RAILWAY LINE

8.1 As discussed in the previous section of this evidence, I consider that there is likely to be sufficient spare capacity for vehicle travel across the existing level crossing to accommodate additional housing within Waikanae East within the next three years and possibly up to the 10-year timeframe subject to the actual rate of delivery of houses.

8.2 Beyond the ten-year timeframe there will be a need for additional capacity across the railway line.

8.3 There are a number of potential infrastructure solutions to provide additional capacity across the railway line. One option would be to construct an additional or replacement at grade level crossing to the north of the existing station in a location where the crossing would not need to be closed as trains travel between Wellington and Waikanae. There would likely be a signalised intersection where the new crossing link connects with Old SH1. Based on my earlier calculations I would expect a left turn out to have weekday morning peak hour capacity of around 900 vehicles.

- 8.4 If a grade separated link were to be provided under the railway, this would most logically be located to the south of the existing crossing as the ground level starts to fall towards the river. In my view it would be most efficient to connect directly into Te Moana Road. I note that Kiwirail will have requirements regarding clearances, and ground levels for an underpass would need to consider flood risk along with tie-in with adjacent property frontages as a result of changes to the road levels. There would be the potential to increase the stop line capacity with separate turning lanes for each of the left turn into Old SH1, through into Te Moana Road and right turn onto Old SH1 towards the town centre. Based on an assumed potential arrival flow of around 1,500vph from Waikanae East and around 65% of the cycle time being allocated to traffic exiting Waikanae East, a capacity of around 1,000vph might be achieved.
- 8.5 If a grade separated link were provided over the railway line, I consider that this would most likely occur towards the north and likely tie in with roading associated with the ongoing development of Waikanae North. In this location it might be possible to provide a crossing that would not be constrained by adjacent intersections, unlike the previous options described. It should however be noted that the main travel desire lines are to and from the south (Paraparaumu and Wellington) and therefore a crossing in this location can only be expected to accommodate part of the demands. An overpass with a single westbound lane across the railway that is not constrained by adjacent intersections could be expected to have a capacity of around 1,500vph.
- 8.6 Towards the end of the 30-year period there will a need to provide significant additional travel capacity across the railway line. Given that it is likely that there would be additional train services per hour across the crossing along with longer trains within this timeframe, with an associated reduction in vehicle capacity across the existing crossing, I consider that there are two longer term options. Both would involve the existing at-grade crossing being relocated to the north of the train station such that the crossing is only affected by the less frequent longer distance passenger and freight trains. The benefits of the relocation of the at-grade level crossing will be reduced if frequent rail services start running through to Otaki. The difference between the two options is that

one would include an underpass approximately aligned with Te Moana Road and the other an overpass connecting in with Waikanae North.

- 8.7 Around the 10-year timeframe it then makes sense to provide for the relocation of the existing crossing further to the north.
- 8.8 There are also non-roading measures that could help delay the need for infrastructure interventions, these include:
- (a) Working with the Ministry of Education to use school zoning and locations of primary schools to minimise the likelihood of children living on the opposite side of the railway to the school they attend;
 - (b) Minimising non-residential activity on the eastern side of the railway that does not serve the immediate needs of residents on the eastern side; and
 - (c) Improved bus services into and out of Waikanae East.

9. CONCLUSION

- 9.1 I consider that the existing transport characteristics which include access by a range of travel modes to a variety of destinations including work places, shops and services, public transport services, recreation, education and community facilities contribute to Waikanae East having a well-functioning urban environment.
- 9.2 The size of the submitters combined land area is such that there will be a number of options for providing an internal roading layout which delivers connectivity within the site as well as to the external roading network and beyond to the wider area.
- 9.3 While my assessment is simplified and relies on a number of assumptions that can be expected to change with time, the indication is that additional capacity for vehicle movement will be needed across the railway line in Waikanae in around 10 years from now. Some additional capacity can be gained by relocating the existing level crossing to the north but this on its own will not provide enough capacity in the longer term to meet the likely travel demands associated with the potential infill and/or greenfield development within Waikanae East.

- 9.4 In order to maximise the viability of providing the modified and additional infrastructure, I recommend that the potential greenfield development within Waikanae East also be included in the proposed residential zoning.

Harriet Fraser

Harriet Fraser

9 March 2023

ATTACHMENT 3
Planning Assessment prepared by Anna Carter

BEFORE A HEARING PANEL CONSTITUTED BY KĀPITI COAST DISTRICT COUNCIL

IN THE MATTER OF

Resource Management Act, Schedule 1
Subpart 6 being the Intensification
Streamline Planning Process

AND

IN THE MATTER OF

Proposed Plan Change 2, a Council-led
proposed plan change to the Kāpiti Coast
District Plan in accordance with the
directives of the National Policy Statement
on Urban Development

STATEMENT OF EVIDENCE OF ANNA PRUE SISARICH CARTER

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Section A – Introduction

Name, qualifications and experience

- [1] My full name is Anna Prue Sisarich Carter. I am employed as a Senior Planner at Land Matters Limited based in Ōtaki.
- [2] I graduated with a Bachelor degree in Resource and Environmental Planning with a major in ecology from Massey University in 1997.
- [3] I have been a Full Member of the New Zealand Planning Institute since 2001. I have 23 years experience as a planning and resource management professional in New Zealand.
- [4] I have worked in central government, local government and private consultancy. I have prepared resource consent applications for various projects for greenfield residential developments, commercial activities and industrial projects. I have been involved in private plan changes and plan development in several regions of New Zealand and have appeared before the Environment Court for resource consent and district plan matters.

Expert Code

- [5] While this is not an Environment Court hearing, I have met the standards in that Court for giving expert evidence.
- [6] I have read the Environment Court Practice Note 2023 Part 8 in respect to the preparation of evidence and Part 9 in respect of the Code of Conduct for expert witnesses. I agree to comply with the Code of Conduct. I am satisfied that the matters addressed in this statement of evidence are within my expertise. I am not aware of any material facts that have been omitted or might alter or detract from the opinions expressed in this statement of evidence.

Roles Held

- [7] I have prepared the submission and further submission on behalf of the Waikanae East submitters (submission S087 and further submission S087.F.1) in relation to the land identified as containing 40.45 hectares of land (referred to in my evidence as 'Waikanae East').

- [8] I have also prepared submissions on Proposed Plan Change 2 ('PC(N)') for the following submitters:
1. The Loyalty Initiative (reference S026)
 2. Anna & John Carter (reference S068)
- [9] Within the last seven years I have prepared resource consent applications for two of the landowners who form part of the Waikanae East submission. This included a land use consent and consents to discharge to air and water for Goodman Holdings Ltd ('Goodmans') for their sites at 4 and 6 Anne Street and 32A Elizabeth Street, Waikanae in respect of the operation of their site. These consents were granted in 2017 by Kāpiti Coast District Council ('KCDC' - RM170308) and Greater Wellington Regional Council ('GWRC' - WGN180135).
- [10] As part of Goodmans resource consent application, the applicant engaged AWA Environmental Ltd to model the flood plain and prepare flood attenuation detailed design; and Morphum Environmental Ltd to design water sensitive urban design solutions including a constructed wetland for this site. Other environmental monitoring was undertaken in the watercourses and in the Waikanae River as part of the Goodman applications.
- [11] More recently I have prepared and lodged land use and subdivision applications with KCDC for AWA Iti Ltd for the site at 4 Reikorangi Road, Waikanae (KCDC reference RM220337). As part of this application, the applicant engaged Miyamoto Geotechnical engineers to assess effects from development within the *Ohariu Uncertain - Constrained Fault Avoidance* area within their site.
- [12] As part of preparing this evidence, I have relied on some of the advice received in respect of the resource consents lodged for Goodman Holding Ltd and the AWA Iti Ltd.
- [13] This evidence will also be relying on the following expert evidence that has been prepared in support of the submissions as follows:
1. Structure planning prepared by Dr. Frank Boffa, Landscape Architect; and
 2. Transportation evidence prepared by Harriet Fraser, Transport Engineer;

- [14] The submitters also engaged Te Rangimarie Williams, a principal consultant and director of Te Kōnae Ltd who prepared an assessment of values associated with the land at “Waikanae East” on behalf of Āti Awa ki Whakarongotai.
- [15] We acknowledge the minute of the Hearing Panel dated 11 November 2022 requesting that submitter expert evidence be available to the parties and on Council’s website no later than 5.00pm, Monday 13 March 2023 (para 23); and that in respect of submissions requesting land to be re-zoned beyond that identified in the notified PC 2, for the panel to receive relevant supporting information earlier than directed in paragraph 23(b).

Extent and Application of Evidence

- [16] **Appendix 1** of my evidence contains the **proposed extent of rezoning requested shown by a solid yellow line around the perimeter of Waikanae East**. The extent of rezoning includes all land owned by the submitters and includes General Industrial zoned land and General Rural zoned land. It proposes to rezone all this land to General Residential zone. A small area of Industrial zoned land (approximately 7,000m²) is proposed to be ‘swapped’ for a similar sized area of General Rural land as part of consolidating the activities of Goodman Holdings Ltd. The proposal also seeks to apply Precinct A within 800m of a walkable catchment from the Waikanae Railway Line and has generally adopted boundaries for this area as set out in Appendix E – Spatial Application Policy and includes all land within 800m of a walkable catchment to the railway station.
- [17] This evidence has been prepared in accordance with section 32 of the Resource Management Act 1991 (‘RMA’). In addition to the evidence that has been commissioned specifically for this evidence as set out in paragraph [13], I have relied on expert advice provided to submitters in support of previous resource consent applications pertaining to land identified within the Waikanae East submission as described in paragraph [11].
- [18] I have also referenced the evaluations undertaken by the Council in its section 32 report to support the proposed intensification of existing urban areas, to determine the extent of information Council’s section 32 evaluation report

relied upon as a proxy to determine the level of evidence required to support Waikanae East's submission.

[19] This evidence relies on the following information:

1. **Indicative spatial plan and wider context plan set** (included in **Appendix 1**); and **evidence prepared by Dr. Frank Boffa** showing likely extent and typical densities of urban development within the site; roading connections; open space and cycleway, walking and bridleway (CWB) networks; indicative location and extent of stormwater treatment areas; indicative location and extent of flood attenuation areas; and buffers from noise generating activities. The wider context plan shows the wider area of Waikanae East to Huia Street extension in the north, and the Main Highway and beyond to the west and how the proposed rezoned land will connect with those areas;
2. **Transportation evidence** that reviews the existing roading network and determines likely vehicle capacity for the existing railway crossing to Waikanae West; and assesses how additional demand may be accommodated.
3. **Statement of cultural values** (refer **Appendix 2** of my evidence) prepared on behalf of Āti Awa ki Whakarongotai at the request of the submitters. The author of this document was provided with the above information;
4. **Water and wastewater capacity assessments** have relied on statements made in the Kāpiti Housing the Business Assessment (2022) and used in Council's own section 32 report;
5. **Stormwater capacity and flood extent modelling** relies on statements made in Kāpiti Housing Business Assessment (2022) and used in Council's own section 32 report. Where applicable, the design parameters for stormwater treatment areas and design and for flood attenuation areas, recommended by AWA Environmental Ltd for Goodman Holdings Ltd in their resource consent applications to KCDC and GWRC (KCDC reference RM170308 and GWRC WGN180135) have been applied to the *indicative spatial plan* areas. All flood extent areas identified by KCDC in their

Operative District Plan ('ODP') as being *River Corridor* overlay GWRC have also been adopted in the structure plan. Confirmation of the extent of the modelled *River Corridor* and likely depth of inundation provided in an email from GWRC as part of the resource consent application for AWA Iti Ltd (KCDC reference RM220337), have also been relied upon and applied where applicable (refer **Appendix 4** for reports and relevant correspondence); and

6. **Geotechnical investigations** undertaken by Miyamoto Ltd in respect of the Ohariu Fault Avoidance area identified in KCDC's OPD in support of the resource consent application for AWA Iti Ltd have been relied upon and applied where applicable (refer **Appendix 4** for this report);

[20] The submitters did approach AWA Environmental Ltd, Miyamoto Ltd and KCDC's reticulation modellers to provide site specific evidence in relation to flood modelling, geotechnical site investigations and wastewater and potable water reticulation modelling. However the time frames for delivery were too constrained and it was agreed to rely on the data that already existed across parts of the site, as this was considered sufficient for the purpose of identifying extent of non-developable and developable areas and to determine the suitability of the site for residential development.

[21] My evidence also includes consideration of the proposed activities against the relevant provisions of the National Policy Statement for Freshwater Management 2020 (NPS-FM) and the National Policy Statement for Highly Productive Land (NPS-HPL). I have relied on the New Zealand Land Use Inventory and the LRIS webportal (<https://iris.scinfo.org.nz/layer/48076-nzlril-land-use-capability-2021/>) for determining the land use capability classifications for the land as required under the NPS-HPL.

[22] In preparing this evidence, I have reviewed the following documents:

- a) Plan Change 2 as notified ('PC(N)');
- b) Advice from Simpson Grierson to Jason Holland, Kāpiti Coast District Council providing legal advice on scope of plan change 2 dated February 2022; and dated 31 January 2023;

- c) Minute from the Hearing Panel dated 11 November 2022;
- d) Supporting section 32 reports prepared for KCDC in support of PC 2 and in particular:
 - (i) Evaluation Report
 - (ii) Evaluation Report Appendix E: Boffa Miskell Ltd 2022. *Spatial application of NPS-UD Intensification Policies*
 - (iii) Evaluation Report Appendix L: Boffa Miskell Ltd 2022. *Kapiti Coast Urban Development Intensification Assessment Parts 1 and 2* prepared for Kapiti Coast District Council
 - (iv) Evaluation Report Appendix M: Property Economics 2022. *Assessment of Kapiti Coast Residential Intensification Area Feasibilities*
 - (v) Evaluation Report Appendix N: Boffa Miskell Ltd 2022. *Kapiti Coast Urban Development Greenfield Assessment Parts 1 and 2* prepared for Kapiti Coast District Council
 - (vi) Evaluation Report - Appendix V: Areas proposed to be rezoned as General Residential Zone
- e) Kapiti Coast District Council Housing and Business Assessments (2019 and updated May 2022);
- f) The expert evidence commissioned and described at paragraph 12;
- g) Consultant reports prepared in respect of the subject site in relation to geotechnical investigations, flood modelling and stormwater design referred to at paragraph 16;
- h) KCDC's Long Term Plan 2021- 41; and KCDC's Development Contributions Policy 2021 in relation to planned capital projects including transportation projects and cost allocation of capital infrastructure projects;

- i) Submissions received in support of, and opposition to the proposed rezoning of Waikanae East and in particular the following submissions:
- (i) S16 by Amos Mann
 - (ii) S28 by Infill Tapui Ltd
 - (iii) S53 and FS.1 by Waka Kotahi
 - (iv) S054 and FS.1 by Malu Jonas
 - (v) S071 by Anne Juchnowicz
 - (vi) S097 by GWRC
 - (vii) S100 by Āti Awa ki Whakarongotai
 - (viii) S110 by Chris Mitchell and Sue Smith
 - (ix) S112 by Ministry of Education; and
 - (x) S122 by Kainga Ora

Scope of Waikanae East Submission 'on' Proposed Plan Change 2

[23] We note the Panel's advice in their Minute dated November 2022 at paragraph 22 requesting the Council provide a view of out-of-scope requests. We also note the Minute has highlighted at paragraph 41, whether requests for new rezoned areas raises questions of scope, and that the Panel's recommendations are not limited by conventional scope constraints under the Resource Management Act ('RMA') as provided for in Schedule 1, subpart 6 cl. 99(2). Nevertheless, I have addressed the matter of whether I consider Waikanae East's submission is 'on' Proposed Plan Change 2 in the following paragraphs below.

[24] A relevant residential zone does not include large lot residential zones or an urban area that is recorded as having a resident population of less than 5,000 people. According to Statistics New Zealand, Waikanae urban area (refer **figure 1 below**) has a population of 12,099 people (comprised of Waikanae East with a population of 2,391; Waikanae West with a population of 4,374; Waikanae Park with a population of 2,085; and Waikanae Beach with a population of

3,249). Waikanae East geographic boundary shown in the map below includes all the land owned by the landowners of the Waikanae East submission (submission S087), and includes the Industrial zoned land located between the NIMT railway line to the west and the currently General Rural zone to the east. The geographic boundary also includes all General Rural zoned land up to Reikorangi Road. As such, the land proposed to be rezoned General Residential is non-residential zoned land that is part of the Waikanae Urban area.

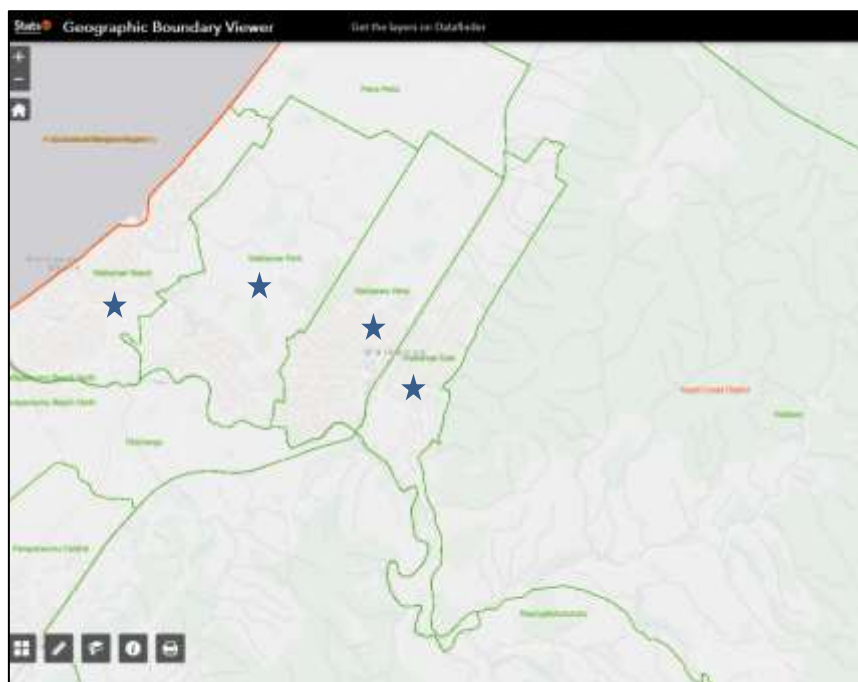


Figure 1: Geographic Boundaries for Waikanae Urban Area denoted by ★ (Source: Stats NZ)

- [25] At paragraph 9 of the legal advice provided to KCDC by Simpson Grierson ('SG') in February 2022 the question was asked, "*is the Council required to give effect to policy 3 of the PNS-UD in residential and **urban non-residential zones** in each of these areas under ss77G(2) and 77N(2)?* In response, SG responded, "*yes, because each of these areas is within an urban environment and is either a residential zone (s77G(2)) or urban non-residential zone (s77N(2)).*" SG states further on that, Section 80E [of the RMA] governs the scope of what *must* be included in an IPI ['Intensification Planning Instrument'] and what may be included if they support or are consequential to the mandatory matters. Section 80E requires KCDC's IPI to provide for the following:

1. Incorporate the Medium Density Residential Standards ('MDRS') in all *relevant* residential zones listed in standard 8 of the National Planning Standards and includes:

- (i) Low density residential zones
- (ii) General Residential zones
- (iii) Medium Density Residential zones; and
- (iv) High Density Residential zones;

and to

2. Give effect to policies 3 and 4 of the NPS-UD;

[26] In the legal advice provided to KCDC by SG in January 2023 states that:

1. [Para 12] "*Submitter needs to demonstrate the necessary link between the amendment sought and achieving one of the mandatory outcomes to prove it is 'on' the plan change*"; and
2. [Para 31] "*... if the s.32 report evaluated the potential change ... in that no substantial further s.32 analysis would be required, then the submission may be 'on' the plan change.*" and
3. [Para 35] "*although an area needed to meet all four criteria to be considered for inclusion in PC2, our view is that some level of consideration for inclusion in PC2, our view is that some level of consideration has been given to the areas included in the Appendix N assessment, as part of the preparation of the plan change, even if to conclude that their inclusion in PC2 is not appropriate*" and
4. [Para 36] "*For that reason, our view is that a submission on any area covered by the Appendix N assessment may be considered to be a submission on PC2 ...*"

[27] Mandatory Outcomes: Policy 2 and policy 3(c) of the NPS-UD requires that in relation to tier 1 urban environments, district plans must enable intensification

in urban areas where one or more criteria apply as set out in objective 3 and Policies 2 and 3 of the NPS-UD as follows:

“Objective 3: *Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment which one or more of the following apply:*

- (a) *the area is in or near a centre zone or other area with many employment opportunities*
- (b) *the area is well-serviced by existing or planned public transport*
- (c) *there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*

“Policy 2: *Tier 1, 2 and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term and long term.”*

and

“Policy 3

...

- (a) *Building heights of at least 6 storeys within at least a walkable catchment of the following:*
 - (i) *Existing and planned rapid transit stops*
 - (ii) *...*
 - (iii) *...*
- (b) *Within and adjacent to neighbourhood centre zones, local centre zones, and town centre zones (or equivalent), building heights and densities of urban form commensurate with the level of commercial activity and community service.”*

[28] In determining whether a submission is ‘on’ the plan change, the Council’s planning report has relied on two legal tests set out by the High Court’s

approach in *Clearwater Resort Ltd v Christchurch City Council*¹ and *Motor Machinists Ltd v Palmerston North City Council*² and as set out in Council's evidence as follows:

1. *A submission can only fairly be regarded as "on" a variation if it is addressed to the extent to which the variation [read plan change] changes the pre-existing status quo. But if the effect of regarding a submission as "on" a variation [read plan change] would be to permit a planning instrument to be appreciably amended without a real opportunity for participation by those potentially affected, this is a powerful consideration against any argument that the submissions is truly: "on" the variation [read plan change].*³;

And test 1 above would be unlikely to be met if:

2. *A submission raises matters that should have been addressed in the section 32; or a submission seeks a new management regime for a particular resource (such as a particular lot) when the plan change did not propose to alter the management regime in the operative plan.*

[29] Council's planning evidence summarises these two tests at paragraphs 601 and 608 as follows:

1. **[601] The first test:** *"in the context of PC2, the first test asks if the proposed plan change is altering the status quo in the District Plan in relation to an issue raised by a submission. If not, the issue is unlikely to have been addressed in the section 32 evaluation and report, and the submission is unlikely to be 'on' the plan change. However if the change was analysed in the section 32 report, or the change is "incidental or consequential", in that no substantial further section 32 analysis would be required, then the submission may be "on the plan change."*
2. **[608] The second test:** *"the second test is whether affected persons have had a real opportunity to participate in the process."*

¹ [2017] NZHC 138

² [2013] NZHC 1290

³ KCDC PC 2 Planning Evidence. Paragraph 598

- [30] In relation to Waikanae East's submission (S086), Council's planning evidence considers that because PC(N) did not propose to alter the status quo and the submission does not request a consequential amendment to adjacent rezoning, and the site is not considered within the body of the Section 32 Report, it does not meet test 1.
- [31] The Council's planning evidence determines that in respect of test 2, that the only opportunity for affected person to participate in the process of rezoning for this submission was at the further submission stage and that this is not considered sufficient to meet this test.
- [32] The same tests have been applied to previous Council plan change processes. In 2007 the Council invited submissions on Plan Change 72A in relation to rezoning of Town Centre zoned land in Paraparaumu to Commercial/Retail zones. Submissions were received requesting other similar land to also be rezoned. The Council was criticised by submitters for *picking* landholdings in the notified plan change that benefited the Council from rezoning and ignored land that would give effect to a well-functioning urban environment. The independent hearing commissioner, Mr Christopher Mitchell in his decision, referenced the *Clearwater Resort Ltd v Christchurch City Council* case identifying the tests set out above. Mr Mitchell notes in his decision that, "*both questions, are ultimately matters of degree on which a judgement needs to be exercised.*" Mr Mitchell in respect of Plan Change 72A found that the *decision sought by the submitters is essentially an extension of the rezoning proposed by the plan change to include their adjoining or nearby properties. The submitters seek a modification to the zone provisions proposed for the Council (or, more accurately, an unmodified zone), but in substance these are not significant differences...these properties are mostly 'greenfield' sites, albeit more ready for immediate development than the Council land. On this approach, the key issues raised in the submission is the boundary of the rezoning to be effected by the plan change, and in my view, such an issue is very much 'on' the proposed change⁴.*"

⁴⁴ KCDC, Plan Change 72A. Report and recommendation of Christopher Mitchell, independent hearings commissioner. Pp 8 & 9.

- [33] On the second test, Mr Mitchell in his deliberations on whether submissions seeking new land to be rezoned through proposed Plan Change 72A would have provided an adequate opportunity for those potentially affected to participate, he states that the rezoning had been *considered* during the draft proposed plan change (as Waikanae East’s land had been through the section 32 evaluation and analysis); and on this basis he did not think, “*that any other section of the community could claim surprise at the request* [for land to be included in the plan change]. Mr Mitchell, in making a recommendation on proposed change 72A stated that in coming to his decision he needed to, “*consider the significance of the proposed zoning change vis a vis residential neighbours.*”
- [34] Council’s decision on proposed plan change 72A upheld Mr Mitchell’s recommendations to include the submitter’s request to rezone their land.
- [35] The decision made by the Council in respect of plan change 72A is not dissimilar from that sought by the Waikanae East submission.
- [36] Is the submission ‘on’ PC32(N) and were the substantial issues covered by the section 32 evaluation report? The site that is the subject of submission S086 was identified in the Section 32 Evaluation Report - Appendix N⁵ under the description “WA-04” being the label given to it in *Te tupu pai, Growing Well*, the District’s Growth Strategy adopted by Council in September 2021. The area WA-04 was clearly delineated in Appendix N of the Section 32 report (which includes its appendices and maps) by its cadastral boundaries shown in red containing all General Rural Zoned land that is the subject of submission S086, as depicted on the following page.

⁵ Section 32 Evaluation Report: Appendix N – Kāpiti Coast Urban Development Greenfield Assessment (Boffa Miskell, 2022)

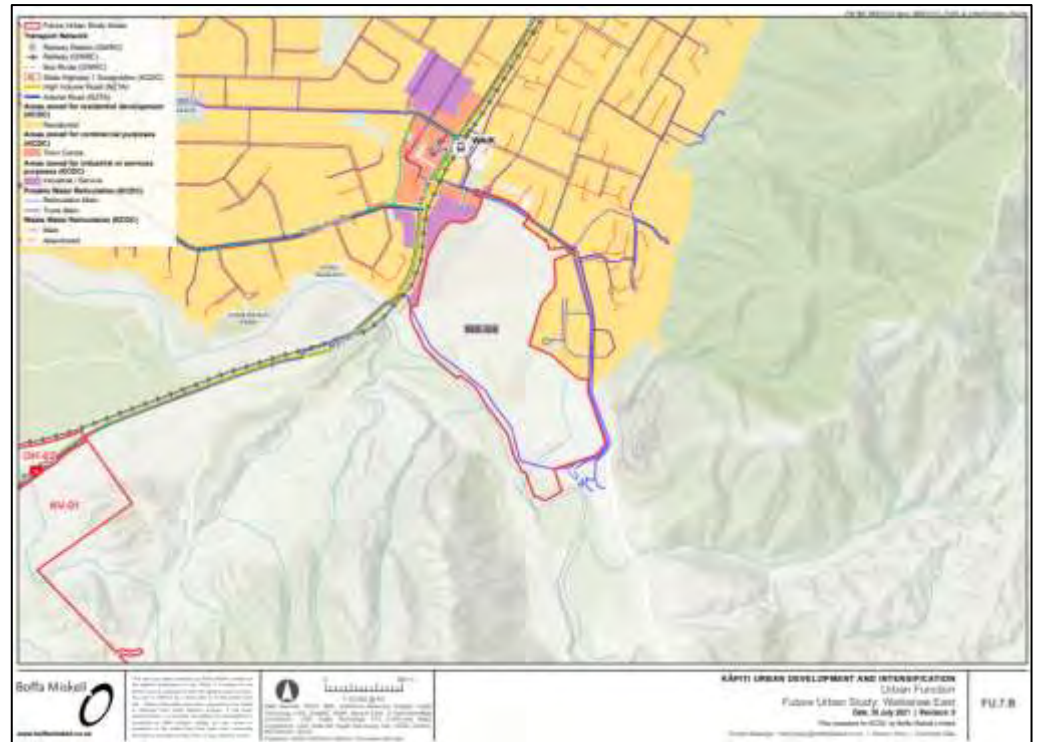


Figure 2: Extent of WA-04 (Section 32 Evaluation Report Part 1: Appendix N, Spatial Influences and Constraints Mapping – Urban Function Pg 51)



Figure 3: Extent of WA-04 (Section 32 Evaluation Report Part 1: Appendix N, Spatial Influences and Constraints Mapping – Natural Environment and Landscape Pg 66)

- [37] The walkable catchment area within Waikanae East was also clearly depicted in the Section 32 Evaluation Report – Appendix L, although the southern boundary was further north than what the submitters are requesting.



Figure 4: Urban Intensification Study Areas in red (source: KCDC Urban Development Intensification Assessment – Appendix L)

- [38] With the exception of the industrial zoned land, the cadastral boundaries identified in Appendix N for area WA-04 and in the section 32 intensification maps align with the cadastral boundaries of the submitter's properties as identified in the aerial below.

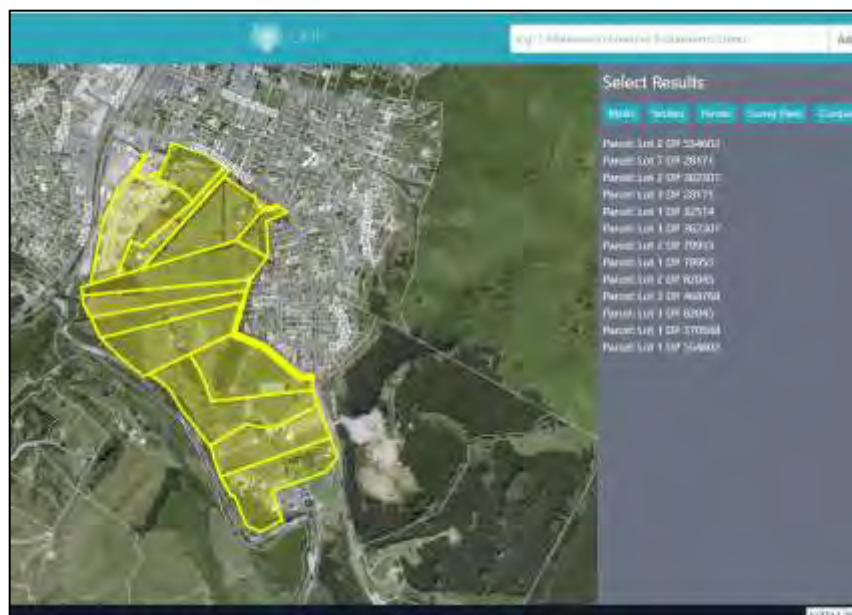


Figure 5: Extent of WA-04 by cadastral boundaries as shown in yellow (source: GRIP <https://app.grip.co.nz/>)

- [39] The Industrial zoned land owned by Goodman Holdings Ltd runs alongside the North Island Main Trunk ('NIMT') railway line and directly adjoins the Town Centre zone. It is proposed that land where it adjoins the railway line also be included in the area to be rezoned to a General Residential zone. A similar sized parcel of General Rural land is proposed to be rezoned General Industrial land.
- [40] WA-04 also included the land adjoining the Waikanae Water Treatment plant located at 22 Reikorangi Road and which is the subject of a submission opposing the rezoning of their land (refer submission S071). There is no objection to submission S071 by the submitters for Waikanae East and I consider that retaining the land at 22 Reikorangi Road in the General Rural zone would form a buffer between a residential zone and the activities of the water treatment plant.
- [41] Appendix N identified WA-04 as a priority group 1 as *"the area is a good candidate for short or medium term urban development"* (pp12, 14) with a theoretical dwelling estimate of 650 dwellings.
- [42] Appendix N considered all priority 1 greenfield land and found that, *"after consideration of constraints, there is a theoretical capacity of 14,280 dwellings in areas that exhibit low to moderate degrees of combined constraints (priority groups 1 and 2A), so long as these constraints can be overcome. Development of these areas would result in an urban form characterised by consolidation of existing urban areas, alongside the extension of urban environments around Paraparaumu, Waikanae and Ōtaki⁶."*
- [43] Appendix N contained assessment criteria which WA-04 was assessed against. Appendix N lists assessment criteria for consideration of WA-04 for rezoning to General Residential zone on pages 23 to 26 of Appendix N of the Section 32 evaluation report, under five themes of *urban environment* (with assessment criteria on urban form, local neighbourhoods, activity centres, residential development, business land); *function* (with assessment criteria on transport networks, infrastructure and servicing); *natural environment and landscape* (with assessment criteria on water bodies and landscape and open space); and

⁶ Boffa Miskell (2022). *Section 32 Evaluation Report – Appendix N*. Pg15.

land development (with assessment criteria on heritage values, topography, natural hazards and land risks, land use compatibility, highly productive land) and Mana whenua (with assessment criteria on climate change and low-carbon futures, mana whenua, and iwi development). Appendix N, by identifying WA-04 as a priority 1 (green) area for greenfield redevelopment acknowledged that “development in the area is likely to align with the assessment criteria. The area is relatively free of constraints, or there are some constraints, but these could be readily managed. Development in the area may also be an opportunity to resolve existing constraints or achieve positive outcomes⁷.”

- [44] During the development of Kāpiti Coast District Council’s Growth Strategy - *Te tupu pai: Growing Well*, the Council publicly released and requested community feedback on Boffa Miskell’s greenfield evaluation report⁸. Our firm represented many members of the public with that process including appearances at Council meetings to discuss the issues. The greenfield assessment carried out as part of *Te tupu pai: Growing Well* involved a number of individual study areas including WA-04. The summary table in that document, confirmed WA-04 as a priority 1 greenfield area for redevelopment on the basis that there is a lack of constraints (refer to **Figure 7** on the following page for this summary table). As this information was publicly available at the time of PC(N) and was referenced in the Section 32 Evaluation report, it is reasonable to consider the landowners of WA-04 and other people in the community were aware of their ability to lodge a submission in support or opposition to potential residential development of this area despite the Council not *recommending* it for inclusion in the IPI. This is evidenced by the submissions made by Waikanae East landowners (submission 087), and the submission made in opposition to the rezoning of a landowner parcel identified within WA-04 by submission prepared by Anne Juchnowicz (submission 071) as well as the submission made by Jona Malus (submission 054).
- [45] Boffa Miskell’s draft greenfield report had been updated for Council’s Section 32 Evaluation Report and contained in Appendix N. Boffa Miskell’s greenfield assessment also contained a detailed site-specific analysis for WA-04 as

⁷ Boffa Miskell (2022). *Section 32 Evaluation Report – Appendix N*, Para 2.4, pg 5

⁸ Boffa Miskell (31 Oct 2021). *Draft KCDC Urban Development Greenfield Assessment*

Appendices 3A, 3B, and 3C” as indicated by the contents page of Appendix N depicted in **Figure 6** below.

Contents	
Executive Summary	1
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Appendix 3B: Assessment of Study Areas	
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Figure 6: Contents page of S.32 Evaluation Report - Appendix N

(source: <https://www.kapiticoast.govt.nz/your-council/forms-documents/district-plan/closed-for-further-submissions/proposed-plan-change-2-intensification/about-pc2/#supporting-for-notification>)

The analysis for WA-04 and Waikanae East set out in the Summary Table referenced in Appendix N is replicated in **Figure 7** on the following page.

Future Urban Study Areas **Assessment Summary**

Ref.	Location	Area (ha)	Key Constraints	Key Opportunities	Mana whenua values	Māori development aspirations	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		
ŌTAKI																										
WA-04	Waikanae (south)	45.0ha	<ul style="list-style-type: none"> Highly productive land. Flood hazard in parts. Congestion at the Elizabeth Street intersection 	<ul style="list-style-type: none"> Close proximity to Waikanae town centre. Relatively unconstrained, low risk area. 																						
																								480	1	

Figure 7: Summary table of assessments showing WA-09 identifying no constrains (in green) against criteria across urban form, local neighbourhoods, activity centres, residential development, natural ecosystems, topography, and for climate change and low carbon futures. The table does show some constrains (in orange) across business land, transportation networks, infrastructure and servicing, natural hazards, and land use compatibility; and identifies the land as highly productive (in red). (source: Section 32 Evaluation Report - Appendix N Appendix 3.1)

- [46] Following the submission period on PC(N), the Council published maps showing the extent of proposed areas of new General Residential zones and this included the area that is the subject of Waikanae East's submission. These maps were then published on the Council's website on the 14 November 2022 in order to give sufficient time for anyone wanting to make a further submission in respect of those rezoning proposals. As result of this new information, further submissions were received in respect of Waikanae East's submission (refer to submission S054 and submissions from Āti Awa ki Whakarongotai and Waka Kotahi).
- [47] Concluding remarks on scope of the submission: In its recommendations in the Section 42A report, the Council officer determined that Waikanae East's submission was out of scope based on the submission not meeting test 1 being that the PC(N) did not propose to alter the status quo under the operative plan; and did not meet test 2 which was that the Section 32 evaluation report did not clearly indicate that the site was considered for zoning and therefore did not give affected persons the opportunity to participate in the process.
- [48] The site was clearly identified by cadastral boundaries in both the Section 32 report and appendices and in the Kāpiti Coast Growth Strategy - *Te tupu pai:: Growing Well* referenced in the Section 32 appendices which the Council relied upon in the development of PC(N). Both these documents contained detailed site analysis of constraints and opportunities of the Waikanae East area.
- [49] The community were well aware of the potential for new areas to be rezoned as part of the IPI process through PC(N) on the basis of what had been proposed for future growth areas under *Te tupu pai:: Growing Well*. The draft and the proposed Growth Strategy were both publicly notified and submissions and feedback sought through a multitude of platforms (Council website, Council's social media pages and in the local newspapers). Despite Waikanae East not being identified in PC(N) for rezoning, the Council received a submission on that area by Anne Juchnowicz (submission S071) and from Malu Jonas (submission S054). Following the public release of maps showing proposed rezoning requested by submitters, further submissions were received both in support

and opposition (refer submission S054.FS.1). Submissions were also received from Āti Awa ki Whakarongotai and Waka Kotahi generally in support of the proposed rezoning. There were also general submissions seeking intensification around centres and rapid transport stops (submission S016 and S028 and the submission from GWRC).

- [50] A small area of one of the three parcels of Industrial Zoned land located off Anne Street is also proposed to be included within the area of Waikanae East to be rezoned General Residential as identified on the proposed rezoning plan (refer to **Appendix 1** of this evidence). Through the process of preparing this evidence, it was identified that residential use and development of this land would achieve better environmental outcomes and contribute to a well-functioning urban environment than if it remained for industrial activities. While the industrial zoned land was not identified spatially in Waikanae East's submission, it was identified in Council's Section 32 Evaluation Appendix E as falling within the walkable catchment of the Waikanae Railway Station (refer **Figure 8** below):



Figure 8: Walkable catchment within Waikanae Urban Area showing qualifying matters (Source: KCDC's S.32 Report - Appendix E, Plan QM.3, dated 1 June 2022).

- [51] I consider that the submission by Waikanae East related to areas identified in the Section 32 report and that there was sufficient information available to the wider community for them to prepare submissions in support or opposition to

the proposed rezoning. I also consider that the rezoning of this Industrial zone achieves the purpose of the NPS-UD through the rezoning of a similar sized parcel of land, currently zoned General Rural, into General Industrial zoned land.

[52] I recommend the Hearing Panel adopt the proposed rezoning, including for the Industrial Zoned land on the basis that it gives effect to the NPS-UD within the Waikanae urban area in the short to medium term. The residential development of all this land will contribute *significant development capacity* within a walkable catchment of adjoining existing or planned rapid transit stops. The development of the land outside of the walkable catchment area but within Waikanae East is consequential to the development of the land within the walkable catchment, in that it provides for roading and CWB connections, and provides for other opportunities to ensure sufficient land for stormwater treatment and flood storage. All land within Waikanae East will give effect to the MDRS if it is zoned General Residential as provided for by policy 4 of the NPS-UD section 80E(1)(b)(iii) of the RMA.

Section B – Assessment Against Relevant Policy Documents

[53] The policy documents I consider to be of most relevance to these activities are:

- National Policy Statement on Urban Development ('NPS-UD')
- National Policy Statement on Highly Productive Land ('NPS-HPL')
- National Policy Statement on Freshwater Management ('NPS-FM'); and
- GWRC's Proposed Change 1
- Resource Management Act, Section 32 Evaluation

National Policy Statement – Urban Development ('NPS-UD')

[54] Ten land parcels of land within Waikanae East being 21.9 hectares in area, including the three industrial zoned land parcels, are located within a walkable catchment of the Waikanae Railway Station which is identified as an existing rapid transit stop as described in Policy 3 of the NPS-UD. The boundary of this area is identified in the *indicative spatial plan* (included in **Appendix 1** of this evidence) with a red dotted line around the perimeter of these land parcels.

- [55] Waikanae East land adjoins and is also adjacent to Town Centre zoned land located along Elizabeth Street and the Main Highway; and adjoins the General Residential zone located along Elizabeth Street and He Awa Crescent in Waikanae and is part of what makes up the *Waikanae Urban Area*.
- [56] The boundary of this land proposed in the *indicative spatial plan* was determined applying generally the methodology set out in *Spatial Application of NPS-UD Intensification Policies* document⁹. The following methodology has been applied to the Waikanae East area:
1. Walkable catchment distance of 800m as the minimum walkable distance as measured from the Waikanae Railway station through the site;
 2. Walkability followed roads, indicative roads and indicative walkways into submitter's land 'Waikanae East';
 3. The edge of the intensification area conforms to property boundaries; and
 4. All qualifying matter areas as proposed by PC(N) being natural hazards including the Ohariu Fault Avoidance zone; flood hazard layers including the river corridor, stream corridor and ponding areas; sites of significance to iwi; and general industrial zone are applicable to Waikanae East.
- [57] The updated 2022 Kāpiti Housing and Business Assessment ('HBA') identified 17,983 total *plan enabled* sites currently within the Kāpiti Coast's urban area. The HBA calculates that of that number, the Kāpiti Coast has a *feasible* residential capacity of 10,097 dwellings. Of this number, 7,331 dwellings could be *reasonably expected* as infill/redevelopment capacity¹⁰ and **2,766 as greenfield capacity**. A further test of the likelihood of development identifies a *realisable development capacity* of 7,818 dwellings over the next 30 years to 2051.
- [58] With only 7,818 feasible dwellings being constructed over the next 30 years, the HBA report has identified a **shortfall of 8,367 dwellings** for the Kāpiti Coast

⁹ KCDC (June 2022). Section 32 Evaluation Report Appendix E

¹⁰ Table 1.16 and Table 1.17, Wgtn Region HBA

urban area of which 38% or approximately 4,000 dwellings will be required within the short to medium term¹¹.

- [59] Of this the HBA report identified that strongest demand is in the Waikanae and Paraparaumu urban areas, “*which accounts for nearly two thirds of all projected growth, with 30 and 28 percent respectively*”¹² which translates to approximately **2,510 new sites required in the Waikanae Urban area**. The updated HBA report notes that standalone housing will make up to 57%¹³ of all future demand with higher levels in Waikanae and Ōtaki reflected by greater greenfield opportunities; and demand for joined housing (terraces, town houses and low-rise apartments) will increase from 12% to 43% of future demand.
- [60] Table 1.14 of the Regional HBA 92019) states that infill and redevelopment land has a lower feasibility rate than greenfield land and is somewhere between 12% - 42%¹⁴. The updated 2022 HBA report states that 89% of all developable greenfield land is feasible; whereas in general terms only 49% of all infill and redevelopment land is feasible. For the infill/redevelopment of the existing Waikanae East urban area the feasibility drops to 47%¹⁵. When calculating *realisable* capacity for Waikanae East, it is considered to be around 30%¹⁶. Harriet Fraser, transportation engineer has adopted a range from low to high potential infill yield for the intensification area of Waikanae East, of between 196 to 688 dwellings (refer to Harriet Fraser’s evidence). This is based on realising 12 – 42% of the theoretical dwelling capacity identified in Table Appendix L, Part II for this area.
- [61] As part of validating the shortfall identified in the Section 32 report for Waikanae Urban Area, I have collated the number of theoretical dwelling capacity as set out in Appendix L (Intensification sites) and Appendix N (for Greenfield sites) and applied the feasibility figures noted in paragraph [59] above. Based on information provided in Council’s HBA report only 1,847 new

¹¹ Kapiti 2022 HBA, Table 8, Projected dwellings by type, by housing area, inflated Sense Partners median forecast 2021 - 2051

¹² Kapiti 2022 HBA, Chapter 5, pg 20

¹³ Kapiti 2022 HBA reports that this is a change on the 2019 HBA report which reported a much higher demand would continue for stand alone dwellings of around 84% in Kāpiti

¹⁴ Table 1.15, Wgtn Region HBA

¹⁵ Property Economics (Dec 2021). Table 8 – Residential Feasibility Capacity by Suburb

¹⁶ Property Economics (Dec 2021). Table 12 – Residential Realisable Capacity by Suburb

dwelling sites are likely to be realised under PC(N). This is a shortfall of some 667 dwellings for the Waikanae Urban Area.

Sites ¹⁷	Theoretical Dwelling Capacity	Feasible Dwelling Capacity (30% for infill and 89% for greenfield)
UI-WA Waikanae town Centre and Railway Station: Infill	4,403	1,228
UI-WB Waikanae Beach Local Centre: Infill	408	122
269 – 289 Ngarara Road: Greenfield Sites	140	124
174 – 211 Ngarara Road: Greenfield Site	390	347
112 Ngarara Road: Greenfield	10	9
18 Huiawa Street: Greenfield	19	17
TOTAL FEASIBLE DWELLING CAPACITY (based on Council's estimates)		1847

Table 1: Feasible Dwelling Capacity for Waikanae Urban Area based on Council's s.32 Evaluation reports identifying theoretical dwelling capacity

- [62] Feasibility variables consider land value; improvement ratio; local sale prices; and development costs including site preparation, build costs and fees including development contributions and profit margins. The HBA feasibility model is not a straight comparison between greenfield and infill as the model used assumes that only standalone housing will be constructed within greenfield sites which will assume higher development costs¹⁸. Nevertheless, greenfield development is considered more *feasible* than infill and redevelopment based on this model.
- [63] Despite the higher feasibility of greenfield land, the updated HBA report states that not all greenfield land will be *realised* on the basis that landowners still need to decide whether they will develop their land. More information was provided in the Property Economics' assessment of residential feasibility¹⁹. The support of all the landowners for 'Waikanae East's' landholdings is, in my view, an indication of the likelihood of development potential for this site.

¹⁷ KCDC Section 32 Evaluation – Appendix L (Part I, pp 18, 19; Part II Pg 15); and Appendix V

¹⁸ Kapiti 2022 HBA, paragraph 6.1, pg 30

¹⁹ Property Economics (Dec 2021). *Kapiti Coast Commercially Feasible Residential Capacity Assessment*.

- [64] The number of new Residential zoned sites created through PC(N) identified in Appendix V of the 32 evaluation report, proposes to rezone only five greenfield sites in the Waikanae urban area totalling 30.52 hectares, with the development potential of only 497 dwellings that are likely to be realised. This represents only 20% of the HBA assessment required for Waikanae over the short, medium and long term. None of the greenfield sites proposed within PC(N) are within walking distance of a rapid transit stop or adjacent or adjoining a neighbourhood centre or town centre zone. In my opinion the proposed greenfield sites identified in PC(N) do not provide for intensification to the level anticipated in Policy 3 for the Waikanae urban area and in particular do not reflect the most appropriate location for this new development that will create a “*well functioning urban environment.*” I also note that Waka Kotahi’s submission on PC(N) opposes the rezoning of two of those sites located on Ngarara Road.
- [65] The *indicative spatial plan* prepared on behalf of the submitters (refer **Appendix 1** of my evidence) indicates that the 40 hectares of land at Waikanae East could **contribute somewhere between 469 to 1,641 new dwellings** within the medium to long term. The higher end of the likely yield was based on the following:
1. higher density dwellings located within a proposed Precinct A based on 80 dwellings per hectare²⁰ and 80% feasibility for greenfield sites; and
 2. medium density dwellings located outside Precinct A but within a General Residential zone subject to MDRS based on 16 dwellings per hectare and 80% feasibility for greenfield sites.
- [66] Yet Waikanae East was excluded from consideration on the basis that it was located within the General Rural zone (refer Appendix E of the Section 32 Evaluation Report). In my experience, with land at the edge of the current Waikanae Town Centre area, there has been considerable market demand and it is likely that the subject land could come to market in the short to medium term.

²⁰ Based on Mid-rise apartments up to 6 floors with average dwelling size of 125m²

[67] In addition to the zoning, Council’s section 32 evaluation report²¹ and the section 42A report²² noted that Waikanae East was of a complexity that required a ‘structure plan.’ This being one of four criteria that was being applied to the intensification assessments set out in the Section 32 report. Those criteria are listed below:

1. The site is located next to an urban area that is connected to infrastructure services;
2. The site has a relatively low degree of constraints (and any existing constraints can be managed through existing District Plan rules);
3. The site is not sufficiently large or complex enough to require a “structure planned” approach;
4. The site would provide a notable contribution to plan-enabled housing supply, or where this is not the case, re-zoning is appropriate to regularise the area into the surrounding zoning pattern.

[68] The Council’s criteria appear to have been loosely based on the criteria set out in Clause 3.4 of the NPS-UD for what constitutes ‘*plan-enabled and infrastructure ready*’ development capacity as described below. However, clause 3.4 provides for non-residential land (such as General Rural land) where redevelopment of it would contribute to the necessary development capacity requirements within the medium term; and where infrastructure either exists to support that development or where it could be appropriately funded through Council’s long term plan.

3.4 Meaning of plan-enabled and infrastructure ready

(1) Development is plan-enabled for housing or for business land if:

(a) in relation to the short term, it is on land that is zoned for housing or business use (as applicable) in an operative district plan

21 KCDC Section 32 Evaluation Report, paragraph 4.2.3

22 KCDC PC2 Planning Evidence, paragraph [603]

(b) in relation to the medium term, either paragraph (a) applies, or it is on land that is zoned for housing or for business use in a proposed district plan

...

(3) Development capacity is infrastructure-ready if

(d) in relation to the short term, there is adequate existing development infrastructure to support the development of the land

(e) in relation to the medium term, either paragraph (a) applies or funding for adequate development infrastructure to support development of the land is identified in the long term plan

...”

[69] Beyond assessing a site’s constraints as required by section 32, and provided it meets the requirements of clause 3.4 of the NPS-UD, there is no clause or provision in the NPS-UD that restricts the inclusion of General Rural land within an urban area in an IPI. I acknowledge Policy 55, subclause (c) of Proposed Change 1 to GWRC’s Regional Policy Statement does reference ‘*whether a structure plan has been prepared*’ but that question is not asked in isolation and isn’t required where Policy 55(d) applies which is, “*any urban development that would provide for significant development capacity regardless of if the development was out of sequence or unanticipated by growth or development strategies.*” Nor is a structure plan mandatory even if Policy 55(d) did not apply; simply “*particular regard*” must be given to these things as part of ensuring the proposal, “*contributes or maintains the qualities of a well functioning urban environment*”.

[70] According to the Section 42A report, these criteria were designed based on, “*Council’s understanding (informed by legal advice) about the type of rezoning that could be included within an IPI.*” The Section 42A report states that the chosen sites for rezoning, “*would not go beyond incorporating the MDRS into the District Plan*” giving effect to section 77G(4) of the RMA. In applying these criteria to Waikanae East land, Council have ignored its mandatory obligations to provide for building heights of at least 6 storeys within at least a walkable

catchment of existing and planned rapid transit stops; and disregarded their duty to give effect to policy 3 in non-residential zones under section 77N of the RMA.

- [71] The Council in its Section 32 report and subsequently under its Section 42A report also made assumptions about how it should give effect to section 77G of the RMA in the application of MDRS provisions as required under Policy 3. Section 77G is a directive in relation to relevant residential zones in a district plan and requires a specified territorial authority to use an IPI to do this; while section 80E also notes that a specified territorial authority may also amend or include objectives, policies, rules, standards and zones that support or are consequential on the MDRS; or policies 3, 4 and 5 of the NPS-UD as applicable. This includes applying changes to a district plan's urban non-residential zones if applicable as provided for in section 77F of the Act.
- [72] While the Section 42A report makes a reference to Council, "*giving consideration to preparing a separate plan change (outside the IPI) focused on future urban development, where it would be more appropriate to address large or complex rezonings that went beyond simply incorporating the MDRS,*" this is not an option provided for in the NPS-UD for land within a walkable catchment of a rapid transit stop or adjoining a local centre zone. The only exceptions to the intensification within walkable catchment areas are in respect to qualifying criteria matters.
- [73] The section 32 report noted that it did not, "*provide for larger greenfield or brownfield areas that may involve a range of land-uses and require more complex design and planning approaches (such as structure planning).*" In my view, this approach should not have been relied upon across all greenfield sites, and particular consideration should have been given to greenfield sites that achieved the outcomes sought in Policy 3 of the NPS-UD, particularly where constraints were identified as low as is the case for WA-04 being Waikanae East and where they were within a walkable catchment of a rapid transit stop or a metropolitan or town centre zone.
- [74] Three of the land parcels included in the *indicative spatial plan* (refer **Appendix A** of this evidence) are located within the General Industrial zone and totals 2.51

hectares of land. The land is accessed via Anne Street and adjoins or adjacent to Town Centre zone. As part of the justification for proposing to rezone a small parcel of this Industrial zoned land, it is important to provide some background. When Goodman Holdings Ltd obtained a land use consent and discharge consents from both KCDC and GWRC to utilise part of their landholdings located within the General Rural zone, it enabled them to utilise General Rural zoned land for industrial activities. That land use consent covered an area of just under 5 hectares and is identified in the **Figure 9** below:

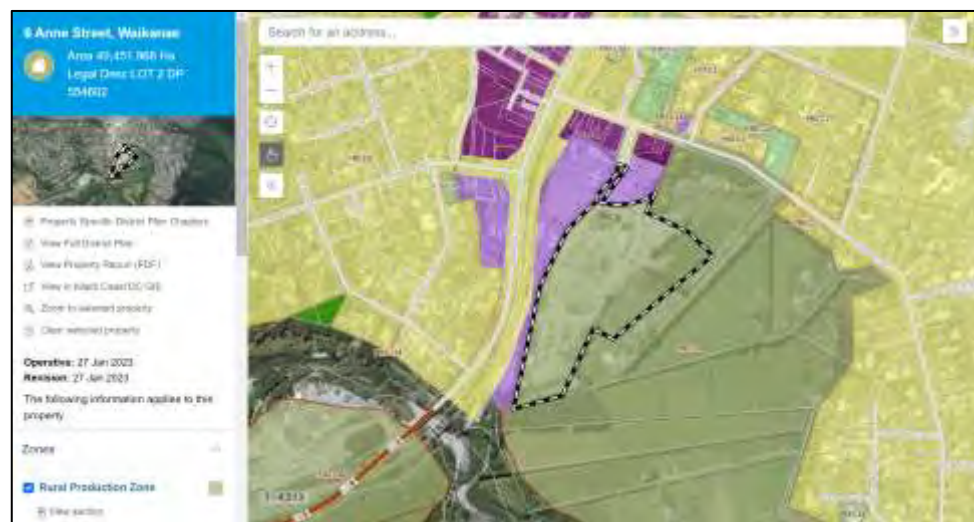


Figure 9: 6 Anne Street (black outline), the site that is subject to resource consents to enable Goodman Holdings Ltd to undertake their contracting business

- [75] The intention is that, subject to their land being rezoned General Residential through this IPI, Goodman Holdings Ltd ('Goodmans') are proposing in the short to medium term (within 10 years) to consolidate their operations within the land directly off Anne Street to the north of their site and continue to operate under their existing use rights and resource consents. The purpose of this timeframe is to give Goodmans sufficient time to find suitable industrial zoned land to relocate their business to, while at the same time beginning to plan for the residential development of their remaining landholdings. The consolidated area that Goodmans operations would remain within, would in the short to medium term, include part of the existing Industrial zoned land and part of the land within 6 Anne Street. This is shown in 'Plan 1' in the *indicative spatial plan* (refer **Appendix 1**).

[76] In the medium to longer term, it is possible Goodman’s industrial activities would vacate the area and relocate to a more suitable site and subject to a future plan change the remaining industrial land could be freed up to be redeveloped for residential purposes. This is shown as ‘Plan 2’ on the *indicative spatial plan* set (refer **Appendix 1**). The eventual residential development of the land vacated by Goodman’s operations is intended to occur within the medium term²³ thus giving effect to Policy 2, Clause 3.2(2)(a), and Clause 3.5(1)(b) of the NPS-UD:

“Policy 2: Tier 1, 2 and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term and long term.

Clause 3.2 Sufficient development capacity for housing

(1) Every tier 1, 2 and 3 local authority must provide at least sufficient development capacity in its region or district to meet expected demand for housing:

(a) in existing and new urban areas; and

(b) for both standalone dwellings and attached dwellings; and

(c) in the short term, medium term and long term

(2) In order to be sufficient to meet expected demand for housing, the development capacity must be

(a) plan-enabled (see clause 3.4(1)); and

(b) ...”

Clause 3.4 Meaning of plan-enabled and infrastructure ready

(1) Development capacity is plan-enabled for housing or for business land if:

²³ The NPS-UD defines the medium term as meaning “between 3 and 10 years.”

(a) in relation to the short term, it is on land that is zoned for housing or for business use (as applicable) in an operative district plan

*(b) In relation to the **medium term**, either paragraph (a) applies, or it is on land that is **zoned for housing** or for business use (as applicable) **in a proposed district plan***

(c) ...”

[77] To secure the rezoning of the Industrial land along the railway line under this IPI, it is proposed to undertake a ‘land swap’ creating a similar sized parcel of Industrial zoned land to the north of their site over what is currently General Rural zoned land. Goodmans will be able to consolidate within this part of their site and operate through the application of existing use rights in respect of the existing Industrial zoned land, and also through giving effect to their resource consents which would run with the land until they cease operations and eventually relocate.

[78] This is the most appropriate outcome for this land for several reasons. Access from Elizabeth Street and potentially from a new east-west connection, can be provided directly to new residential development within Waikanae East without having to traverse an industrial zone; industrial activities can be appropriately separated from residential activities through suitable natural buffers and roading; residential activities can be located much closer to the Town Centre zone and a rapid transit stop while industrial activities can be relocated within the site further away from the more sensitive receiving environment of the Waikanae Awa.

[79] According to Council’s section 32 evaluation report, the HBA 2019 report identified that there is sufficient business land development capacity within the district to meet anticipated demand²⁴. As part of this evidence and as shown on the *indicative spatial plan* (refer **Appendix 1**), and on the advice of Dr. Boffa, it is considered appropriate for the small area of Industrial Zoned land within

²⁴ KCDC (2022). Section 32 Evaluation Report, pg 72

Waikanae East landholdings to also be rezoned General Residential zone under this IPI.

- [80] Provided there is sufficient business land development capacity, and given the location of this Industrial zoned land, it is considered that the rezoning would achieve the mandatory requirements of Policy 3 of the NPS-UD and as provided in Policy 8 of the NPS-UD which allows local authority decisions to be responsive where plan changes, *“would add significantly to development capacity and contribute to well functioning urban environments, even if the development capacity is (a) unanticipated by RMA planning documents; or (b) out of sequence with planned land release.”* It is also considered that this achieves the objectives and policies set out in Policy 55 of GWRC’s Proposed Change 1 to the RPS. This is discussed further in my evidence.

National Policy Statement – Highly Productive Land (‘NPS-HPL’)

- [81] The land within Waikanae East contains both class 1 and class 3 soils as categorised under the New Zealand Resource Inventory Land Use Capability classification system (NZ RLU) as shown in **Figure 10** below:

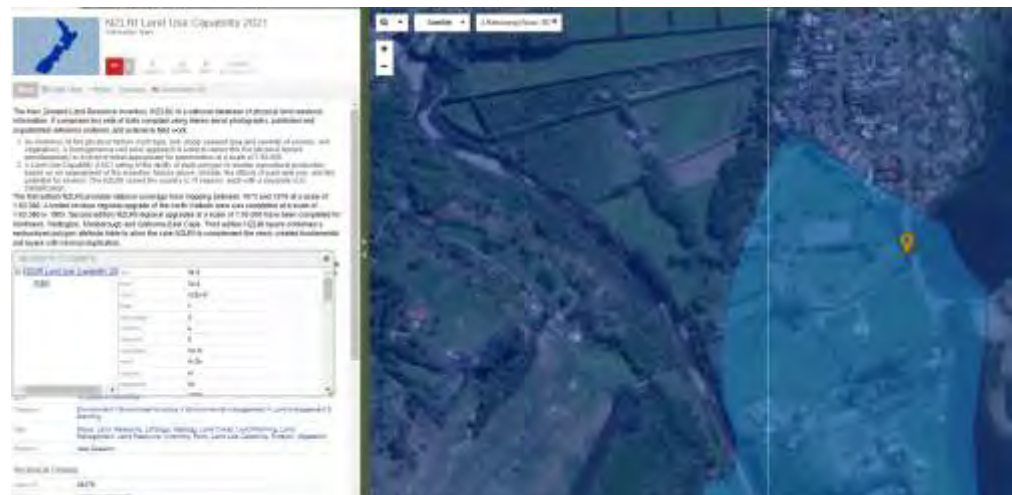


Figure 10: Land located within #2, 4 and 12 Reikorangi Road contain class 3s 2 LUC soils (source: LRIS portal)

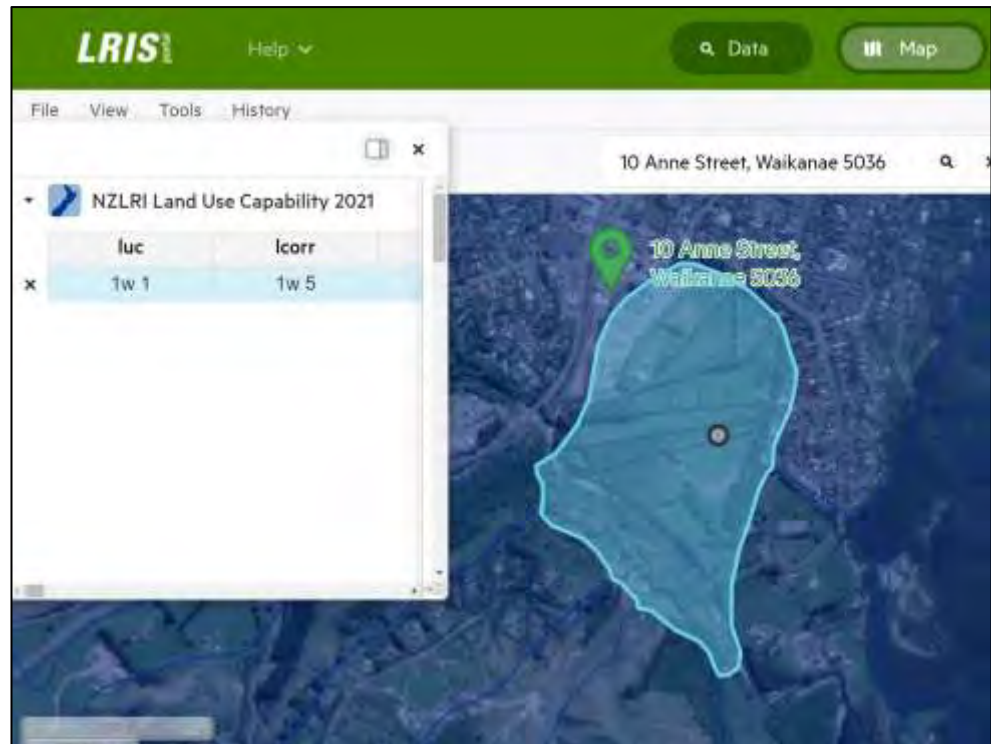


Figure 11: Land located within LUC class 1 soils (source: LRIS portal)

- [82] Clause 3.4 of the NPS-HPL states that every regional Council must map *highly productive land* that is in a general rural zone or rural production zone and is predominantly LUC 1, 2 or 3 land, and forms a large and geographically cohesive area. Subclause (2) states however, “*despite anything else in this clause, land that, at the commencement date, is identified for future urban development must not be mapped as highly productive land.*” Subclause (5)(d) states that, “*small, discrete areas of LUC 1, 2 or 3 land need not be included if they are separated from any large and geographically cohesive area of LUC1, 2 or 3 land.*”
- [83] As the Council’s growth strategy *Te tupu pai: Growing Well*, which was adopted by Council in October 2021 prior to the gazetting of this national policy statement; and as the Strategy had identified WA-04 being Waikanae East as a priority 1 area for greenfield urban development, the land identified by Waikanae East’s submission will not be required to be mapped as highly productive by the Regional Council as provided for by clause 3.4.
- [84] Until the land is mapped by the Regional Council under clause 3.4, Clause 3.5 of the NPS-HPL applies and in particular subclause (7) which states that:

“7) Until a regional policy statement containing maps of highly productive land in the region is operative, each relevant territorial authority and consent authority must apply this National Policy Statement **as if references to highly productive land were references to land that**, at the commencement date:

(a) is

- zoned general rural or rural production; and
- (ii) LUC 1, 2 or 3 land; but

(d) **Is not:**

(i) **Identified for future urban development; or**

(ii) Subject to a Council initiated, or an adopted, notified plan change to rezone it from general rural or rural production to urban or rural lifestyle.”

[85] The NPS-HPL defines the term, ‘**identified for future urban development**’ as meaning:

(a) Identified in a published Future Development Strategy as land suitable for commencing urban development over the next 10 years; or

(b) Identified in a strategic planning document as an area suitable for commencing urban development over the next 10 years and at a level of detail that makes the boundaries of the area identified in practice.”

[86] Council’s planning evidence on PC(N) refers to *Te tupu pai: Growing Well* as Councils Growth Strategy. This strategy has been published on Council’s website and identified the land within Waikanae East as being suitable for commencing development in the short to medium term. It therefore meets the definition under (a) above of being **identified for future urban development over the next 10 years**. As such, the land within Waikanae East is exempt from the provisions of the NPS-HPL.

National Policy Statement – Freshwater Management ‘NPS-FW’

[87] The NPS-FW sets environmental bottom lines for the management of water quality and water quantity for the purpose of improving degraded waterbodies and maintaining or improving all other waterbodies. It seeks to give effect to

Te Mana o te Wai through involving tangata whenua and communities to set out long term visions in the Regional Policy Statement ('RPS') through prioritising the health and wellbeing of water bodies, then the essential needs of people, followed by other uses. GWRC have given effect to the provisions of the NPS-FW in the Proposed Natural Resources Plan ('PNRP') and through proposed change 1 to the Regional Policy Statement. The Waikanae Awa is identified in the PNRP as a Schedule B – Ngā Taonga Nui a Kiwa; a Schedule C river – sites with significant mana whenua values – Parikawau; Schedule F site in the PNRP as a significant habitat of freshwater species; Schedule H1 – regionally significant primary contact recreation; and Schedule 1 – important trout rivers and spawning waters. The Waikanae AWA is also identified as a Category 1 and Category 2 surface waterbody. Ātiawa ki Whakarongotai has set out its values for the Waikanae Awa as it affects this site in a statement of a values. This statement was commissioned by the landowners of Waikanae East to better understand Ātiawa's values (refer to **Appendix 2**).

- [88] The Resource Management (National Environmental Standards) Freshwater Regulations ('NES-FW') came into force on 3 September 2020 include new regulations in relation to urban and rural streams, groundwater and wetland management.
- [89] Any future residential development of Waikanae East will need to have regard to the matters set out in the NPS-FW and NES-FW as required under GWRC's PNRP. Furthermore, the intensification of the site would be subject to all section 6 matters set out in the RMA including the preservation of the natural character of wetlands, lakes, rivers and their margins and protection from inappropriate subdivision. This would be achieved through compliance with relevant rules in the Regional Plan and in the District Plan.
- [90] In relation to the District Plan, where intensification (i.e. activities including subdivision, earthworks and new dwellings) is affected by the qualifying matter of a flood hazard, the activity will trigger Restricted Discretionary status where Council's matters of discretion include managing the "*effective functioning*" and "*avoidance or mitigation of adverse effects on the effective functioning*" of the overflow path, residual overflow path or ponding areas. In relation to the River Corridor, which is also identified as a flood hazard in the Operative District Plan,

the District Plan rules restrict any buildings or structures in this area; earthworks with the exception of activities carried out for emergency purposes by the regional Council or territorial authority are limited to 10m³ in a 10 year period; fences are limited to post and wire so that they do not impede flood waters; and any subdivision will be subject to the relevant objectives and policies and rules²⁵ which seek to “*avoid inappropriate buildings, activities, heights and densities*” within these areas.

- [91] In addition, existing permitted activity rules within the Operative District Plan relating to requirements for water reuse requirements (i.e. the requirement for all new dwellings to utilise a 10,000 litre water tank or a greywater system) will contribute to the appropriate management of stormwater discharges within this area.
- [92] In relation to the Regional Plan of the NES-FW, where intensification results in discharges of stormwater to land as a result of earthworks exceeding 3,000m², new culverts, works within a natural wetland, diversions or reclamation of any watercourse including groundwater, and discharges of stormwater to water will all trigger resource consents whereby the activity status will range from permitted through to prohibited.
- [93] All potential adverse effects on water, including managing flood risks, as a result of intensification of Waikanae East can be appropriately managed through appropriate design of any development considered at the time of resource consent. Consents will be required from both GWRC and KCDC for the development of this land. In considering relevant matters the NPS-FW, the NES-FW, and the provisions of the PNRP and other non-statutory documents such as Water Sensitive Urban Design Guidelines will be applicable. This is likely to result in the creation of attenuation and flood storage areas; maintaining hydraulic neutrality (i.e post development flow rates are no greater than pre-development flow rates); constructed stormwater treatment facilities within the site for all on-going stormwater discharges off new roads and developed sites; setbacks from water for earthworks and erosion and sediment controls

²⁵ Refer PC2(N), Policy UFD-Px, UFD-P13, and GRZ-Px2

during construction; creation of esplanade reserves and riparian areas; and opportunities to daylight piped stormwater networks within Waikanae East.

Regional Policy Statement including Proposed Change 1

[94] **Policy 55 of Proposed Change 1 to GWRC’s Regional Policy Statement (‘RPS’)**, seeks to provide for appropriate urban expansion where:

“... particular regard shall be given to:

(a) contributes to establishing or maintaining the qualities of a well-functioning urban environment, including:

(i) the urban development will be well-connected to the existing or planned urban area, particularly if it is located along existing or planned transport corridors;

(ii) the location, design and layout of the proposed development shall apply the specific management or protection for values or resources identified by this RPS, including:

1) Avoiding inappropriate subdivision, use and development in areas at risk from natural hazards as required by Policy 29,

2) Protecting indigenous ecosystems and habitats with significant indigenous biodiversity values as identified by Policy 23,

3) Protecting outstanding natural features and landscape values as identified by Policy 25,

4) Protecting historic heritage values as identified by Policy 22,

5) Integrates Te Mana o Te Wai consistent with Policy 42,

6) Provides for climate resilience and supports a low or zero carbon transport network consistent with Policies CC.1, CC.4, CC.10 and CC17,

7) Recognises and provides for values of significance to mana whenua / tangata whenua,

8) *Protecting Regionally Significant Infrastructure as identified by Policy 8; and*

- (b) *Urban development is consistent with any Future Development Strategy, or the regional or local strategic growth and/or development framework or strategy that describes where and how future urban development should occur in that district or region, should the Future Development Strategy be yet to be released; and*
- (c) *A structure plan has been prepared and/or*
- (d) *Significant development capacity regardless of if the development was out of sequence or unanticipated by growth or development strategies.”*

[95] Policy 55 of Proposed Change 1 of the RPS ('Policy 55') does not exclude greenfield or brownfield sites simply on the basis that a 'structure plan' has not been prepared. Policy 55(d) continues to provide for inclusion of greenfield sites where, *“any urban development [that] would provide for significant development capacity ...”*

[96] The rezoning of WA-04 for General Residential Zone achieves the outcomes sought by Policy 55 of Proposed Change 1 to the RPS. Policy 55(a)(i) seeks new development is well-connected to existing or planned urban areas and in particular existing or planned transport routes. Policy 55(a)(ii) seeks to ensure any constraints can be managed through District Plan provisions. Policy 55(b) requires areas to be rezoned as General Residential zone are consistent with *Te tupu pai: Growing Well*, which is the Council's Growth Strategy.

[97] Policy 55(d) which provides for *significant development capacity* regardless of whether Policies 55(c) being the provision of a structure plan exists.

[98] It is my view that the work involved in the preparation of *Te tupu pai: Growing Well* and through PC(N), as well as the further work collating information to support Waikanae East's submission has following the process of structure planning²⁶ which included:

²⁶ Refer to Quality Planning website: <https://www.qualityplanning.org.nz/node/1139>

- Defining the area of the structure plan
- Undertaking an initial review of existing information on the area
- Preparing a constraints identification and analysis
- Identifying the overall outcomes desired of the structure plan
- Developing implementation timeframes taking into account development pressures, making provision for infrastructure and anticipating up-take of development opportunities
- Identifying key stakeholders
- Determining the methods of implementation (statutory, non-statutory or both); and
- Risk assessment (costs and benefits)

[99] I acknowledge Ātiawa's position on this matter as set out in their statement of values contained in **Appendix 2**. It is my view that structure plans that are embedded in a District Plan and District Plan maps, are an ineffective tool to create the environmental and urban design outcomes that we are all collectively seeking; as they are not responsive to changes in best practice and market drivers. In my view, a far more effective approach to achieving these outcomes is through a collaborative planning process which gives effect to a range of values where they are identified early on in a planning process. This in my view can be achieved through the combination of zoning proposed for Waikanae East; and the application of qualifying matters, relevant objectives and policies, and development that gives effect to urban design best practice. These practices are now provided for through PC(N) and in KCDC's Operative District Plan and include managing flood risk for the 1% AEP event plus climate change including through maintaining flood storage areas and pre-development flood flow rates and levels; designing and providing for water sensitive urban design including treatment of stormwater discharges; protection and enhancement of natural systems including wetlands and terrestrial forests and water margins including through daylighting watercourses and restoration of riparian margins; development that takes considers crime prevention; identification of public open space; and provision of a transport network that supports decarbonisation.

Evaluation under Section 32, Resource Management Act

[100] Section 77J of the Act requires a territorial authority, in amending its district plan and as provided for in section 77G (i.e. giving effect to Policy 3 and the MDRS) to prepare an evaluation report on the proposed changes effectiveness in achieving the required outcomes. The evaluation report must, in addition to the matters set out in that section, identify any qualifying matters and the costs and impacts of those qualifying matters if recommended to be included. No new qualifying matters are proposed for this site beyond what has been identified in PC(N) and PC(R1).

[101] Section 32 requires the evaluation of the proposal evaluate whether it is the most appropriate way to achieve the purpose of the Act; and it must contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.

[102] I have undertaken an evaluation of Waikanae East land in accordance with the requirements of section 32. In undertaking this evaluation I have relied on information as set out in paragraph [18] of this evidence. That evidence is described in more detail in Section C below it relates to site specific matters.

[103] The IPI process is the most effective mechanism to give effect to the intensification of Waikanae East within the short to medium term. While Council reports have referenced utilising other planning mechanism such as the Schedule 1 plan change process, there is no certainty that process will occur within the short to medium term. A Schedule 1 process can take anywhere from three to five years from the date of notification, before a proposed change becomes operative. It is unlikely that the Council is likely to prepare a plan change for this site in the short term given that no provision has been made for it in Council's annual or long-term plans. Furthermore, I have been advised in personal communications with Council planning staff that they consider it unlikely a Schedule 1 process for greenfield land not included in the IPI, will be pursued, on the basis that no new plan-enabled residential zoned land is likely to be necessary to meet the housing bottom lines.

[104] I do not consider a Schedule 1 plan change process as being a '*reasonably practical option*' when considering how best to give effect to Policy 3 and the application of the MDRS in the Waikanae urban area.

[105] There has been a number of references to 'structure plans' and the lack of a structure plan to support the rezoning of Waikanae East. A structure plan that is embedded in the District Plan such as the 'Waikanae North Development Area' structure plan, is an ineffective method to achieve the purpose of the NPS-UD. Structure plans are problematic in that they can often reflect a utopian situation based on a point of time, that is not responsive to a market once the plan change has become operative. Waikanae North is a case in point whereby the underlying structure plan has been extensively ignored in favour of new consented developments. What is left at Waikanae North are lots with inappropriate and illegible zoning and where development is constrained by conditions of consent. A much more effective process is the IPI process where land is zoned General Residential but where activity status is constrained in areas where there are qualifying matters. This enables site specific planning to occur taking into account those qualifying matters. This is the approach favoured for Waikanae East.

[106] Waikanae East's submission has been prepared showing *indicative* development potential based on an *indicative spatial plan*. This plan is not intended to be embedded into the IPI as it may be through a Schedule 1 process through creation of a 'Development Area'. Instead, it has been provided to illustrate the area of land that could reasonably expect to be developed outside any constraints. It also identifies critical roading connections into the site as *notional roading* connections. The overall density that can reasonably be expected to be developed based on this plan is set out in paragraph [57] of my evidence.

[107] The *indicative spatial plan* indicates that Waikanae East could **contribute somewhere between 469 to 1,641 new dwellings** within the medium to long term based on the following methodology:

1. higher density dwellings located within a proposed Precinct A based on 80 dwellings per hectare²⁷ and 80% feasibility for greenfield sites; and
2. medium density dwellings located outside Precinct A but within a General Residential zone subject to MDRS based on 16 dwellings per hectare and 80% feasibility for greenfield sites.

[108] In my opinion the proposed rezoning of this land, including the Industrial zoned land, achieves the objectives of the NPS-UD and contributes to the necessary development capacity required for the Waikanae urban area within the medium term. Waikanae and Ōtaki have been identified in Council reports as the area where most of the future residential development is likely to take place on the basis that it has greater opportunities for greenfield development. Without the contribution of land within Waikanae East, I do not consider there will be sufficient plan-enabled housing that will be infrastructure ready, feasible that will be realised for residential development in the Waikanae urban area by the medium term.

Section C – Site Specific Evidence

Dr. Frank Boffa's Evidence

[109] Dr. Boffa has given careful consideration to the opportunities that the submitter's land presents for contributing to a well functioning urban environment within Waikanae. Dr. Boffa has identified a number of these elements including the potential for more direct links into the Waikanae Town Centre as well as to the wider river corridor open space networks; better utilisation of land alongside the railway corridor through consolidation of the industrial land to the north; and integration of infrastructure including stormwater infrastructure and flood storage areas with open space green areas.

[110] In identifying the proposed zoning boundaries and likely or *indicative development areas*, Dr. Boffa was provided with likely minimum design requirements for stormwater treatment areas, flood storage areas and the

²⁷ Based on Mid-rise apartments up to 6 floors with average dwelling size of 125m²

likely building restrictions around the Ohariu Fault avoidance zone where it falls within Waikanae East.

[111] Dr. Boffa's evidence also reiterates the appropriateness of locating higher density development (such as 3 or possibly 4 storey residential buildings) within this site, whereby it won't be particularly visible or out of character with the wider Waikanae residential landscape.

Harriet Fraser's Evidence - Transportation

[112] Ms. Fraser was engaged by the submitters to review existing traffic conditions and household vehicle trip generation rates and forecast traffic activity based on the intensification of land within Waikanae East as proposed under PC(N). In calculating forecast traffic activity, Ms Fraser has relied on applying a feasibility rate of between 12% and 42% to the theoretical dwelling capacities identified for this area in Council's Section 32 Evaluation reports at Appendix L and as described at paragraph [60] of my evidence.

[113] Ms. Fraser has identified the constraints around the road network servicing Waikanae East as documented in Council's section 32 analysis as a constraint occurring in the medium term. Ms Fraser states in her evidence that existing available (i.e. within the short term) capacity for the left turn out of Elizabeth Street during the weekday morning peak hour is around 723(vph) vehicles. Within the medium term this capacity will reduce to 660vph and 600 vph in the long term. The reduced capacity over the medium and long term is based on an assumption of additional trains being added to the Kāpiti line.

[114] Ms. Fraser concludes that the available capacity within the roading network will be satisfactory in the short to medium term. Beyond the 10-year timeframe, the capacity is expected to be exceeded and there will be a need to provide additional capacity across the railway line.

[115] Should the submitters land at Waikanae East not be included in the IPI, Ms. Fraser concludes that additional capacity for the existing railway crossing is likely to peak in the medium term shortly after the 10 year period.

[116] Ms. Fraser has identified a number of opportunities to improve roading connectivity within Waikanae East including:

1. Working with the Ministry of Education to use school zoning and locations of primary schools to minimise the likelihood of children living on the opposite side of the railway to the school they attend;
2. Minimising no-residential activity on the eastern side of the railway that does not serve the immediate needs of residents on the east side; and
3. Improved bus services into and out of Waikanae East.

[117] Having reviewed Ms. Fraser's evidence, I consider that the constraints relating to the roading network on the eastern side of the railway line can be adequately addressed in the short to medium term. Within and beyond the next ten years, the Council will need to address a second east-west connection over the railway line through its Long Term Plan. The Council's evaluation report indicates that early investigations have begun by Council into a second connection via Huia Street extension.

[118] According to Table 12 of KCDC's Long Term Plan ("LTP") \$23.5 million has been planned for capital expenditure between 2021 and 2041 to address major east west connections. Of the \$23.5 million, approximately half is expected to be funded through other sources and \$2.3 million is expected to be funded to meet growth. I note that KCDC's Development Contributions Policy²⁸ states that the Kāpiti Traffic Model will be used to identify areas of stress on the roading network and where new works need to be planned to cater for increasing traffic numbers, the model will be updated with that information. The DC Policy²⁹ states that, *"to assess the impact of growth, the district wide traffic generation proposition is applied to part of the capital works programme (new assets/upgrades). If traffic volumes are expected to grow by 10% then the Development Contribution is set at 10% of future capital projects (new assets/upgrades) is met by development contributions."*

²⁸ KCDC Development Contributions Policy – refer paragraph 62

²⁹ KCDC Development Contributions Policy – refer paragraph 81

Ātiawa ki Whakarongotai Values for Waikanae East

- [119] Ātiawa ki Whakarongotai ('Ātiawa') have reviewed the *indicative spatial plan* and likely layout of development and provided a statement of their values and how they might relate to any future residential development. This is contained in **Appendix 2** of this evidence.
- [120] Ātiawa's statement has identified the strong whakapapa/genealogical lineage to this site and its surrounds including identifying the historical and present-day Kāinga along the length of the awa including the original Parata Township which was located near Anne Street and the first parts of Elizabeth Street; and sites along the awa associated with mahinga kai and swimming.
- [121] The concept of Te Ao Tūroa being the ability for the awa to flow naturally including onto its river plains, allowing the awa to express itself naturally is fundamental to Ātiawa's ability to exercise kaitiakitanga. Other aspects include the ability for waterways to connect to tributaries and wetlands to enable natural processes to take place such as the migration of taonga fish species.
- [122] Climate change was identified as an "unprecedented threat" to the concept of Te Ao Tūroa. Ātiawa have stated that they are planning for climate change through the Whaitua Kāpiti and Takutai Kāpiti projects.
- [123] Development within close proximity to the Waikanae Awa was identified as having the potential to generate adverse effects on the awa and the value of Te Ao Tūroa by potentially restricting the area to which the Waikanae Awa can flow in high flows due to development; by requiring flood protection measures to protect built development which may impact on natural systems; by reducing connectivity between tributaries and the Waikanae Awa; and by increasing risks to Ātiawa's values and relationships as climate change is felt.
- [124] Urban and industrial development near the Waikanae Awa and the risks generated by stormwater and industrial contaminants, particularly on where they are generated on floodplains is considered to have direct impacts to health of mahinga kai species through ingestion of contaminated stormwater; and the

mauri of wai through decreased dissolved oxygen levels and increased turbidity and decreased water clarity from increased sediment discharges.

[125] While Ātiawa have not opposed the proposal to rezone the land, they are seeking further work be undertaken to ensure that Te Mana o te Wai is provided for throughout the site; and that access to special sites is maintained; and to understand the potential cumulative flooding impacts from increased residential development including to downstream communities. Ātiawa considers that a structure planning process that is developed through a 'future urban development' plan change (i.e. schedule 1 process) is more appropriate for this site. Ātiawa would look to ensure that any recommendations from the Whaitua Kāpiti and Takutai Kāpiti projects would inform this plan change process.

[126] I acknowledge all that has been written and within such a short time period in respect of Ātiawa's values for the Waikanae Awa and in respect of the submitter's land. As stated earlier in my evidence, I do not agree that structure plans are an effective tool to achieving the environmental and urban design outcomes sought here, as they are too rigid and are not flexible enough to adjust to changing best practice or market drivers. I consider that a far more effective approach to achieving the outcomes sought through Te Mana o te Wai is through collaborative planning processes which identify and give effect to the range of values that can be protected and enhanced. These values are already provided for through the NPS-FW and also the NES-FW and GWRC's PNRP. KCDC's Operative District Plan and PC(N) contain minimum requirements for managing flood hazards including through requirements for detailed modelling of sites. No new residential development is proposed in the flood plains as this area is recommended to be retained in the General Rural zone.

[127] The Whaitua project has come out of new national regulations (NPS-FW and National Environmental Standards for Freshwater) that seek to protect and restore the health of New Zealand's waterways as a matter of national significance. The regional council is responsible for implementing these new regulations and monitoring the health of our waterways including giving effect to Te mana o te Wai and through preventing further loss of natural wetlands and streams, preserving habitat and passages for fish; and addressing high-risk

farming activities. While the Whaitua Kāpiti implementation programme will, “inform new regulations and programmes of action to protect and restore freshwater across Kāpiti³⁰”, it is my understanding that the intention is for GWRC’s PNRP’s chapter 10 (relating to minimum flows, minimum water levels and core allocation rights) to be updated as a result of recommendations of whaitua committees³¹. This in my view, will mostly be in respect of water takes which are unlikely to be affected by residential development. All other potential adverse effects generated by residential development of this site, including managing discharges of stormwater and contaminants; protecting fish passage and avoiding loss of wetlands are already regulated and provided for now under the new national and regional regulations.

[128] It is my understanding that the Takutai Kāpiti project is dealing with coastal issues and coastal hazards and would not extend to this site. According to information on the Takutai Kāpiti website, it is KCDC’s response to addressing climate change and adaptation through its District Plan³² to “*manage **coastal issues** and guide an approach to help the district deal with **coastal hazards** in the future.*” Confirmation of preferred pathways (phase 3 of this project) will not be available until March 2024³³, after which a Schedule 1 process under the RMA will still need to be followed.

[129] The timeframes to give effect to both the Whaitua Implementation Plan and the Takutai Kāpiti recommendations through a Schedule 1 process to be several years off, with final operative plan changes unlikely to be completed for several more years after that. I have also been informed that the KCDC is not considering a future urban development plan change in the short term and there is no indication through Council’s annual plan or long term plan that it will

³⁰ Refer to GWRC’s website here on the Whaitua process:

<https://www.gw.govt.nz/environment/freshwater/protecting-the-waters-of-your-area/whaitua-kapiti/>

³¹ Refer Chapter 10, PNRP <https://pnrp.gw.govt.nz/assets/Uploads/Chapter-10-Kapiti-Coast-Whaitua-Appeal-version-2023.pdf>

³² Takutai Kāpiti website states that the Takutai Kāpiti project is the district’s “coastal adaptation project.” existing coastal hazard provisions will continue to apply until replaced by a future change to the district plan. Refer here for FAQ on the Takutai Kāpiti project:
<https://takutaikapiti.nz/articles/frequently-asked-questions/>

³³ Refer slide 3 of document available here: <https://takutaikapiti.nz/wp-content/uploads/2022/04/CAP-Meeting-22nd-July-2022-Presentation.pdf>

occur in the medium term either. The requirements of the NPS-UD are that tier 1 councils must give effect to Policy 3 and provide for medium density residential development, to provide sufficient residential zoned land to meet demand for housing in the short and medium term in all urban areas and particularly where they are located within 800m walkable distance to a rapid transit stop or within 400m of a town centre zone. The only exception to these requirements are where qualifying matters apply. The process proposed by Ātiawa is unlikely to achieve the outcomes required under the NPS-UD, within the timeframes specified.

Flood Hazard Management

Waikanae East adjoins the Waikanae Awa. The District Plan has identified a River Corridor flood hazard extent (shown in red in **Figure 12** below) the entire length of the site's boundary with the Awa. This identifies land that may be subject to inundation during a 1% AEP event.

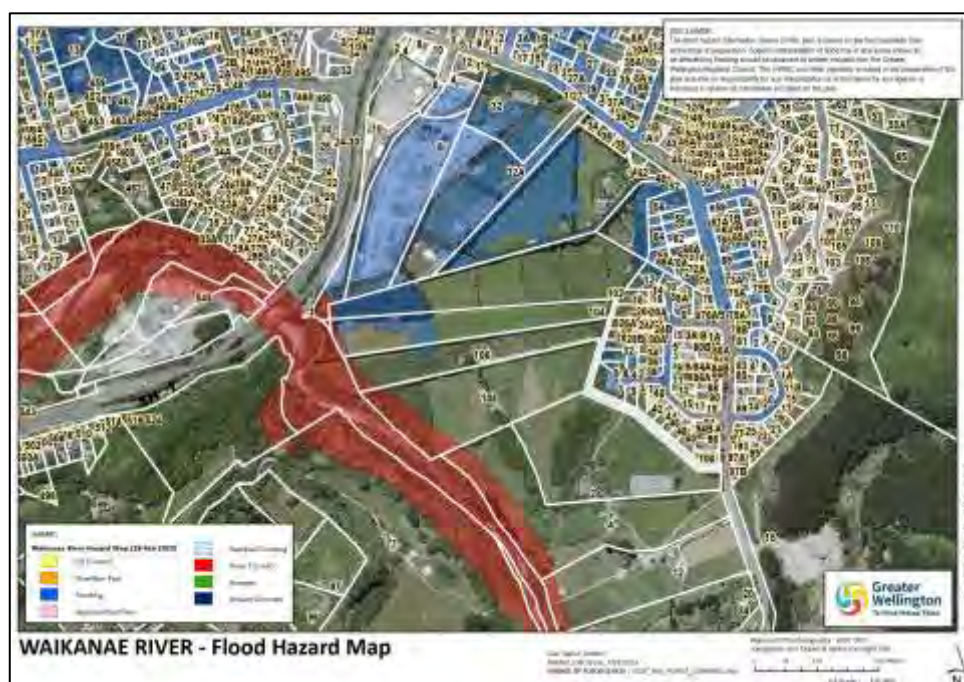


Figure 12: Waikanae River Flood Hazard Map showing extent of flood hazard in Waikanae East (source: GWRC)

[130] GWRC have advised that the Waikanae River is due to be modelled again in the next couple of years by GWRC³⁴. I understand a Regional Council Flood Exposure model is currently in development for the Waikanae Awa including for

³⁴ Pers com. Email from GWRC Flood Protection Team (March 2023).

this site. However, this exposure model is not intended to be used for detailed flood extent estimates and modelling is still required, as the flood exposure model is produced by only combining the hazard from short and longer duration rainfall events and does not model bridge structures or small waterway crossings such as culverts. As such flooding behind these structures are shown conservatively in a “blocked” position.

- [131] A more recent detailed flood model using Mike 12 software had been prepared by AWA Environment in 2017 for a large area of Waikanae East (see **figure 13** below). As a result of flood mitigation works carried out as part of the Goodman Holdings consent, part of the site is now free from the flood hazard as a result of mitigation provided including stormwater attenuation that was created within the constructed stormwater wetland.



Figure 13: Modelled peak depths of ponding post-development within submitters land of Waikanae East (source: Prepared by AWA Environmental Ltd for Goodman Holdings Ltd - 2017)

- [132] The ponding area shown on in **figure 13** above shows ponding depths in the blue to dark blue areas of between 0.25 – 0.5m and 0.5m+. The ponding is caused by localised stormwater runoff from the adjacent urban area and is not generated by outbreaks from the Waikanae River which are generally contained within the River Corridor area.

- [133] AWA identified the constraints in the existing flood model as two existing culverts which were subsequently upgraded as part of the mitigation provided through the Goodman Holdings consent.
- [134] No development is proposed within the River Corridor flood hazard overlay area. This area is identified in PC(N) as a qualifying matter and development within it is managed under the provisions of the Operative Plan. As discussed already in my evidence, earthworks in the River Corridor are limited to 10m³ in a 10-year period and all other activities including subdivision and new buildings require a resource consent as a non-complying activity and subject to policies restricting development in these areas.
- [135] Outside the River Corridor, the flood hazards within the site are identified as ponding and stream corridors (which discharge stormwater from Elizabeth Street, Seddon Street and Winara Avenue).
- [136] Development within any of the flood hazard overlay areas will trigger resource consents required under the Operative District Plan in respect of those provisions. I anticipate that any residential subdivision and/or development will require modelling of the flood plain as was required by Goodman's consent. That modelling will determine the likely extent of any flood storage area that may be required. Based on the existing extent of ponding identified in the District Plan maps, there is sufficient land within the submitter's land to provide that flood storage.
- [137] I consider that there is sufficient area within the submitters land at Waikanae East to accommodate flood storage while also providing a feasible quantity of development potential.

Stormwater Treatment

- [138] AWA Environmental Ltd also prepared the initial design for the constructed wetland that has been constructed within the Goodman's site and that is designed to treat all stormwater coming off the site from industrial activities. A copy of the preliminary and final designs for this constructed wetland are contained in **Appendix 3** of my evidence and shown in the image below:



Figure 14: Existing constructed wetland located within Goodman's site (source: Final Approved Consented Drawings RM170308)

[139] The design created 2,600m³ of volume, and covered an area of 2,500m². The design was based on the Auckland Regional Council technical publication TP010 and treats stormwater for a 2 year storm event over a 24 hour duration with a bypass for larger events. The constructed wetland was designed to treat stormwater generated from an impermeable area of approximately 40,000m² (4 hectares).

[140] A second constructed wetland or an extension to the existing constructed wetland, of a similar size to what exists, is anticipated to treat stormwater from within the walkable catchment and high density area³⁵. A similar sized wetland or series of stormwater treatment areas would also be required to treat stormwater from the remainder of the Residential zoned land within Waikanae East³⁶.

³⁵ Assumes a developable area of 4.5 hectares within the higher density area.

³⁶ Assumes a developable area of approximately 5.4ha outside the walkable catchment.

[141] I conclude that subject to detailed design there will be suitable land within Waikanae East to sufficiently treat stormwater generated by residential development to avoid adverse effects on the sensitive receiving environments.

Geotechnical Assessments undertaken in Waikanae East

[142] The landowners at 4 Reikorangi Road (at the south end of what is identified as Waikanae East) commissioned Miyamoto Ltd to undertake geotechnical site investigations for the purpose of assessing natural hazard risks to their proposed subdivision. Miyamoto also reviewed the risks around development within the Fault Avoidance Zone within the site. The soils found within the lower terrace at 4 Reikorangi Road extend all the way across Waikanae East's land (shown in pink in GWRC's Soils Map) as illustrated below:

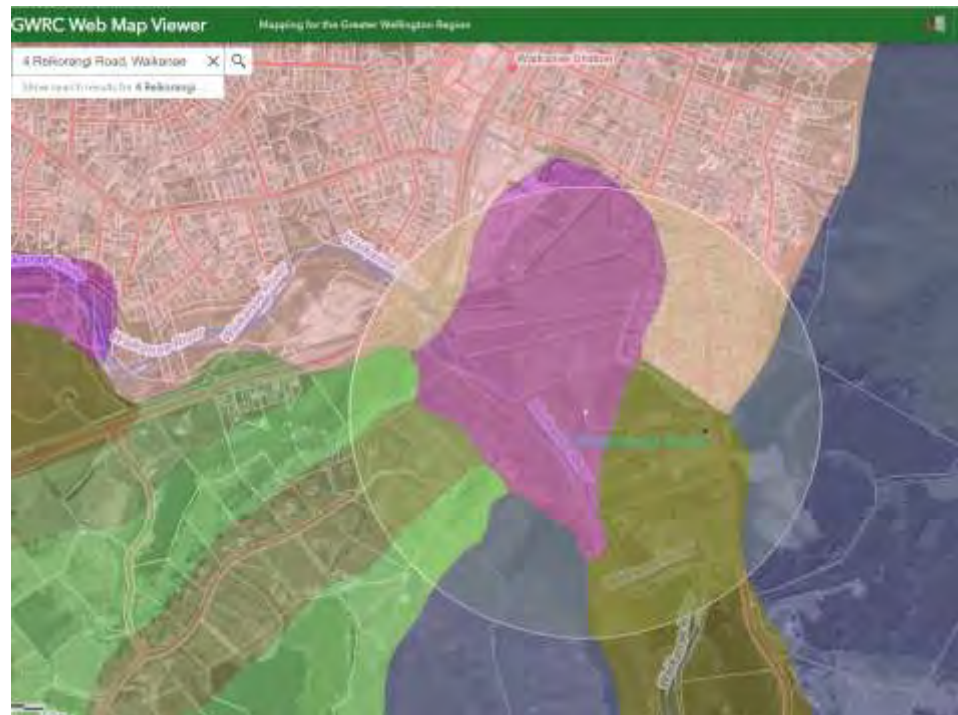


Figure 15: GWRC Soils of the Wellington Region (source: GWRC)

[143] While I am not applying the findings of Miyamoto's site investigations of 4 Reikorangi Road across all of Waikanae East land as that work is site specific, I reference Miyamoto's findings for 4 Reikorangi Road as it is one of the properties included in the submission for Waikanae East (a copy of Miyamoto's site investigations is attached in **Appendix 4** of my evidence).

[144] As part of its assessment for 4 Reikorangi Road, cone penetrometer tests ('CPTs') of the site at the upper terrace and the lower terrace were undertaken. The testing identified ground water levels and determined potential risks from ground shaking (earthquake hazards). CPTs were to a depth ranging from 3.6m below ground level (bgl) to 6.8m bgl. The testing found that the site is typically underlain by a relatively thin layer of sand and silty sand overlies with dense sandy gravels that are likely to contain large cobbles and boulders around 4m to 6m below ground level. Ground water was encountered closer to the surface on the upper terraces at between 1m and 2m. Groundwater was not encountered in the lower river terrace areas and Miyamoto's report suggests groundwater is located at least 4m bgl at these locations. Miyamoto reports that groundwater within the lower terrace is likely to be similar to the water level of the Waikanae Awa at its normal flow.

[145] Miyamoto's report had also confirmed that potential adverse effects from slope failure and ground shaking on this site were low to moderate and the site is surrounded by an area of low liquefaction risk. For this site, Miyamoto's report concludes that the site is not likely to be subject to liquefaction in a 1/25 year SLS or ILS (1 in 100 year intermediate event) level earthquake and only moderate effects could occur to shallow foundations and the ground surface in a 1/500 year ULS event.

[146] Miyamoto conclude that for the site at 4 Reikorangi Road, given the subsoils across the site not being subject to liquefaction in an SLS or ILS level earthquake, and only a moderate effect in a ULS event, lateral spreading is not considered to be a significant hazard for this site.

[147] A desktop exercise by Miyamoto suggests the likely location of Ohariu Fault trace is located somewhere within the uncertain-constrained fault avoidance area as identified on the Operative District Plan maps. Within this area, Miyamoto recommends that a single storey timber framed dwelling no larger than 300m² be constructed in accordance with GNS and MfE 2003 report *Planning for development on land on or close to active faults*. This approach is consistent with the approach adopted by the Operative District Plan.

[148] I conclude that the current provisions of the Operative District Plan can effectively mitigate any potential geotechnical risks associated with earthquakes. As these provisions are a qualifying matters under PC(N) no changes are necessary to the IPI to give effect to these provisions.

Reticulation Modelling and Capacity for Wastewater and Potable Water

[149] The main reticulation pipeline carrying treated potable water from the Waikanae Water Treatment to Waikanae and Paraparaumu crosses through the submitters land. However, connections are unlikely to be made into this water main; instead, connections to the reticulation water main in Elizabeth Street will be required.

[150] Reticulated wastewater is available within Elizabeth Street up to the beginning of Reikorangi Road.

[151] According to the updated HBA report Appendix 5.2, there is sufficient capacity within Waikanae East's (the urban area to the east of the railway line) reticulation network to accommodate growth in the short to medium term. The forecasting was based on forecast dwelling growth of 1,225 over the long term; and between 130 to 311 new dwellings in the short to medium term. This is within the projected *feasible dwelling capacity* for new growth within both the infill residential area and the proposed Waikanae East greenfield area.

[152] There are no indicated constraints identified in Council's reports in the reticulation system for Waikanae East within the short, medium or long term.

Summary and Conclusions

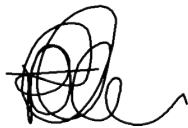
[153] I conclude that:

- a. Waikanae East's submission meets the two tests for determining scope in that it was raised as a potential site in the Section 32 report and associated documents, such that the community would have been aware that the landowners may seek for it to be rezoned;
- b. The intensification of this non-residential zoned land is required to meet the objectives set out in the NPS-UD to provide sufficient plan-enabled, infrastructure ready, feasible and realisable land for residential development in the Waikanae urban area;
- c. That the proposed rezoning, including the application of the qualifying matters as proposed by PC(N) and PC(R1) is the most efficient and effective way to give effect to the NPS-UD; and that a structure plan embedded into the District Plan is not necessary and that all relevant matters have been sufficiently canvassed through this process;
- d. There are no constraints identified for residential development capacity forecast in the short to medium term for this land. From the medium term onwards, a second east west connection will need to be provided for and this can be managed through Council's long term planning process;
- e. The proposed rezoning of Waikanae East to General Residential zone is not contrary to the objectives and policies of the relevant national and regional policy documents (including the NPS-HPL and NPS-FW and GWRC Proposed Change 1);
- f. Waikanae East is in a better position than other greenfield sites in terms of infrastructure servicing. Where constraints have been identified in respect of transport connections, it is considered that there is sufficient time within the short to medium term, prior to development coming on stream, for the relevant stakeholders (KCDC, Waka Kotahi and Kiwi Rail)

to undertake the necessary investigations into an alternative east-west connection; and

- g. The proposed rezoning of Waikanae East, including the Industrial Zoned land, to a General Residential zone are consistent with the purpose of the RMA.

Dated 10 March 2023

A handwritten signature in black ink, consisting of several loops and a trailing flourish, positioned above a horizontal line.

A Carter

Long-term Plan 2024–34



Respondent No. 188

Response ID 5665886

Date of contribution Apr 23 24 09:13:04 am

Personal information

First name

Last name

I'm providing a submission (choose one):

as an individual

Please let us know what ward you live in

Ōtaki

Do you want to speak to Council about your submission at our public hearings on 2 May?

Yes

Are you happy for your name to be published with your feedback:

I do not want my name published with my feedback

Submission

Proposal 1: Three waters funding

Which option should we choose? (select one option)

Option 1: Fund \$4.7 million shortfall with an additional 5% rates increase in Year 1.

Would you like to expand on your answer for option 1?

n/a

Proposal 2: Proactively reduce Council's debt

Which option should we choose? (select one option)

Option 3: Apply average rates increases of 6% per year from 2025/26 to 2033/34

Would you like to expand on your answer for option 3?

n/a

Proposal 3: Transfer Council's housing for older people Which option should we choose? (select one option)

Option 2: Older persons' housing is delivered by an existing Community Housing Provider with less influence from Council

Would you like to expand on your answer for option 2?

n/a

New climate action rate

Which option should we choose? (select one option)

Option 1: Introduce a new targeted climate action rate based on a property's capital value rather than the current land-value based general rate

Would you like to expand on your answer for option 1?

n/a

If you have any views on these other items, please comment here:

I like the idea of the alcohol licensing fees going to the bigger corporations to pay the bulk. But would like to see community groups, sports groups not pay so much. Also to be mindful of local pubs and bars in the area.

Is there anything else you'd like to tell us about this LTP?

I'd like to see the development of the Otaki Market, this is such a vibrant market and has grown in the past 12 months. The Kids Market is amazing.

The Future of Otaki Market

We are very excited to see a new shared pathway being completed, and how this will enhance Otaki. We are also looking forward to working with Council to enhance the Otaki Market.

Requests to enhance the Market and the local area.

Permanent signage

Gate and both end of the carpark: For stall holders to be able to load and unload in a safe way.

More no parking signs (Sundays)

Fencing (Shelter from the wind)

Tar seal car park (dust, potholes cause a major trip hazard)

Powered Sites on both the carpark and grass area

Work with KCDC to be able to close the small access road for larger markets (4-5 times a year)

Sun safe: Cover with sails or shades on the carpark area

On site storage facility

Adequate rubbish bins

More toilets

Assistance with obtaining food trucks.

Assistance with attracting new stall holders.

Working / collaborating with the Councils Parks and Events team

Increase our permit for Thursday, Friday, Saturday to allow food trucks to use the site

Long-term Plan 2024–34



Respondent No. 355

Response ID 5677972

Date of contribution Apr 30 24 08:36:01 am

Personal information

First name

Evalina

Last name

Brunoro-Beilman

I'm providing a submission (choose one):

on behalf of an organisation

Write organisation name here

Kapiti Coast Youth Council

Please let us know what ward you live in

Paraparaumu

Do you want to speak to Council about your submission at our public hearings on 2 May?

Yes

Are you happy for your name to be published with your feedback:

My name can be published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

Submitter makes the following points: (recommend reading full submission)

1. health services. implement policies to improve health outcomes.
2. Vaping/smoking. Impose restrictions on smoking and vaping in youth-oriented spaces and institution and reflect adequate cost in LTP budget.
3. mental health. advocate for funding for health services at a regional and central government level.
4. environmental. prioritise spaces where habitat loss and extreme weather conditions make them vulnerable for the health and vitality of our local species as well as maintaining the cultural importance of these spaces.
5. Transport: public transport issues for youth. submitter makes no specific request of council.
6. Lighting. 2 areas that need lighting are the track along the wharemauku stream from Coastlands to Raumati, and Kaitawa Reserve Park.
7. Water fountains. add more water fountains to high traffic areas populated by youth.
8. Public toilets. making toilet facilities available and accessible to all rangatahi and community members.
9. Indoor sports centre. ensuring that the proposed indoor sports centre is prioritised by council.

Upload any related files

Kāpiti Coast Youth Council - Long-Term Plan Submission

Authors: Aroa Al Masri, Callum Lisner, Jack Stephens, Santino Morehu-Smith, Olivir Stirling

This submission was created through consultation with the school leaders of Kāpiti College, Paraparaumu College, Ōtaki College, and other friends of the Youth Council. The submission is split into 'advocacy' and 'tangible actions'. We understand that there are some things which are important to us, that are out of Council's direct control. However, we ask that Council still advocate for us in the event that they can't take immediate action. We also want the Council to consider our voice when making submissions to central government, or at regional Council level, and to advocate these ideas to any other outsider groups or organisations.

Advocacy

Health services

As a community, Kāpiti has become increasingly isolated from everyday health services and there are noticeable gaps in the few health services that we do have in our district. We have no 24/7 urgent health care sites or services, let alone a paediatric or youth orientated care centre accessible in times of emergency or after hours. The general practices and mental health services that are in Kāpiti have waitlists for new patients and referrals which can be months long, there is a serious shortage of doctors (especially those specialising in psychiatry) in this district and our closest public hospitals with emergency departments (Wellington and Palmerston North) are an hour or more drive away. Additionally persons who experience non-life threatening but acute medical incidents have to wait for at least an hour or more for ambulance crew attendance. Moreover, with most specialised and emergency health services for Kāpiti residents provided at hospitals in Wellington, getting there is a headache for many who are unable to drive (or have someone willing to drive them) to the city and for whom the long and difficult trip by public transport is unrealistic. All of this needs to change.

To combat this the following policies should be implemented to improve outcomes for all:

- Ensuring existing Council activity improves its focus on public health and prevention services
- Building our understanding of community health needs
- Supporting more local primary and community health services
- Supporting better local after hours, urgent and emergency services
- Advocating for better access to hospital and other secondary health services

Smoke/vape-free

KCYC stands firmly in support of the gradual creation of a first-time smokefree (ie. addiction free) generation in New Zealand and would like to see further restrictions on vaping to reduce its attractiveness to young people. This type of considered and evidenced action is essential to lift the burden that tobacco and smoking has, and continues to have, on the health of some of Aotearoa New Zealand's youth and our most vulnerable. Knowing this, it is therefore important to remember that councils throughout Aotearoa have a responsibility to protect the health and wellbeing of their communities--and the youthful populations of those communities are the future of those communities. The KCYC is confident that the general public and people of Kāpiti would support **widening impositions on smoking and vaping in public places, and especially vaping in schools**. Engagement with secondary school pupils has affirmed a growing concern with vaping and its impacts on students (ie, addiction, distraction from studies, conflicts, etc.), how prevalent it is in the school environment, and how much of an unresolved problem it is.

Whilst the KCYC is aware that there are some practical challenges in implementing responses to these concerns given that the KCDC doesn't directly administer or provide health services to this district, the KCDC *does* have influence on smoking and vaping policies, and the KCDC *can* advocate for youth and for the majority of the residents in Kāpiti who want to see change. The KCYC can only ask for the KCDC's strong leadership in this matter, imposing more restrictions on smoking and vaping (especially in youth-oriented spaces and institutions) and to please implement the entirety of the KCYC's health concerns into its long-term plan.

Mental health

New Zealand's teen suicide rate is the second worst in the developed world (14.9 deaths per 100,000 adolescents)¹, which is more than twice the average among the 41 OECD (Organisation for Economic Co-operation and Development) countries. The Kāpiti Coast needs more funding in the mental health sector so that we can prevent suicide and lower the rates. At all high schools on the Kāpiti coast there are facilities provided, but most of these services are booked out due to how understaffed they are. This results in some students being unable to get the care needed. As well as this KYS provides services too but they too also have a long waiting list due to being understaffed. We urge the Kāpiti Coast District Council to advocate for more funding into our existing youth mental health services in order for it to work the most effectively. Our mental health services desperately need more funding to lower the shockingly high suicide rates, as well as general anxiety and depression experienced by our rangatahi. While the council isn't always responsible for this funding, we request that they advocate for funding for our health services at a regional and central government level. Following COVID, this is now more important than ever.

Environment

¹ [NZ suicide rates](#)

23 April 2024

The Kāpiti Coast is susceptible to habitat loss and extreme weather conditions due to climate change. Thus, it is important that the Kāpiti Coast District Council prioritises and advocates for the protection and restoration of: the Wharemauku stream, the sand dunes in Ōtaki, the Mangapouri stream in Ōtaki, and continuing funding and support for Ngā Manu Reserve. It is vital that the Kāpiti Coast District Council prioritises these spaces for the health and vitality of our local species as well as maintaining the cultural importance of these spaces.

Ngā Manu Bird Rehabilitation Centre is the only centre along the entirety of the Kāpiti Coast that is able to care and take in injured/diseased birds. If this centre is unable to receive adequate support, many of our keystone species will be unable to support themselves in their changing habitats. The impact of losing keystone species in an already susceptible environment is unforeseen and will have lasting ramifications on the health and biodiversity of the Kāpiti Coast.

Transport

Currently, the youth of Kāpiti are divided by their access to public transport. From Waikanae to Paekākāriki, there are issues with public buses reliability and capacity. Buses are commonly delayed or unreliable timetable-wise. Additionally, buses from the train station especially, don't have capacity to pick up all the students at peak times. This results in students being late to school and missing out on important school time. More services at these times may be able to quickly alleviate overcrowding.

North of Waikanae, youth who rely on public transport have very limited options, without the train service that the rest of Kāpiti has access to. As a result, Te Horo and Ōtaki youth without a parent/guardian to provide transport have no way to leave the coast quickly for any events or activities they may want to attend. Through our consultation with Ōtaki College student leaders, we heard that transport was one of the main factors that led to them feeling isolated from the rest of Kāpiti. These young people must take the 290 train¹ that has one stop in Te Horo and follows a few streets in Ōtaki (and only runs every 40 minutes). The last stop of the 290 finishes before 10 pm leaving a limited time for young people to get home. Services in general for Te Horo and Ōtaki leave youth cut off from the rest of the region. This also prohibits youth being able to access other youth services such as the youth development centre (which itself is one of the few designated youth spaces in the region), and exacerbates the issues with limited activities for youth and limited job opportunities for young people after high school.

[¹Metlink Bus Timetable for 290](#)

Actions

Specific actions the Kāpiti Coast District Council can do to make kāpiti work for rangatahi:

Lighting

- Many parks, reserves and walkways become inaccessible and unsafe for youth as soon as the sun sets, which in the winter, can be as early as 5:30pm. Because of the lack of spaces available for young people in Kāpiti, many of them rely on these parks as a place to get away from family for a while, have some alone time, or meet up with their friends. Two specific areas that need lighting issues addressed are: the track along the Wharemauku Stream, from Coastlands to Raumati, and Kaitawa Reserve Park.

Water Fountains - Adding more water fountains to high-traffic areas populated by youth

- High-traffic areas like Coastlands and the new transport hub should have water fountains so that rangatahi and all passers-by have a place to keep hydrated during the warmer. Increasing the amount of fountains in these areas, as well as parks and reserves too, is not only helping to ensure passersby can stay hydrated, but is also useful in preventing waste from single-use plastic water bottles.

Public Toilets - Making toilet facilities available and accessible to all rangatahi and community members.

- In high-traffic areas across the district, the Kāpiti Coast District Council should ensure all basic facilities are accessible to anyone and everyone by prioritising a sufficient number of gender-neutral toilets. Specifically, these should be at public areas such as train stations and malls, as well as our reserves and parks across the district. Catering for our gender-diverse community is all part of accessibility. By creating non-gendered public restrooms, people of all gender identities can feel safe and catered for, contributing to building a diverse and inclusive Kāpiti.

Indoor Sports Centre - Ensuring that the proposed Indoor Sports Centre is prioritised by Council

- It is clear to the Youth Council, through consultations and public knowledge, that there is a significant lack of activities and spaces for young people in Kāpiti - especially in the colder, more wet months. This results in young people leaving the district to find these activities elsewhere. The Kāpiti Coast District Council should prioritise the proposed indoor sports centre. We ask that the Council understands the importance and effect this proposal could have on the wider community, and ensures that the project is not undervalued and made too small for the size of the community. Most rangatahi across the district agree that there is a lack of things to do in the district that attracts youth. An indoor sports centre would be a step in the right direction, if executed correctly and with accessibility for everyone in mind.

Long-term Plan 2024–34



Respondent No. 211

Response ID 5669129

Date of contribution Apr 24 24 12:33:30 pm

Personal information

First name Michael

Last name Papesch

I'm providing a submission (choose one): as an individual

Please let us know what ward you live in Raumati

Do you want to speak to Council about your submission at our public hearings on 2 May? Yes

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

Please see attached submission

Upload any related files

 https_s3-ap-so... .pdf_1713925921

8 Avion Terrace
Raumati Beach
Paraparaumu 5032

22 April 2024

SUBMISSION ON THE KAPITI COAST DISTRICT DRAFT LONG TERM PLAN 2024-2034

Thank you for the opportunity to make a submission on the draft Long-Term Plan 2024-2034.

I would like to thank and acknowledge Councillor Sophie Handford, and Community Board member Bede Laracy, as well as KCDC staff, for their time at a drop-in session on 13 April 2024 in Raumati South. They were excellent.

In putting this submission together, I have drawn upon my experience in central Government working for the Treasury for over 20 years working on government financial management and budget processes, and then in a variety of Government departments preparing Budget submissions, funding bids and business cases over a period of 15 years. I have an Honours degree in economics and finance. While there are differences between central and local government budgeting and financing, the underlying principles are still the same.

My submission is based on the consultation document *Building a Resilient Future for Kapiti*, as clarified by the discussion at the drop-in on 13 April. The financial aspects of the consultation document itself are very hard to follow – frequently lacking clarity, providing little evidence or justification for the proposals being made, often conflating operating and capital expenditure, and missing aspects of the financial picture (eg: the role of fees and charges and development contributions in the overall financing picture). In its apparent aim for simplicity, the consultation document actually made it harder to get an understanding of what is being proposed and why.

Key Points

KCDC has a sound underlying financial framework....

As explained at the drop-in, KCDC has an underlying financial model whereby:

- Annual operating expenses are paid through a mix of fees/charges and rates, and (some) provision is made for the depreciation of assets
- Capital expenditure is paid by borrowing, which is repaid over the life of the asset. This means that the cost of the capital works is paid by the users of those assets, over the time period those assets are used
- Development contributions are used to pay for the upfront costs of some growth assets, associated with new developments (although it is unclear from the documents whether the contributions are set at a level to cover all costs).

If this is correct, this is a sound financial model for funding the functions and activities of the KCDC, and should also be used as a framework for assessing the financing proposals in the Long-Term Plan (LTP).

The financial framework should be used to guide decisions sought in the Consultation Document including:

1 *The proposal to fully fund depreciation is justified*

Fully funding depreciation is sound financial management and should be followed as a matter of course. The proposal to do so on page 13 of the consultation document is **supported**.

The discipline that must be associated with this is that the funds are actually used for asset maintenance and (if depreciation funds are left over at the end of an asset's life) replacement. Too often, public bodies use accumulated depreciation funds as general reserves, to fund other projects, meaning that depreciation funding is not always used for asset maintenance and replacement, leading to accumulated infrastructure deficits. It is unclear what disciplines KCDC will put in place to prevent this from happening if depreciation is fully funded, but such disciplines must be part of the package.

2 *There is no basis to proactively reduce KCDC debt at this stage, unless affordability thresholds are breached*

KCDC's financial framework leads to capital spending – that will benefit both current and future ratepayers – being paid for by debt that is repaid over the lifetime of the asset (along with any unspent accumulated depreciation) This means that all beneficiaries of the capital spend – both current and future ratepayers – pay for the cost of the assets over their useful life. This leads to inter-generational equity.

This being the case, in principle the appropriate level of debt is the level of debt required to pay for a justifiable capital works programme. If the demands of the community are such that KCDC needs to legitimately invest in more or better assets, then the level of debt should increase to meet that legitimate investment need.

But debt levels cannot be limitless, as it needs to be repaid (through future rates revenue). So the right level of debt is determined by (1) the level of a legitimate capital works programme and (2) the ability of ratepayers to repay the debt over time through rates. (There may be a third factor – banking debt covenants, but in practice these are usually determined by factor (2) above).

The right level of debt is therefore a balance between the infrastructure needs of the community and debt affordability over time.

KCDC is proposing to proactively reduce the level of current KCDC debt - and specifically by increasing rates over the next ten years to do so. But there is no case presented for doing so:

- To do so would break the link in the KCDC's financial framework between debt levels and past capital expenditure – and would break inter-generational equity (because current ratepayers will be repaying debt that future ratepayers should otherwise legitimately repay).

While the consultation document (page 18) states this proposal would increase inter-generational equity, in fact this is not the case.

- The graphs on pages 17 and 18 of the consultation document show that KCDC has plenty of headroom in its debt levels against its own debt level targets. There is no burning platform for debt repayment here.
- The proposal to repay debt leads to high and unsustainable levels of rates increases – a cumulative 115% increase in rates over the 10 years covered by the draft LTP:

Year ending June	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Rates Increase KCDC Preferred Option		17%	7%	7%	7%	7%	7%	7%	7%	7%	7%
If I paid \$5000 in rates in 2024, if this proposal goes ahead, what will may rates be in...	5000	5850	6260	6698	7167	7668	8205	8779	9394	10051	10755
											Percentage increase compared to 2024: 115%

- This creates an affordability issue for ratepayers, many of whom are on either fixed incomes or facing tough economic conditions with the economy in poor shape and with economic recovery some way away. It is called a cost-of-living crisis for a reason. But the KCDC proposal does not acknowledge this pressure on ratepayers, and would in fact make the cost-of-living challenge for ratepayers harder than it otherwise would be.

The proposal to repay debt early, and to increase rates to a profile of 17% + successive 7% rates increases is **not supported**.

The profile of KCDC rates increases – whether it is repaying debt early or not – is significantly above the forecast rate of inflation – but there is no justification provided for the significant increase in real KCDC spending over the next 10 years.

KCDC’s preferred option to repay debt early would more than double rates income over the next 10 years. Its alternative rates profile would cumulatively increase rates by 71 percent ...

Year ending June	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Rates Increase KCDC Alternative Scenario		17%	6%	7%	4%	5%	5%	2%	4%	3%	3%
If I paid \$5000 in rates in 2024, if this proposal goes ahead, what will may rates be in...	5000	5850	6201	6635	6900	7245	7608	7760	8070	8312	8562
											Percentage increase compared to 2024: 71%

... compared to cumulative forecast inflation of 23 percent over the same period:

Year ending June	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Rates Increase if tied to CPI changes (Reserve Bank forecast February 2024)		3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
If I paid \$5000 in rates in 2024, if this proposal goes ahead, what will may rates be in...	5000	5130	5233	5337	5444	5553	5664	5777	5893	6011	6131
											Percentage increase compared to 2024: 23%

That is, under the KCDC’s preferred rates profile, real (ie: after inflation) rates increase by 92 percent. Under its alternative rates profile, real rates increase by 48 percent.

This level of real rates increases matters for ratepayers – many of whom will be on incomes that grow only with the rate of inflation (about 27% of Kapiti residents were over the age of 65 in 2023¹) and/or be struggling with tough economic conditions and high mortgage rates. But KCDC seems to be

¹ See <https://rep.infometrics.co.nz/kapiti-coast-district/population/age-composition>

oblivious to this. This is typified on page 18 of the consultation document where a previous affordability benchmark – that rates should be set at about 5% of median household income – is summarily dismissed as being old, and able to be modified to 7% (even though the preferred KCDC rates profile would have rates at 7.5% of projected median income). Just because benchmark is “old” does not make it wrong or out-of-date – especially when the 5% benchmark itself would see overall rates revenue increase at both the rate of inflation and with increases in real median household incomes.

There is no justification provided for this level of real expenditure increase, even under the KCDC’s alternative rates profile. Rather, the tone of the consultation document is that “this is just the way things are,” rather than giving a sense that real and hard choices are being made to limit spending increases to affordable levels.

Both of the profiles of rates increase in the consultation document are **not supported**. Setting rates increases to a profile of 7% (or 7.5%) of median household is **not supported** as unaffordable and leading to high growth in real KCDC spending which has not been justified.

KCDC needs set an affordable anchor for rate levels in the Kapiti District – and then adjust spending profiles to that affordable anchor

Public bodies need an anchor to base their revenue and spending policies on. In central government, this can be expressed either by government spending as a proportion of GDP (ie: national income) or as debt to GDP. (For central government, a debt to GDP ratio can make sense as Governments frequently have deficits for their operating expenses, which adds to debt. This differs from KCDC, whose financial framework has debt only being generated by capital expenditure, not through running operating deficits).

KCDC needs to set an affordable anchor for rates, and use that to drive spending choices. An anchor of rates to median household incomes of 7% or 7.5% is not affordable and is **not supported** as it leads to a doubling of rates over 10 years and real increases in KCDC spending of 92% - in a district a very large proportion of residents are on CPI linked incomes.

Surprisingly, the LTP consultation document does not address the issue of affordable rates at all. It seems to assume that large rates increases are the natural order of things – and that ratepayers can easily pay. It seems to assume that a real spending increase of 92% is not worthy of discussion or analysis about where the money is going and why it might be justified. This gives the sense that the KCDC is simply addicted to spending, without a care or consideration for ratepayers who actually pay the bills.

Affordable rates anchor of 5% of median household income is proposed for now – with KCDC invited in the future to separately make the case for a higher affordable rates anchor

On the information provided in the discussion document, there is no basis to comment on what the affordable rates anchor should be. **I propose that the anchor be retained at the 5% benchmark, to ensure that real spending growth is kept in check in the meantime.**

Having failed to do so in this document, KCDC should consult with the community about what various rates anchors should be. It could do so by presenting options about what is – and is not -

done for the community by KCDC at various rating anchors. This could be done by presenting what is financed at a 5% rate anchor – and where the line would be drawn on what is not funded. KCDC would then show what the spending would be – and where the line is drawn – at say rates at 6% of median household income, at 7% of median household income, and so on. If the higher rating anchors represent real value for the community, then the community can support that, and pay the costs through extra rates. KCDC have not bothered to do this in this LTP; it has just assumed that a doubling of rates over 10 years is just the way things are.

Once an affordable rates anchor is set, there may be grounds in the future to deviate from that anchor and to push rates levels higher. That should be identified and specifically discussed with the community at the time – to see if the community accepts that that new spending would represent genuine value to the community.

Feedback on the three specific proposals consulted on

1 *Funding one-off gaps in Three Waters funding*

At the drop-in on 13 April, I was advised that the now withdrawn Government Three Waters funding was to pay for operating expenditure associated with three waters assets. If this is the case, and if the expenditure itself is justified (is it?) then it should be funded through a one-off rates adjustment that is then reversed the following year.

I support option 1 of the consultation document with respect to Three Waters on the basis the spending is operational spending, is justified, and provided that the rates increase is reversed in the following year.

2 *Proposal to reduce council debt*

None of the options associated with this proposal are supported, for the reasons outlined earlier in this submission.

3 *Housing for Older People*

I do not have a preference one way or another for any of the options presented.

I would note however that if the KCDC does transfer the assets to a community housing provider, it needs to be cast iron that the KCDC will not be responsible for the assets and liabilities for the housing should the community provider fail for any reason.

Another way to put this: if the community housing provider goes broke, will the KCDC explicitly or implicitly be expected to take back control of the assets and to ensure that housing continues to be provided to residents? If the answer to this question is implicitly or explicitly: “yes,” then the KCDC may be relinquishing control of the assets to the community housing provider, but has not relinquished the residual risk (and has no way to manage that residual risk). In such cases, divestment is risky and probably not advisable.

4 **Climate Action Rate**

This sounds worthy, but it is unclear if the spending on climate action capital or operating. If its capital, the KCDC's own financial framework should have that expenditure debt financed.

More generally, for operating expenditure, it seems that this would essentially be a "ring-fenced fund" within KCDC's operating budget. As a general operating principle, ring fenced funds promise extra transparency but actually limit financial flexibility. Ring fenced funds can lead to situations where relatively poor spending is spent on activity within the ring-fenced fund (because it cannot be spent on anything outside of the fund) whereas the greater immediate need is somewhere else. This can lead to poor financial choices being made. This has happened time and again in the ring-fenced funds that central government operate.

If extra transparency is required for spending on climate change activity, this can be done through the KCDC's regular reporting of spending without creating a separate rate.

The proposal for a climate change rate is **not supported**.

Capital Programme

The capital programme on pages 22-23 of the consultation document outlines the major infrastructure projects anticipated, but confusingly it is not clear which costs will come to charge in the 10 years covered by the LTP. It is therefore difficult to comment on the programme, other than to say it seems to be missing any of the actions required as a result of Takutai Kapiti. This omission - if it is an omission - needs to be rectified.

Making an in-person submission

I would like to take the opportunity to make an in-person submission in support of what I have outlined above at the Council hearing of 2 May 2024. Can you please the details.

Yours sincerely



Michael Papesch

michaelpapesch@xtra.co.nz

Mobile: 021 160 1291

Long-term Plan 2024–34



Respondent No. 210

Response ID 5669040

Date of contribution Apr 24 24 11:58:52 am

Personal information

First name

Alan

Last name

Dickson

I'm providing a submission (choose one):

on behalf of an organisation

Write organisation name here

Kawakahia Community Group

Please let us know what ward you live in

Waikanae

Do you want to speak to Council about your submission at our public hearings on 2 May?

Yes

Are you happy for your name to be published with your feedback:

My name can be published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

The Kawakahia Community Group's submission focusses on the related topics of Stormwater Management and Flood Protection - and specifically in support of the Long Term Plan's title - "Building a Resilient Future for Kapiti" ... and the positive contribution to that goal, which will result from a proactive approach being taken to flood protection and stormwater management.

However, while we fully support that strategy, our experience in the severe 2021/2022 major flooding event in Peka Peka, highlighted the need for KCDC (and GWRC) to lift their respective games in terms of dealing with each other and responding to the community, set against the backdrop of policy and legislation in that area, plus the sometimes vying needs of the community, Iwi, and others.

This is a complex matter, so please refer to the attached PDF document, which catalogues the background to our flood journey, and the interactions with both Councils. We also reference the importance of Groundwater to the coastal hazards landscape.

The attached document forms the basis of our submission.

Upload any related files

Kawakahia Community Group



Input to KCDC's Long Term Plan

29 April 2024

Executive Summary

Following a major rain event in December 2021, the Kawakahia Community Group was formed to represent a large number of Peka Peka and North Waikanae ratepayers, who had significant concerns about **repeat flooding and inadequacies of the local Kapiti Coast District Council (KCDC) stormwater drainage system**.

At it's height, a low lying inland area north of the Pharazyn Ponds, was holding upwards of **200million litres of stormwater**. The weight of that stormwater acted like a seesaw, which pushed up the groundwater levels on the coastal side of Paetawa Road, **flooding multiple properties**, and **stopping any free drainage for a period of 9 months !**

In the weeks following our initial reporting of the issue, **the Kawakahia group was able to pinpoint the singular problem** which had caused the situation - **a one kilometre plus blockage in a drainage stream**, which had built up over **more than a decade of inaction**.

An **initial Kawakahia submission** about these concerns was delivered to KCDC in March 2022 - and although received politely, it signalled **a four-month period of recalcitrance and inactivity by the Council** - despite the irrefutable visual and verbal evidence provided by the group. It also revealed **a wall-like breakdown between GWRC and KCDC** in the stormwater and policy space, which at times created an **action paralysis**.

What this period illustrated quite clearly, was:

- **The Council's inability** to accept that their ratepayers - the people on the ground, could not only identify the root cause, but could also work with Council to help achieve a practical solution - within the policy or legislative constraints;
- **A breakdown of communications** - between Council and **the community** reporting and seeking resolution of a serious problem, **the landowner** who's property the stormwater drain runs through, and, between Council and **Greater Wellington Regional Council** regarding advice and guidance on pragmatic options for dealing with flood events, and their causes;
- **Lack of progress** in updating the previous District Plan's Groundwater and Flooding content, and promises made regarding community consultation thereof.

As a consequence, the period from March to July 2022 was characterised by further flooding and rain events, repeated **requests for action**, frustration and annoyance with the limited dialogue - which resulted in **pleas for action**, and a state of acrimony, which led to **consideration of more direct action** by the group.

Clearance of the Black Drain was completed in early July, but it was not until late July that KCDC made the first contact with GWRC about this situation. This **late and unhelpful communication between GW and KCDC** in late July threatened to derail the good work just started. For example, **GW's directions to cease and desist clearance activities** inserted the best part of a month's further delays for KCDC to complete the clearance work.

However, after intervention by the KCDC Mayor, and the GW Chief Executive, **the flooding was afforded the status of Emergency Works**, and a month later, a subsequent KCDC Infrastructure team decision was made to **clear the Ngarara Stream of blockages**.

The **Ngarara Stream clearance was finally completed in early September 2022**. The Peka Peka **flooding was removed within two to three weeks** of free drainage, and **has not returned since ... plus, good relations were re-established with KCDC !**

It's frustrating - and worse, that activities spanning 2-3 weeks, and costing less than \$50k, took 9 months to get there ... when residents' properties, physical and health, and lifestyles, were at risk - and in some cases were directly affected by the delay.

Lessons need to be learned from this, as the interrelated causes of Groundwater and Coastal Inundation are tackled in the future planning cycles.

The "Closing Statements and Recommendations" which follow, outline the full Kawakahia view on these matters - including the following home truths:

- Legislation and policy is there to prevent ill-founded damage to the environment - which is not what the Peka Peka clearance (or its ongoing maintenance), is about.
- Use the wealth of information at your disposal to paint a complete picture of coastal hazards - and use that to deliver proactive flood warnings to the community.
- Be more overt about sharing plans with your communities. They're much more resilient than you think.

Background

The area where the repeat flooding concerns originated, covers about 3 km of the coastal community, from Peka Peka Road, via Paetawa Road and on to Rutherford Drive.

This environment covers coastal sand dunes, wetlands and flats to the base of the sand dunes to the west of Ngarara Road, and at the time of our original submission, included a range of district plan zones including General Residential, Rural Lifestyle, General Rural and Natural open Space.

Note: Since 1 September 2023, large swathes of the affected area now fall under the new Coastal Hazards Precinct planning zone, which signals the strong likelihood that future property development constraints will be implemented in the settlement, following KCDC-initiated Coastal Advisory Panel findings to be delivered in 2024.

The nature of the landform shows there are virtually no water courses entering this area from the north, although there's a significant amount of runoff from the 25 square kilometre drainage capture area - all of which is channelled through the Ngarara Stream.

The capture area includes the base of the Waikanae escarpment, the expressway, urban Waikanae, (including the Ryman's retirement village); a large residential area to the south of the retirement village, much of the residential area to the east of SH1; and lifestyle properties all the way to the Peka Peka Interchange. and the inland sand dunes.

To the south of the Ngarara Stream is the Te Harakeke Wetland, which predominately sits on private land, and administered by the Queen Elizabeth II National Trust (QEII) - a covenant of which, is attached to the landowner's title.

The Ngarara Stream is directly adjacent to the wetland, and is part of the Kapiti Coast District Council (KCDC) Stormwater network. The QEII Covenant boundary, is on the eastern side of Ngarara Stream, and this co-location has inhibited maintenance activities since it's inception.

Note: Residential Peka Peka is not connected to the KCDC stormwater system.

The Ngarara Stream stormwater channel varies from highly modified to natural. It includes where the Ngarara Stream enters the Waikanae Golf Course (and the drains to the sea), and some nodes of the Kakariki Stream (Ngarara Road).

Maintenance of the Ngarara Stream and it's various nodes, can comprise vegetation and/or sediment removal, and is recorded as routinely cleaned by KCDC in this way - at their cost.

The KCDC website states that vegetation removal should occur every 6 or 12 months - as the Ngarara Stream is considered to be a major component of the stormwater infrastructure.

However, at the time the initial Kawakahia submission was presented to KCDC, these clearance activities had not occurred for many years.

The stream enters the Waikanae Golf course at the convergence of an unnamed and unmaintained drain, which has a catchment of the middle residential area of Waikanae.

After exiting the Waikanae Golf Course, the Ngarara Stream joins the Waimeha Stream, which then enters the sea - thus carrying the majority of water from residential Waikanae.

This has the potential to bottleneck during periods of heavy or sustained rainfall, but regular maintenance of the streams mentioned above, would inhibit this greatly.

Closing Statements

The primary role of this submission, was to present a cohesive view of the journey the Peka Peka community embarked on to understand and resolve the severe flooding which started in December 2021, and lasted until September 2022.

In the process, and while the immediate effects of the flooding was removed as a result of actions carried out by KCDC and their engaged contractors, it was clear that more is needed in the longer term. If these issues are not to resurface ... a clear and “pragmatic” relationship between KCDC and GWRC about the ongoing maintenance of these waterways, will be essential.

At a macro level, the Peka Peka community’s fundamental needs going forward, are:

- Continuous Environmental Monitoring
 - To ensure the health and wellbeing of the Kawakahia Wetland, and the quality of water in the surrounding waterways.
- Timely Stormwater System Maintenance
 - Governed by shared science and environmental data, rather than arbitrary periodic scheduling driven by budget, not expediency and an intractable longterm plan that’s unsuited to severe climactic events that will arrive with little notice and growing frequency, intensity, and scale.
- Effective and Responsive Flood Protection Systems
 - Provided by Council and other resources (including the private sector), which will range from rapid triage and communications, to emergency works across multiple sites.
- Suitable Stormwater Infrastructure
 - To help sustain hydraulic neutrality at a property and community level, which is monitored by KCDC - including temporary stormwater storage (and it’s slow release/drainage), and/or triggered pump solutions for high/damaging floodwaters (to inland or dune infiltration systems).

Continuous Environmental Monitoring

As stated on many occasions, the Kawakahia group values the environment surrounding the settlement - including the Te Harakeke Wetland itself.

We believe vehemently, that a suitable water level can be agreed and maintained, which will not only provide a healthy environment for that wetland, but can also meet the goals of the fresh water initiatives being pursued by Council(s) and the local Iwi.

In our opinion (and borne out by the recent vegetative clearance activities), this does not require any additional engineering work, but does require intervention when temporary blockages occur (such as a falling tree), so they don’t become a bigger problem due to inaction.

Note: Before the clearance of the Ngarara Stream was completed, a dearth of eels was observed in the clogged drainage channel.

Within weeks of the clearance activities being completed, this position had been reversed.

Timely Stormwater System Maintenance

However, the local territorial authority (KCDC), must conduct annual assessments on how the drainage channel is operating, and take the necessary action to keep it's effectiveness up to scratch, so that the agreed environmental health objectives are delivered.

Of necessity up till now, this is a purely manual and site-based activity, and, if you like, that's the observational and reactive aspects of making this possible.

But, there's also the proactive view, which has not been seriously progressed to date.

Effective and Responsive Flood Protection Systems

There's actually a wealth of data which can be harvested in real time from existing data collection points operated by KCDC, GWRC, and others, to provide an information skein across the Peka Peka and Waikanae area. In the case of the Waikanae Bore Field, that even includes trigger points, based on aquifer and groundwater levels.

This, coupled with increasingly sophisticated weather forecasting, and the new water level model being developed for KCDC, offers the real potential for an interactive and proactive forecasting tool.

This could not only provide early warning for communities at risk, but also fact-based triggering points for stormwater infrastructure to be activated - such as the automated weir between the Waikanae Lagoon and the Waikanae River.

Suitable Stormwater Structure

This is an unpopular aspect of what's required going forward, as it involves significant expenditure if it's going to make difference ... but if you believe the guts of the Climate Change message (which we do), any expenditure in this area will be dwarfed by that associated with any level of "Retreat".

The lead being taken by local/regional authorities in other areas of the country - such as Invercargill, point out quite clearly, that it's not an area of expenditure which can be ducked.

It's also extremely likely that the ratio of responsibility for climate and associated flood-related measures will shift dramatically between, central, regional and local government, and property owner and insurers ... which will require complete rethink of any longterm expenditure/service plans already in existence.

In the CAP findings to be delivered in 2024, there will be a schedule of costs associated with protection-oriented infrastructure ... but as things stand, that's only going to reflect what's in their terms of reference - i.e. the Sea Level Rise.

CAP has an overarching "Avoid" theme, which sits above any specific recommendations on "Adaption Pathways" for our coastal communities ... which presumably will manifest itself in a change of building consent rules for those communities - i.e. building consents will increasingly be resisted in inundation prone areas.

It's our strong belief, that the notion of "Fend" should sit alongside that, and that Groundwater impacts should be included in the overall coastal hazards message - and subsequent protection measures.

Note: The essence of "Fend" starts with an increased focus of drainage maintenance activities, and revisiting (and updating) the relatively simple pumping mechanisms previously posed by the old County Engineer in the 1980s.

Put simply, this would see floodwater from the coastal side of Paetawa Road, being pumped inland to be naturally drained from there (via the Ngarara Stream), to the coast. This would avoid the sensitive subject of pumping to the dunes and/or beach.

Recommendations

1. Accept that Groundwater is a missing crucial element from the Terms of Reference for the Coastal Advisory Panel CAP ... and ensure that known Groundwater issues are added to their Coastal Hazards findings when published.
 - It's ridiculous to view Sea Level Rise as the only significant coastal hazard threatening the District ... particularly when the Groundwater threat is already a clear and present danger.
 - Use your new Groundwater Model to support that activity, fully supported by NIWA and those communities with a solid flood knowledge-base - including Peka Peka and their Kawakahia Community group.
2. Move to a proactive approach for dealing with and communicating threats to your ratepayers, about impending floods ... filling knowledge gaps about realtime water levels, with a combination of your new model, and the untapped potential of groundwater measurement points across the district.
 - There's a rich skein of information out there, which is currently either dumped in data archives, or handed off to other parties (with no follow-up or benefit to the District).
 - Some of that data has either never been used for that function before (e.g. the Waikanae bore field), or has been allowed to wither on the vine, due to petty disputes (e.g. access withdrawn to at least one GWRC water measurement station by a local landowner).
3. Pursue the Global Consent between KCDC and GWRC with vigour (and Iwi backing) - despite the seemingly intractable difficulties from Legislation and Policy
 - We've seen how inactivity can present dangers to our own communities, and it's only through the grace of god that we haven't suffered as badly as the North East of the country and in Auckland.
 - There's an all-Agency response when disasters of that kind happen, followed by a wringing of hands and gnashing of teeth, when grappling with how it could have been avoided.
 - In our case, it wasn't serious enough for that, but it still merits a wringing of hands and gnashing of teeth over why the clearance was allowed to take place.
 - Get real here guys ! The legislation and policy is to prevent ill-founded damage to the environment, which is not what the Peka Peka clearance was about - nor will the ongoing maintenance work be destructive in that sense.
 - Seek the middle ground. You have the tools, knowledge, and the full backing of the community. How many times have you seen that in your time of tenure ?

4. Get ready to reshape your Long-Term Plan, as the impact of Climate Change on Groundwater and Sea Level is going to bite far earlier than your plan allows for.
 - You may well review the long term planning on an annual or bi-annual basis, but we're pretty sure that level of review will not be radical enough to make a difference when embarking on the Avoid, Fend and Protect journey that's going to face us all.
 - As an example, we've been seeking details of how your flood and drainage plans from over 10 years ago are being updated ... and so far have received zilch in return. That's just not good enough.
 - Also, be more overt about sharing the plans with the community ... who are much more resilient than you seemingly think we are at the moment.

Signed By

The Kawakahia Community Group:

Adrienne Thompson and Cheryl
Henshilwood

Adrienne and Brian McGovern-Faircloth

Alan and Anita Dickson

Bert and Jocelyn Prvanov

Blair Leslie

Brett Sutton

Daniel Compton

Debbie and John Deadman

Dr Rex Faulknor

Felicity and Richard Curtis

Forrie Miller

Gail Inglis

Gary Tregoweth

Georgina Yadav

George and Pam Williamson

Gerald and Sue Rys

Geraldine Keith

Glen Bosworth

Greg & Dianne Estall

Hamish Lesley and Anna Davison

Ian and Betty Gillespie

Ian Jensen

Jeff Ashby

Jenny and Paul Davis

Jenny Bain and Graham Lloyd

John and Catheryn Rogers

John Vickerman

Karen Cronin

Keith and Lyn Leadbetter

Leonie and Bill Harris

Mandy and Michael Coleman

Maureen Comerford

Michael Cosgrave

Mike Smeets

Neil and Charmaine Duncan

Richard and Elaine Westlake

Rick and Deb Reid

Robyn and Bryan

Sally and John Killick

Sally Pitts-Brown and Dean Riddell

Sarah and John Meads

Sarah Williams

Shirley Arbuckle-Hart

Stuart and Tracey Gabbitas

Sue and Mike Davidson

Tracy Beleski

Wendy and Paul Westbury

Adrienne McGovern-Faircloth

Brian Faircloth

John Ray and Ainslie Matheson

Daniel and Claire Kebbell (nee Fitz)

Francis and Helen Luketina

Rodney and Lorna MacCann

Tina (Bettina) and Hartmut Reichelt

Annette Mulholland

Justin Gray

Lorraine Edwards

Marcus O'Connor

Mika and Maisie Willoughby

Gary and Yuha Wilson
Terry and Worasa Bowker
Max and Brooke Malone
Neil and Sandra Wynne-Jones
John Leighton
Bevan Holloway
Brian Ellwood
Annie Riddell
Don Barrett
Brian and Anne Wolf
Tim Stern
Karen Brown
Deb Hurdle

Brian and Bettina Finch
Leigh Firn
Brian Ranford
Paul & Turner
Raewyn Thomason
Arvid O'Sullivan
Sharon Pells
Warwick Wyatt
Robin Keall
John & Merus Cochrane
Jim Scott
Michelle and Rongo Retimana

Long-term Plan 2024–34



Respondent No. 231

Response ID 5672103

Date of contribution Apr 25 24 07:31:13 pm

Personal information

First name Ian and Jean

Last name Gunn

I'm providing a submission (choose one): as an individual

Please let us know what ward you live in Paraparaumu

Do you want to speak to Council about your submission at our public hearings on 2 May? Yes

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Proposal 1: Three waters funding
Which option should we choose? (select one option)

Option 2: Fund \$4.7 million shortfall by taking on debt each year.

Would you like to expand on your answer for option 2?

Yes you only give two options. There is a third option. one midway between the two options listed.

The future of three waters is still overmuch up in the air. Large rates rises across nz are likely to force this government to develop a contribution mechanism.

Creating a halfway house for the next three years allows the air to clear creating certainty

Proposal 2: Proactively reduce Council's debt
Which option should we choose? (select one option)

Option 2: Apply average rates increases of 7% per year from 2025/26 to 2033/34

Would you like to expand on your answer for option 2?

again after three years we will have clarity regarding the current recession.

Proposal 3: Transfer Council's housing for older people

Which option should we choose? (select one option)

Option 1: Transfer our older persons' housing assets to a new Community Housing Provider

Would you like to expand on your answer for option 1?

The Council needs to be at the table so any transfer needs to have council involvement.

New climate action rate

Which option should we choose? (select one option)

Option 2: Make no change to how we allocate funding our climate change activities

Would you like to expand on your answer for option 2?

Capital value is a very crude funding mechanism.

For example council currently collects a flood protection rate for the Waikanae and Otaki rivers using capital value. I have previously requested information from the Council about the split between flood prone land identified in flood plain management plans. This analysis showed that over 80% of the funds for flood protection are derived from non flood prone land. This is grossly inequitable. This imbalance will only increase as the town develops especially with the proposed medium high density building rules. Ratepayers with similar capital value properties in Paekakariki and beside the Waikanae river pay exactly the same rate. This is VERY VERY INEQUITABLE.

if council wishes to use capital value then it could assess that the identified flood prone area contributes say 50% of the required rate with the balance being generated by the non flood prone area. This could be introduced over say a three year period.

As climate change increases a variety of risks across the district a number of variable rates will need to be introduced

The plan highlights the need for transparency. Our suggested funding mechanism fulfils this objective. The current funding mechanism fails to achieve transparency.

therefore despite answering no change we strongly support a change

We note that a report prepared by the previous government on flooding and the ability of the community to fund flood protection identified the KCDC district along with Masterton District as amongst the poorest communities in the country regarding flood protection funding. This reinforces a need for a change.

If you have any views on these other items, please comment here:

Strongly support the change to funding achieved by the new bylaw.

Is there anything else you'd like to tell us about this LTP?

we support the work the Council is undertaking to understand the risks on the coast from climate change. More consultation will be required to convince a significant section of the community that the world is not about to end.

Greater explanation of the Pathways process and outcomes is needed.

Long-term Plan 2024–34



Respondent No. 226

Response ID 5671370

Date of contribution Apr 25 24 10:14:07 am

Personal information

First name

Last name

I'm providing a submission (choose one):

as an individual

Please let us know what ward you live in

Raumati

Do you want to speak to Council about your submission at our public hearings on 2 May?

Yes

Are you happy for your name to be published with your feedback:

I do not want my name published with my feedback

Submission

Proposal 1: Three waters funding

Which option should we choose? (select one option)

Option 1: Fund \$4.7 million shortfall with an additional 5% rates increase in Year 1.

Proposal 2: Proactively reduce Council's debt

Which option should we choose? (select one option)

Option 3: Apply average rates increases of 6% per year from 2025/26 to 2033/34

Proposal 3: Transfer Council's housing for older people

Which option should we choose? (select one option)

Option 1: Transfer our older persons' housing assets to a new Community Housing Provider

New climate action rate

Which option should we choose? (select one option)

Option 1: Introduce a new targeted climate action rate based on a property's capital value rather than the current land-value based general rate

Is there anything else you'd like to tell us about this LTP?

I have been made to bear witness to local road works on Clunie Ave and Tennis Court Rd. Watching the contractors (Albert Mills) work (or often not work) and the amount of wastage has been astounding to watch. I have witnessed procedures required multiple crews that were performed without ANY reason, possibly simply because they were part of the "package" that is provided when doing road works. Seeing this incredible waste hurts me directly, personally. I work hard and pay rates. This is MY hard earned money being wasted. I realise it's difficult to hold contractors to account and to monitor them all of the time, but surely there must be a better more efficient way of getting things done. I am happy to speak about what I witnessed in detail, if someone would like to give me a call. My number is 0204737200.

Cheers,
David

Long-term Plan 2024–34



Respondent No. 225

Response ID 5671285

Date of contribution Apr 25 24 09:25:14 am

Personal information

First name Lynn

Last name Sleath

I'm providing a submission (choose one):
 on behalf of an organisation

Write organisation name here Kapiti Cycling Action

Please let us know what ward you live in
 Paraparaumu

Do you want to speak to Council about your submission at our public hearings on 2 May?
 Yes

Are you happy for your name to be published with your feedback:
 My name can be published with my feedback

Submission

Upload any related files

 https_s3-ap-so..._pdf_1714001011

Kāpiti Cycling Action: Submission to 2024 Long Term Plan

EXECUTIVE SUMMARY

This submission is addressed to the KCDC Cycleways, Walkways, and Bridleways Advisory Group (CWB) asks for the following matters to be included in its submission to the council's draft 2024 Long Term Plan:

- Alterations to the Kāpiti Coast Cycle Route through Raumati including the provision of a new inland route that better connects with council's Poplar Avenue crossing;
- Provision of cycle lanes or shared pathways on all principal cycle commuter and primary school bike routes in Kāpiti prioritised according to traffic volumes;
- Completion of links to the main transport hubs at Paraparaumu and Waikanae;
- Provision of new Share The Road signs and bold road marking paint to create a calmer traffic environment for road cyclists using Peka Peka Road;
- Completion of works in Otaki Township previously raised with council staff; and
- Increased funding to maintain the current standard of the gravel trail network in Kāpiti, and permit more frequent sweeping of the shoulders of urban streets used by cycle commuters.

INTRODUCTION

This submission is being forwarded to the KCDC CWB. We request that the CWB considers this document when it develops its submission to the council's draft 2024 Long Term Plan early in 2024. We recognize that the council's LTP will determine what funding will be allocated for developing the cycling network including maintenance and operations.

Attached is an extract from our current strategic plan covering our top goals, priorities, and actions. We have used this document to inform this submission, because we want the LTP funding to align with our group's high priorities. We understand that the CWB is preparing a **Cycle Network Plan**, but our group has not been consulted about this. Council staff have advised that they have not referred to the previous Beca Report which the CWB used as an input to the Stride N Ride programme c.2015. As a result we have asked our members to suggest any gaps in the current network that they are aware of.

We also refer to our 2018 and 2021 LTP submissions because there are matters there that have not been addressed.

GAPS IN THE CYCLE NETWORK

1. Alterations to the "Kāpiti Coast Cycle Route" through Raumati

We are calling for a market safe route joining up Paekakariki village with Raumati south village, Raumati village and Paraparaumu Beach.

We have previously suggested to council staff that the use of Rosetta Road as the official "Kāpiti Coast Cycle Route" is not ideal because of its status as a local primary, with parked cars, and a bus route. We request that the council improve its safety by reducing parking etc. We also suggest that an additional alternative "Inland Route" be created to the east for safety reasons. Consider staging and start with use of existing footpaths on Matai and Hillcrest and share the quieter roads, and provide kerb crossings and waymarking. Could be future low level route as per CWB announcement to council and part of primary school bike bus route for two Raumati schools. A medium priority for the LTP.

Once the Poplar Avenue crossing is in – and Paekakariki is a 30km zone - we have that from Paekakariki to Matai Road – with the shared path already there to Raumati South. A shared path could be developed along the west side of Matai road to Hillcrest Road (that would be good for Raumati South School too). Cyclists could then head across Hillcrest, up Miro Street and into Matthews park. In the park there needs to be a gravel track constructed across to Margaret road which takes one into Raumati village and Kāpiti College. An alternative option to consider is the use of Renown Road and Margaret Road to link Poplar Ave with Raumati Village.

Going north out of Raumati village we would like a shared path on the east side of Alexander road until the track across the Weka park (and remove the hill section of that track). From there one can go along beside the airport out to Tahiri Road then across to the existing waterfront shared path along Marine Parade. Some of this route would go along quiet streets so those would only require some signage – but there are some stretches where shared paths need to be constructed. We have already asked the CWB to consider better delineation of the Marine Parade crossing at Tahiri Road.

2. Safer Arterial Routes

To our knowledge the Beca report commissioned by the CWB was the last comprehensive review of cycle facilities on the Kāpiti Coast. It was prepared for the CWB but funding restraints and pressure from NZTA prevented many valid suggestions from being considered in the Stride N Ride programme which has principally been about new shared off road pathways. As a result there is a lack of cycle lanes on many primary and secondary roads in Kāpiti e.g. Te Moana Road, Matatua/Wharemauku Road, Raumati Road, and Otaki's Riverbank Road (see also Item 5 below). The latest Cycle Network Plan prepared by council staff may be relevant but this has not been made available to cycling groups. Cycle lanes and/or shared pathways on all principal cycle commuter and primary school bike bus routes are sought. These should be prioritised according to annualised daily traffic volumes, with the highest counts, rather than the easiest to achieve, being the ones to roll out first.

3. Complete links to transport hubs at Paraparaumu and Waikanae

Refer to councils own Sustainable Transport Strategy 2019. This has become more imperative with the recent development of new urban high density conurbations being built around Paraparaumu Township.

4. Peka Peka Road Safety Improvements

This road is part of council's Kāpiti Coast Cycle Route but is widely acknowledged as unsafe for less experienced cyclists. We suggest that the LTP first year should fund short term traffic management requested by KCA in our 2021 LTP submission but dismissed by council staff i.e. new Share the Road signs and bold road marking paint, say \$10K. Such measures are commonplace in Wellington on the new urban cycle paths and are permitted by Waka Kotahi. A calmer traffic environment would also benefit walkers and equestrians. The 2021 LTP included funds for an alternative route for road cyclists in Year 3 - 4 which needs more discussion with the road cyclists. This request is made more important by the new government's instruction to local authorities to drop plans for lower speed limits, meaning that the inappropriate 80 km/hr on the central 1 km section of this road is likely to remain until further notice. This is currently making travel along council's recommended cycle route unsafe.

5. Otaki Network

These notes have been prepared in discussion with the local cycle user group who have had an input into the present NZTA revocation work in the township. They understand that little improvement work is planned after the revocation improvements. These points have been raised with the OCB and KCDC staff.

Complete the path on the south side of Rahui Road to link the bridge path to Te Roto Road. This has become a high cyclist area with the path over the new bridge taking riders into Otaki. We believe that KCDC has a budget for this but no sign of any action yet.

Provide a safe shared path along Riverbank Road to take cyclists and walkers down this route to Otaki Beach. As an immediate action the speed limit in Riverbank Road and its extension should be dropped to 50 km/h (believed to be included in council's Speed Management Plan 2023).

Improve the safety of the cycle path down Mill Road, particularly the first bend. KCDC has improved the painting of the lane but this has had no impact on vehicles cutting the corner.

FUNDING FOR TRACK MAINTENANCE

We request additional funds to continue upkeep of low level gravel trails in the Raumati / Paraparaumu / Waikanae area e.g. Wharemauku, Airport, and Waikanae River tracks. These have become important commuter routes for walking and cycling and provide safe routes for our young people to travel to school. Upgrades in 2023 by council were very well received by the community, but with increasing effects of climate change similar funding may be required in future years.

FUNDING FOR ROAD MAINTENANCE

We seek funding in the LTP to permit a more frequent sweeping of road shoulders on the primary routes used by commuter cyclists. Refer to correspondence between Fraser Miller and CAN member Gerard Zwartjes about road sweeping of cycle lanes on urban streets to remove glass and grit. The cycle of sweeping needs to be improved if cyclists are to be able to safely commute on the likes of Kāpiti Road, which is especially bad around the expressway interchange. Fraser Miller has already opined in a reply of 24 November 2023 that the current monthly maintenance cycle on recognised cycle lanes could be improved if there was a commensurate improvement of funding from the LTP.

Extract from KCA Strategic Plan 2022 – High Priorities for Funding

Focus Area	Target	By When	Priority	Notes
Promote cycling as a means of transport equal to cars rather than as a recreational activity	Public acceptance as reported by surveys and media	Ongoing	High	Added to plan Feb 2024
More children riding to school	CAN Objective is +10% over next five years	December 2026 Raumati Bike Bus pilot starts in 2024	High	<ul style="list-style-type: none"> Part of national promotion Identify key safety locations, lobby for improvements.
Improved safe bike access to schools	All Kāpiti schools have a shared path linking them to their main catchments	Significant progress by Dec 2023 Not met		<ul style="list-style-type: none"> Continue to advocate through CWB Advisory incl. seeking national funding from WK.
Improved bike access to stations	Safe routes across old main road, Waikanae and Paraparaumu	December 2023 On track	High	<ul style="list-style-type: none"> To be achieved as part of revocation programme, M2PP Project. Must include clear signage.
Safer arterial routes	Cycle lanes and/or shared pathways on all arterial routes.	Ongoing	High	<ul style="list-style-type: none"> Identified in 2015 Beca report.
Safer crossings where cycle tracks meet roads	Current expressway path and local sites e.g. Awatea Ave.	Digital sign at Mazengarb Road is faulty		E.g. Otaihanga, Mazengarb Roads
Route maintenance	Safe, smooth riding surface.	Ongoing Council advise operating monthly cycle due to funding restraints	High	<ul style="list-style-type: none"> Regular reporting of maintenance needs e.g., broken glass, vegetation trimming, damaged surfaces, sweeping loose sand/metal, through Council website Service Requests. Make request for more funding via 2024 LTP.
Kāpiti Road infrastructure improvements	Directional signs + markers, Give Way signs (post	December 2023 Not met	Medium	Signage to be to WK standard for pathways.

	and road surface) to all crossings.	Cycle paths have been remarked but absence of crossing info		
Short Term Improvements on Peka Peka Road	Upgrade cycle signage and road marking to assist with road sharing and traffic calming.	December 2022 Not met	Medium	<ul style="list-style-type: none"> Council to provide promised short term response.

Horowhenua Strategies	Revocation of SH1 and SH57		Medium	<ul style="list-style-type: none"> Work with HDC and Waka Kotahi through Horowhenua to ensure appropriate outcomes to meet the needs for safe cycling transport between the communities and within the communities affected.
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Long-term Plan 2024–34



Respondent No. 131

Response ID 5655264

Date of contribution Apr 17 24 07:06:19 am

Personal information

First name John

Last name Andrews

I'm providing a submission (choose one): as an individual

Please let us know what ward you live in Paekākāriki

Do you want to speak to Council about your submission at our public hearings on 2 May? No

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

With reference to the 17% rates increase as described below
<https://www.kapiticoast.govt.nz/proposedrates> and
<https://www.thepost.co.nz/nz-news/350224854/scrapping-three-waters-adds-kapiti-coast-rates-burden>

This communication is a plea for Equity and Fairness by KCDC for the rating calculation applied to Valuation reference 15400/3700

As a self –sustaining rural property with a request to obtain an Undertaking from Council that you will not increase rates to rural properties who are self sufficient and provide their own water services at their own cost ,and confirm that you will not charge the eco self – sufficient and self sustaining rural properties for cost increases due to water services that KCDC cannot provide.

Included in this Undertaking by Council is to : not increase the rating levies beyond the rate of inflation.

For your information the New Zealand official inflation for the past year was 5%, it was not 12 %, and it was not 17% nor was it 24% .

The “cost increase “figures put forward by KCDC in the LTP have not been substantiated, nor has the detail been verified by independent audit. The detail underpinning the estimates has not been published.

I have already requested as an RFI the following :-

1. To obtain via the Official information Request a break down of the cost increases that inflated the rating levies to increase by 12% as decided by Council 16/11/23
2. To also obtain via the OIR a break down of the cost increases that inflated the rating levies to increase by a further 5% to 17%

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- Stormwater
- Coastal
- Water
- Rooding

It is further noted from Page 23 of LTP Consultation Document that Stormwater and Water represent 65% of the \$1 Billion infrastructure budget;

While as a ratepayer I am totally willing to fund via rates the truly shared Core KCDC services comprising Rooding, Municipal functions, parks, libraries sports grounds and activities like the aquatic centre etc, this latest LTP is a step too far in that it is actively discriminating against self sufficient ratepayers by continuing to charge for services that KCDC cannot, and will not provide to them.

Furthermore from the Draft Fin Strategy 2024-34 the ratepayers net worth is \$1.9 Billion. KCDC does not 'own' the residential or business units nor the ratepayer funded infrastructure assets supporting them. Please do not overlook this.

The repealed debt repayment by central government was a Capital Cost and should NOT be expensed in one income year as you are now proposing. It should be spread over the life of the assets on which it is based – KCDC's policy goes against XRB accounting principles and was not addressed in the statement by Sam Nicolle, Ernst & Young On behalf of the Auditor-General that ..." [that the LTP] fairly represents the matters proposed..." this is a misrepresentation and needs to be corrected.

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1. The original ratepayer capital funded in the past for water infrastructure whether by past rating levies or past private residential building services set up costs [KCDC water actually being in pretty good shape compared to the rest of the country]
2. This new LTP initiative to refinance and capitalise \$700 M out of \$1 Billion that penalises self sufficient ratepayers who cannot use the "new" water services.
3. Further by expecting the ratepayers to fund the water services Depreciation provisions long term out of yearly rating levies.

Please Note:-

The rating differentials you claim benefit rural properties in actuality do not, as shown below in the rating discrimination calculation.

The 2024-2034 LTP has not been updated for any allowance for these true, actual and appropriate differentials to be applied.

KCDC claim to support Eco – Self Sustainability – in our case this is not true , you actively discriminate against us and this very principle, and penalise us for being self sustainable with regard to our own collection of rainwater, bio -disposal of sewerage, and self management of flooding and Stormwater.

No where in LGR Act 2002 does it state that rating levies are a tax or a property tax, rating levies are clearly a charge for services [stormwater, Coastal, Water Services and Rooding etc] provided by KCDC The words water service(s) appear 74 times in the Local Government Rating Act 2002

references to the words “property tax” in the Ratings Valuations Act 1998 does not occur anywhere in that legislation, nor do the words “tax on property”.

So the justification for the charging of services that KCDC do not provide is non-existent and needs acknowledgement and correction.

Particular working calculations taken from KCDC’s own data to show how KCDC actively discriminate and penalise us for overcharged rating services that you cannot and do not provide.

Rating discrimination calculation workings :

Average residential rates [ARR] <https://www.kapiticoast.govt.nz/media/l5hisy0z/2223-456-council-rates.pdf>

we [Val Ref 15400/3700] already pay higher than this average and cannot use or are barred from using these services.

Projected rates for 15400/3700 =

According to page 5 of https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/d9d6cdfbce2c888fa4e7a6dcba0bc1f220116a/original/1711598509/1c83f106e2916809b2d67cc7f5071f8c_KCDC_LTP_2024-34_Consultation_Document.pdf?1711598509 the 4.7 M shortfall that KCDC needs to fund due to Govt withdrawing from 10 Waters amounts to \$215 per household Rating Unit [RU] \$ 4,700,000/ 21856 RU’s = 215 p.a. per rating levy year 2024 -2025

using the average Residential Rates [ARR] of \$3263 this amounts to an extra funding requirement of approx 5%

workings [increased by the November 16th 2023 agreement : $3263 \times 1.12 = 3654$, then $215/3654 = 5.9\%$ hence $12\% + 5 = 17\%$

whether the Rating units used to calculate the \$4.7M over charge is 21856, or 24888, or 26493 does not detract from the fact the KCDC have used a blanket charge over all RU’s and not correctly assessed the detail use of the water assets – by urban residential, urban businesses , or rural non-users.

This report from 2023 states 21856 residential household rating units

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Furthermore the rural rating differentials on page 321 do not allow for the eco self-sufficiency of those RU’s who cannot or are barred from using KCDC water services. The so called “differentials” has the effect of increasing the rating levies to well in excess of the of the average rural rating which this property value [15400 / 3700] is less than at \$1,190,000 [capital and improvements] and KCDC rates only are \$2740 NOT the 2418 as misrepresented in the above published “median “ we are BELOW the median and yet our existing KCDC rates are higher than what you are misleading the public with.

How it perceived that KCDC calculated the extra 5% increase in rating levies from 12% to 17 %

See:

No where in <https://www.kapiticoast.govt.nz/council/forms-documents/annual-and-long-term-plans/what-are-annual-and-long-term-plans/> is it clear or publicised that KCDC have issued a Rating Impact Statement where it sets the rating levies that self sufficient rural ratepayers are to be charged on water services [for incoming piped clean uncontaminated water and outgoing sewerage] for which the Council cannot provide, and cannot demonstrate any proof that those services have been provided in the past or in the future.

The one minute 40 second video is childish, contains no detail of any substance and is a disgrace to ratepayer intelligence.

Likewise the 2021 -2041 LTP 2021-2041 LTP does not contain this referenced levy overcharge in an impact statement.

25465 households according to <https://ratepayersreport.nz/kapiti-coast-district-council/>

Please may I have the KCDC rates on our property corrected to \$2418 p.a. as our gross valuation is \$1190000 and below the benchmark \$1200000 ...

We currently pay 2740

As per your own published figures :-

This chart is a total fiction.

Our total property valuation is \$1,190,000 [capital and improvements] and KCDC rates only are \$2740 NOT the 2418 as misrepresented in the above "median " we are BELOW the median and yet our existing KCDC rates are higher than what you are misleading the public with.

Proposed [as above chart increase of 26.5%] 3058 / 2418 as an increase over existing actual 2740.47 x 26.5 % will become = \$3465.82 + GWRC rates of 881.91 x 1 + 19.8% =1055.53

Total \$4524.12

Expressed as :

A projected increase of 4487/3622.38 = 23.9 % including GWRC rates or

Solely KCDC rates ex http://eservices.kapiticoast.govt.nz/rates/properties/1540003700?current_new=new

3409 + 215 / 2418 corrected = 49.9% increase

3409 / 2418 excl \$4.7M levy = 41.0%

3409 / 2740 uncorrected = 24.4 %

Disregarding what ever RU unit numbers are used and disregarding whether the \$4.7 M is expenses or not out increase in rates has a minimum start point of 24.4 % increase

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Page 281 of 2021-41 LTP 2021-41 LTP specifies user charges but does not account for the water service charges as used by those urban and business ratepayers who use them. This logic used by KCDC is inconsistent with Equity and Fairness.

The users who use the Water Services should pay for them and not be subsidised by others who have no possibility of using them, or barred by council to use them.

I will further communicate a full response and presentation re the LTP prior to the closing date of 28/4/2024 of which this ratings element is only a part of.

Upload any related files



https_s3-ap-so..._pdf_1713301512

With reference to the 17% rates increase as described below <https://www.kapiticoast.govt.nz/proposedrates> and <https://www.thepost.co.nz/nz-news/350224854/scrapping-three-waters-adds-kapiti-coast-rates-burden>

This communication is a plea for Equity and Fairness by KCDC for the rating calculation applied to Valuation reference 15400/3700
As a self –sustaining rural property with a request to obtain an Undertaking from Council that you will not increase rates to rural properties who are self sufficient and provide their own water services at their own cost ,and confirm that you will not charge the eco self – sufficient and self sustaining rural properties for cost increases due to water services that KCDC cannot provide.

Included in this Undertaking by Council is to : not increase the rating levies beyond the rate of inflation.

For your information the New Zealand official inflation for the past year was 5%, it was not 12 %, and it was not 17% nor was it 24% .
The “cost increase “figures put forward by KCDC in the LTP have not been substantiated, nor has the detail been verified by independent audit. The detail underpinning the estimates has not been published.

I have already requested as an RFI the following :-

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Furthermore the principles outlined in the LTP requests that ratepayers bear the cost of funding these **THREE** times over , namely –

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We currently pay 2740

As per your own published figures :-

EXAMPLES OF RATES IMPACTS

This table shows how the proposed rates increase for 2024/25 would apply to median properties across the district. Please note that these rates include GST, and water rates based on 255 cubic metres per year for residential properties, and fixed water rates charge for commercial properties, but exclude GWRC rates.

Median property values	Paekākāriki	Raumati	Paraparauamu	Waikanae	Ōtaki	Rural	Commercial
Capital value	\$860,000	\$740,000	\$720,000	\$780,000	\$560,000	\$1,200,000	\$770,000
Land value	\$540,000	\$450,000	\$410,000	\$425,000	\$300,000	\$660,000	\$485,000
Current rates	\$3,782	\$3,963	\$3,820	\$3,931	\$3,189	\$2,418	\$4,907
Proposed rates	\$4,436	\$4,665	\$4,491	\$4,613	\$3,951	\$3,058	\$5,990
% change	17.3%	17.7%	17.5%	17.4%	23.9%	26.5%	22.1%
Annual rates increase	\$654	\$702	\$670	\$682	\$762	\$640	\$1,083
Weekly rates increase	\$13	\$14	\$13	\$13	\$15	\$12	\$21

Visit [kapiticoast.govt.nz/ProposedRates](https://www.kapiticoast.govt.nz/ProposedRates) to see the proposed rates for your property, along with the difference that your property revaluation has made and the proposed changes for the coming year.

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Our total property valuation is \$1,190,000 [capital and improvements] and KCDC rates only are \$2740 NOT the 2418 as misrepresented in the above “median “ we are BELOW the median and yet our existing KCDC rates are higher than what you are misleading the public with.

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Expressed as :

A projected increase of 4487/3622.38 = 23.9

% **including GWRC** rates or

Solely **KCDC** rates ex

http://eservices.kapiticoast.govt.nz/rates/properties/1540003700?current_new=new

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Alcohol Licensing Fees Bylaw Submissions



Respondent No. A-41

Response ID 5676896

Date of contribution Apr 29 24 01:33:59 pm

Personal information

First name Shane

Last name Phillips

I'm providing a submission (choose one):
 on behalf of an organisation

Write organisation name here Hospitality New Zealand

Do you or your business supply or sell alcohol?

No

Do you want to speak to Council about your submission at our public hearings on 2 May?
 Yes

Are you happy for your name to be published with your feedback:
 My name can be published with my feedback

Alcohol Licensing Fees Bylaw submissions

Do you support the proposed Alcohol Licensing Fees bylaw?

No

Would you like to provide feedback on why you don't support the proposed Alcohol Licensing Fees Bylaw?

See attached letter of submission



24th April 2024

Alcohol Fees Bylaw
Kapiti Coast District Council
175 Rimu Road
Paraparaumu 5024

Via email: haveyoursay@kapiticoast.govt.nz

RE: Alcohol Fees Bylaw

Tenā koe,

Hospitality New Zealand (“Hospitality NZ”) is a not-for-profit organisation representing approximately 2,500 businesses, including cafés, restaurants, bars, nightclubs, commercial accommodation, country hotels and off-licences. We champion hospitality, serving our members and communities, and seek to see hospitality recognised and celebrated for its contribution to Aotearoa, attracting fresh talent and generating sustainable returns for businesses and communities. We have a 122-year history of advocating on behalf of the hospitality and tourism sector.

We are writing to you on the proposed Alcohol Fees Bylaw.

We strongly oppose the proposed increases to licensing fees.

We recognise that Council is facing cost pressures – this is true for every organisation across the motu. However, we struggle to understand how Council justifies proposing a 60% increase in licensing fees under the guise of ‘cost recovery’. In a hospitality context, this equates to increasing the cost of the average pint of beer from \$12 to \$19.20 such an increase is something we could ever justify to our customers.

Firstly ,KCDC the proposed fee increase for medium to very high Businesses for Year 1 is 60% out of step with inflation.

Secondly, we note that Council **can cover costs incurred through other means – finding efficiencies in their own services.** Our members do not have confidence that Council has made every effort to consider these efficiencies before proposing an astronomical increase.

Thirdly, we seek further rationale as to why Council considers it appropriate that licence holders cover 100% of alcohol licensing costs. While it could be justified that licence holders cover a larger proportion of the fees than they do at present, proposing **to ‘remove all of the costs for ratepayers’** ignores that **our businesses are ratepayers too.** They contribute to the rate take of KCDC at a differential of 3.1 vis a vi the residential ratepayer – we therefore deem it appropriate **that at least some of the licensing fees can be covered by general rates.**



Finally, these proposals are up against a backdrop of struggling businesses. Alcohol licensing specifically impacts hospitality venues and clubs, and these businesses are facing an increasingly challenging operating environment. Such an increase would only inflict further financial strain on the industry and employment of our local community.

We are comfortable with the introduction of a late lodgement fee, as it incentivises and encourages best practice for applicants.

I would welcome the opportunity to present my submission in person.

Please do not hesitate to contact us if you have any further questions.

Ngā mihi nui,

Shane Phillips
Regional Manager
Hospitality New Zealand

M 021 192 3941

Long-term Plan 2024–34



Respondent No. 257

Response ID 5674601

Date of contribution Apr 27 24 11:56:45 am

Personal information

First name Bernie

Last name Randall

I'm providing a submission (choose one): as an individual

Please let us know what ward you live in Paraparaumu

Do you want to speak to Council about your submission at our public hearings on 2 May? Yes

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

If you have any views on these policies, please comment here:

Implement the design stage at Maclean Park for an older persons' recreation area to provide opportunities for senior members of the community to meet up, improve fitness, and to support intergenerational families who visit the park together. Council has been proposing this for some time. Look what was budgeted for in the current LTP and approved by Councillors. No work has commenced. 2022/2023 \$350,000 older persons playground extend existing playground

If you have any views on these other items, please comment here:

1. Propose free admission to the Coastlands Aquatic Centre for those aged 65 and above.

Many of our elders utilise the pool for therapeutic exercises which are crucial for their physical well-being. Additionally, the pool serves as a communal space where grandparents can enjoy watching their grandchildren play and learn to swim.

The benefits of swimming for seniors are well-documented, ranging from improved joint health to

enhanced mental health. By providing free access, it would not only aid in maintaining their health but would be a significant step towards inclusive community support.

Is there anything else you'd like to tell us about this LTP?

3. Reduce flooding in Paraparaumu

There is supposed to be a \$250 million budget to reduce flooding in the district over a 45-year period. The first priority identified in this plan is the KenaKena catchment area. Confirmation of the purchase of pumps for this project in the coming financial year would be welcomed and a time line for completion of this project.

Long-term Plan 2024–34



Respondent No. 268

Response ID 5675130

Date of contribution Apr 28 24 07:42:31 am

Personal information

First name

Last name

I'm providing a submission (choose one):

as an individual

Please let us know what ward you live in

Paraparaumu

Do you want to speak to Council about your submission at our public hearings on 2 May?

Yes

Are you happy for your name to be published with your feedback:

I do not want my name published with my feedback

Submission

Proposal 1: Three waters funding

Which option should we choose? (select one option)

Option 1: Fund \$4.7 million shortfall with an additional 5% rates increase in Year 1.

Would you like to expand on your answer for option 1?

When you talk about ensuring the stormwater is dealt with as part of this service, what service is to be delivered at the Waikanae Estuary where, due to the river not being cut for over 20 years, the river mouth floods the storm water pipes on the south side at high tide and is quickly removing the dunes that provide them, and the houses behind protection. This action has increased dramatically in the past three years to the point of houses becoming at risk. How much of the ratepayer's money is being spent on repeatedly repairing these pipes and will be spent on the remedial work when they fail and the lower lying areas are flooded? Surely the cost to cut the river, as was done every six and a half years on average from 1930 -2001 is significantly cheaper and has a wealth of positives for council assets, dune protection and low lying areas. Do KCDC intend to advocate for GWRC to manage this flood hazard as they are charged to do?

Proposal 2: Proactively reduce Council's debt
Which option should we choose? (select one option)

Option 2: Apply average rates increases of 7% per year from 2025/26 to 2033/34

Proposal 3: Transfer Council's housing for older people
Which option should we choose? (select one option)

Option 2: Older persons' housing is delivered by an existing Community Housing Provider with less influence from Council

New climate action rate
Which option should we choose? (select one option)

Option 2: Make no change to how we allocate funding our climate change activities

If you have any views on these other items, please comment here:

The proposed alcohol licensing fees bylaw sees to lump all alcohol sellers in the same category, they're not. A more nuanced approach is needed where small boutique providers are not being charged the same as supermarkets with multi million dollar sales turnovers. This is a one size fits all model that does not seem equitable or fair.

Is there anything else you'd like to tell us about this LTP?

What provision is being made in the LTP for dealing with fluvial flooding and the resultant dune loss as a result of the Waikanae River remaining uncut for over 20 years? The repercussions of this being ignored for any longer will lead to outcomes that could be expensive for KCDC and ratepayers so it is imperative this situation is not left unattended. (Please refer to the document below for clarification)

Upload any related files



https_s3-ap-so..._pdf_1714253735

Nth Manly St

The river mouth is known to have been cut 1930, c. 1938, 1947, c. 1955, 1960, 1971, 1976, 1984, 1989, February 1995 and on 10 December 2001 (Gibb 2002). That's every 6 and a half years on average for 70 years. In 2001 it was cut mechanically for the last time. In 2005 it was cut naturally, after heavy rain.

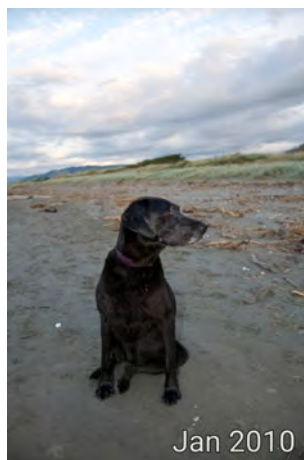
The regular practice of cutting the river mouth is described as 'rare' in the Jacobs Report' and then not even factored into the accretion and infilling of the area. *'The digitised historical shorelines either.....the southern limit of the 1948 mouth estuary extended around 500 m further south and further landward than the current southern boundary, but rapidly infilled by the time of the January 1957 image, presumably by natural causes, and has continued to progressively migrate further north at slower rates since this time.'* Jacobs Report

The river mouth was regularly mechanically cut during this period. That is not natural causes! The omission of this information, which has always been included in GWRC and council reports, is most concerning. Why is KCDC and GWRC trying to avoid mentioning this?

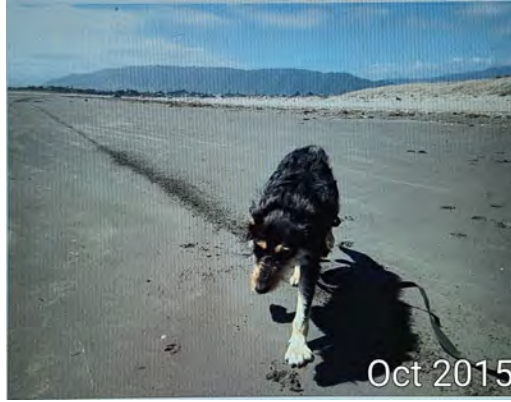
After the last cut in 2001 we saw marked accretion, the beach level built up along the beach north, eventually covering all damage from the storm in 2003 (pictured in the KCDC's website for Coastal Hazards below).



B. Dune scarp erosion in 2003 at the northern end of Manly Street



By 2008, three years after the natural river cut, dune covered the seawall in front of 175 Manly St and we had gradual dunes covered with spinifex and pingao planted by a group of locals, well in excess of 10 metres seaward.



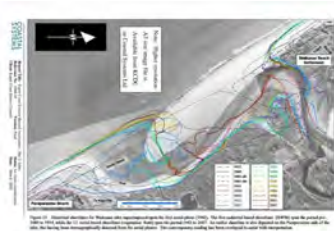
By July 2017 the erosion was increasing with the beach level lowering . This erosion was intensified by the El Nino weather pattern of the time. The river mouth would have traditionally been cut around this time if the historical management were still occurring, and it's likely the beach renourishment would have begun accretion again.



The process of erosion will continue unhindered if the river is left to work its way south.

Shand states in his report for KCDC

*'The high number of Paraparaumu residences lying within the erosion hazard area for the natural inlet is a consequence of the 1960s-70s subdivision which occurred on the accreted land lying within the inlet's dynamic zone. **Should the present management practice of mouth cutting be discontinued and maintenance of existing river control structures cease, then the inlet will inevitably return, on occasion, to its southernmost historical configuration.'***



The southernmost historical configuration is the river mouth being at Ngapotiki St!

KCDC predicts 'areas of shoreline to the south of the Waikanae Estuary and to the south of Tikotu Stream at either end of the continued accumulation area are projected to erode in most RSLR scenarios in the future.

North Paraparaumu - Projected to erode:

- 20 to 28m by 2050
- 27 to 44m by 2070
- 62 to 91m by 2120'

These predictions, I assume, are based on GWRC continuing their hands off approach to Waikanae River management and no further cuts being made .

Further North at the river mouth- where it is really kicking off!

A marked drop in beach level and the dunes have receded significantly.



There is a significant loss of dune in the last three years immediately to the south of the estuary. By 2024 the river mouth is so wide the marine reserve markers (new ones) are in the river channel. The biggest concerns are that planning regarding North Manly St is being discussed by KCDC and GWRC with no reference to the historical cutting that allowed the land to exist! WHY IS THAT?

According to a recent OIA, GWRC 'do not maintain specific records of the rivers position in regards to trigger points', however, they assured me in the last paragraph of the same letter 'Greater Wellington will cut the mouth when the triggers are reached and the risk is assessed to require a mouth cut.' OIAPR-1274023063-26165

In Tonkin and Taylor's 2018 River Management Activities (screenshot below) GWRC representatives say it's being left up to individuals to decide.

hydraulic efficiency of the channel may reduce which may cause a consequent increase in flood levels upstream and erosion of the buffer areas protecting nearby dwellings.

For this reason, a new outlet at the river mouths may be cut when upstream water levels reach a certain point or when the mouth has migrated beyond certain pre-set trigger points shown in Table 5.

Greater Wellington Regional Council currently may cut a new opening as a permitted activity (with conditions), but often chooses not to depending on Flood Protection staff's professional judgement on the need to do so (*pers. comm. Sharyn Westlake*). GWRC seek to minimise the frequency of opening both due to the potential environmental effects of river mouth cutting, and the costs of carrying out the work.

Table 5: Trigger points for mechanical opening of stream mouths for the Ōtaki River, Waikanae River and Waimea Stream

River	Reason	Trigger
		When the channel outlet in the coastal marine area migrates either 300

What is the point of trigger points being in existence if they are not monitored and it is up to individual's 'discretion' whether a cut is actioned. According to the OIA from GWRC in March mentioned earlier the houses pictured 'have 25-50 metres in front of them and have sufficient protection.' I would challenge any of you to go there and stand on the beach in front of this house and then tell me it is protected.



Meanwhile, at exactly the same time that the tide is collapsing dunes in front of this house, you can walk the beach heading south because it is the rivermouth that is causing the erosion.

People's hauora and their homes should not be put at risk based on cost cutting and ideological leanings of GWRC, nor should ratepayers be expected to bear the extra cost of repeatedly fixing the local council's assets (stormwater drains) when there is a solution that was practised for decades. GWRC is the organisation charged with hazard 'management', they need to manage it. KCDC needs to act as advocates for their community and ensure GWRC acts or provide a hard engineering solution to protect its liability.

Once the tide reaches the front of properties the stormwater outlets will have been undermined and the underlying areas will be suffering as well. That has impacts further back on properties in low lying areas. The dunes, as a buffer against the sea and a place for shoreline birds, should not be let gone so readily.

What provision is being made in the LTP to ensure this hazard will be managed?

Long-term Plan 2024–34



Respondent No. 361

Response ID 5678051

Date of contribution Apr 30 24 09:30:05 am

Personal information

First name Carolyn

Last name Thomson

I'm providing a submission (choose one):
on behalf of an organisation

Write organisation name here Kapiti Community Recreational Turf Trust

Please let us know what ward you live in
Paraparaumu

Do you want to speak to Council about your submission at our public hearings on 2 May?
Yes

Are you happy for your name to be published with your feedback:
My name can be published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

Introduction

The KCRTT is the Trust that oversees the Hockey Turf and Pavilion at Mazengarb Reserve and has been very successful over the 20 years since the Trust was incorporated. Significant community related, and an element of KCDC based funding has been invested into Mazengarb Reserve to create the following:

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were extremely complimentary of the facility.

It is now time to plan for the strategic direction of Hockey on the Kapiti Coast and protect the investments made to date with this LTP submission being the initial step for establishing the future for Hockey.

It is time to plan for a second hockey turf and warm up area to be created to supplement what is currently in place at Mazengarb Reserve.

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The growth in Hockey players on the Coast has been dramatic during the last 17 years initially with one senior adult team being established in 2007. This number has now grown to seven senior teams for the 2013/14 seasons.

For Junior Hockey the growth has continued, with an increase in playing numbers:

2013/14 – 360 Projected

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A set of the 2013 KCRRTT financial accounts supported by a full independent Audit report were forwarded to the KCDC finance unit earlier this year. For the purposes of this paper, I include a high level summary for your information.

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2. Turf income of \$52,905 for the 2023 financial year has recovered from the covid impacted playing seasons of the prior two years. This income is in-line with pre-covid years. The static nature is primarily due to meeting the needs of our primary stakeholder Kapiti Coast Hockey Club (discounted local rates) and having to set our fees consistent with those adopted by Wellington Hockey.

Current Constraints being experienced by the KCRRTT

We have reached capacity with our current one turf set up and the future growth of our sport on the Coast will be hindered by this lack of capacity for both playing games and lack of turf time to allow for practices and limited time to allow for a decent warm-up routine. We do not have a small practice/warm up turf like many other turf facilities.

We are also experiencing difficulties with our water storage capacity as the additional growth and subsequent increase in games during the peak season results in us running out of water to keep the turf adequately dampened to match the caliber of players' skill on display and lessen injuries which can result if the turf is left dry. KCRRTT are seeking quotes to allow for more storage and allowance to recycle bore water faster, which is estimated \$30,000.00. We intend to seek a funding grant from a community body to overcome this constraint. Once costs have been established, KCRRTT officials will work with KCDC Officials to locate where these tanks can be installed.

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The road access to Mazengarb Reserve Park is also a constraint as buses etc. cannot get into the Turf during major events as cars are often parked on both sides of the narrow access road coming into Mazengarb Reserve. Hockey is not the only body that is impacted by this narrow road situation as the

same constraint impacts on the Kapiti Food Fair, and they require a large team of volunteers from Rotary to police the parking issues. We are certain other major users of Mazengarb Reserve experience similar with large events.

However, our major constraint is the fact that we have only one turf and for Hockey to continue to grow on the Coast, we now need to plan for an additional turf to be budgeted for and ultimately installed.

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Manager Parks and Reserves
Kapiti Coast District Council
Paraparaumu

Kapiti Community Recreational Turf Trust (KCRTT) Long Term Plan Submission (LTP)

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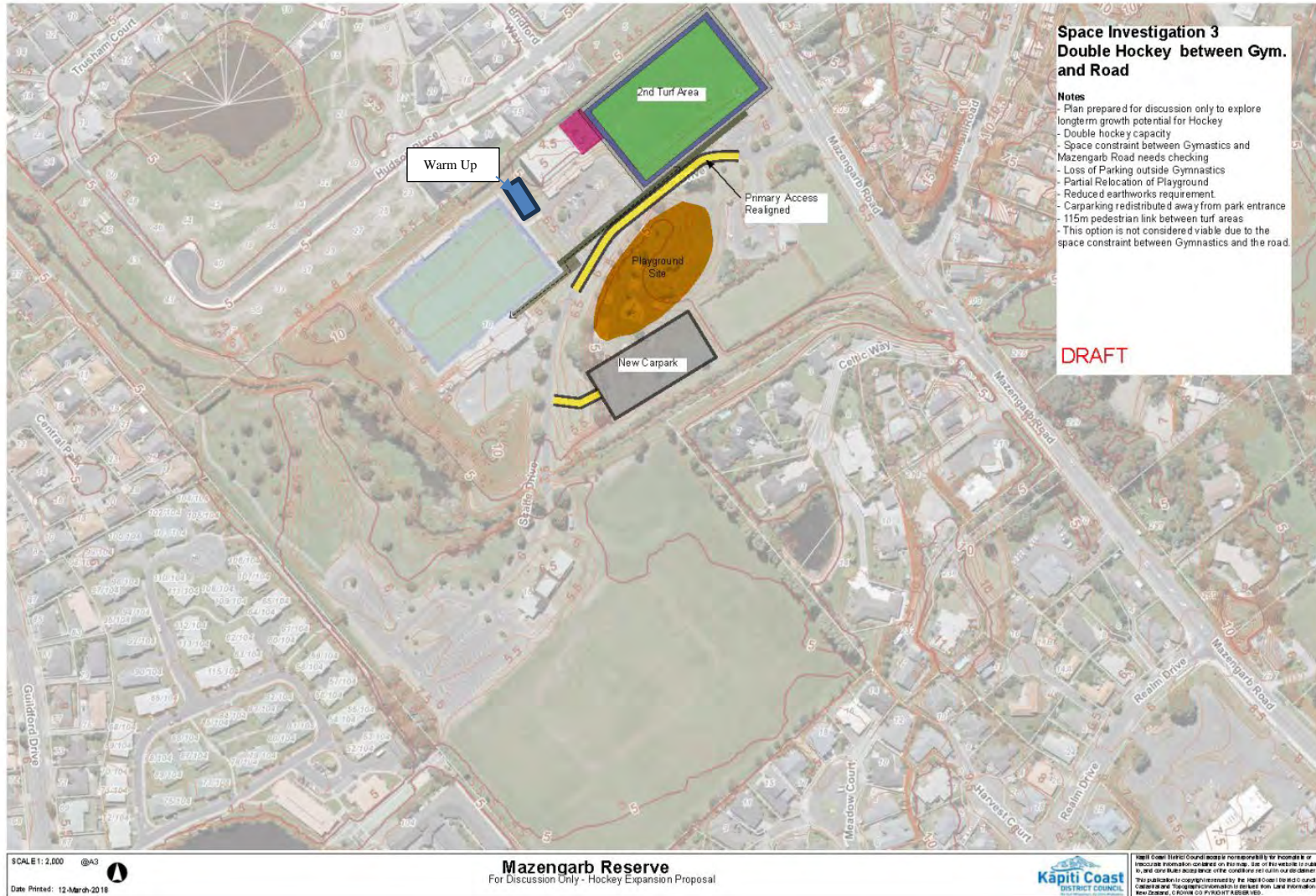
Yours sincerely

Carolyn Thomson
Chair KCR TT

27 April 2024

APPENDIX 1

Key: Green - Multi-Sport playing surface in Green
 Blue - Warm up area



Long-term Plan 2024–34



Respondent No. 320

Response ID 5676470

Date of contribution Apr 29 24 10:20:09 am

Personal information

First name Paekakariki Housing Trust

I'm providing a submission (choose one): on behalf of an organisation

Write organisation name here Paekakariki Housing Trust

Please let us know what ward you live in Paekākāriki

Do you want to speak to Council about your submission at our public hearings on 2 May? Yes

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Proposal 1: Three waters funding
Which option should we choose? (select one option)

Option 2: Fund \$4.7 million shortfall by taking on debt each year.

Would you like to expand on your answer for option 2?

We are concerned that an average rates increase of 17% will be unaffordable for low-income people, particularly renters, who are likely to bear the cost of this increase as an increase in rent. The Trust submits that: A more progressive rate rise should be applied and council costs examined.

Proposal 3: Transfer Council's housing for older people
Which option should we choose? (select one option)

Option 1: Transfer our older persons' housing assets to a new Community Housing Provider

Would you like to expand on your answer for option 1?

The Trust submits that: Council proceed with Option 1, to create a new Community Housing Provider and transfer Council's older person's housing stock to it. (Priorities 5, 6, 8 and 10), provided:

1. Council seeks assurances from central government that funding will continue before committing to a

move of housing to a CHP.

2. Sufficient safeguards be put in place to protect existing tenants and those in the future.
 - a. This should include contingency planning to take the assets back should the new CHP fail.
 - b. Council must stand ready to proactively support affected members of our community and provide practical help, including through local agencies and community providers.

Is there anything else you'd like to tell us about this LTP?

1. Climate action rate:

We recognise that the rights to housing for all is interlinked with climate justice.

The Trust submits that: Council ensure all new community housing meets sustainable building criteria.

The Trust submits that: Council view all new infrastructure, including housing and transport, projects through a climate lens.

2. Budge House

The Trust submits that: The Budge House project be completed by the end of 2024 through the relocation and refurbishment of the home to the proposed plot and that this be recognised as the start of the reestablishment of papakainga on their land and the development of turangawaewae in this place. (Priorities 4, 6, 8, and 10.)

Upload any related files



Submission to council on the proposed LTP 2024–34

April 2024

On behalf of the Paekākāriki Housing Trust



PAEKĀKĀRIKI HOUSING TRUST
A GOOD COMMUNITY IS NO ACCIDENT.

The Paekākāriki Housing Trust is a registered charity engaged in practical work and acting as active facilitators, strategists and advocates who work alongside their community to imagine and realise practical win-win solutions to housing difficulties in Paekākāriki.

Formed in 2016, by a small group of locals, the Trust purchased a house through 100% funding from their community and partnered with local iwi and social providers for another. The trust continues to commission environmental work to understand the housing capacity of the whenua and awa; explore funding models and design principles; and build relationships with central and local government.

Proposal 1. Rates fund three waters shortfall of \$4.7 million

We are concerned that an average rates increase of 17% will be unaffordable for low-income people, particularly renters, who are likely to bear the cost of this increase as an increase in rent.

The Trust submits that: A more progressive rate rise should be applied and council costs examined.

Proposal 3: Providing more sustainable Council housing for older people

In Paekākāriki we have been made aware at numerous hui that older people have few options to remain in the village when they need to downsize from family homes.

We consider that moves to place the council's older housing portfolio in the hands of a newly created CHP (Option 1);

- Offers a better opportunity for growing the housing portfolio.

- Removes the possibility of the sale of housing stock by this, or a future, council.
- Reduces the financial burden on ratepayers.
- Can increase numbers of dedicated older housing units which will assist with keeping families in the village and make it possible for Ngāti Haumia ki Paekākāriki to return to their whenua.
- Certainty for current residents must be a paramount factor in the process of moving ownership of their homes to a new institution.

However, we note with concern indications from central government that the Income-Related Rent Subsidy (IRRS) is not budgeted for beyond mid-2025. There have been suggestions from central government that this funding may not continue in its present form. Without the IRRS this proposal may require re-examination.

The Trust is concerned that proposed Government policies could impact negatively on tenants and those in precarious housing situations, such as being in emergency accommodation. We are also concerned that those seeking employment or otherwise not working due to sickness or disability may potentially lose their homes or face individual housing crises.

The Trust submits that: Council proceed with Option 1, to create a new Community Housing Provider and transfer Council’s older person’s housing stock to it. (Priorities 5, 6, 8 and 10), provided:

- 1. Council seeks assurances from central government that funding will continue before committing to a move of housing to a CHP.**
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 - a. This should include contingency planning to take the assets back should the new CHP fail.
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Climate action rate

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Paekākāriki specific housing: Budge House

The Trust fully recognises and supports mana whenua and particularly Ngāti Haumia Ki Paekākāriki. We strive to be a worthy Te Tiriti o Waitangi partner. We strongly support Māori representation, including implementing a Māori Ward.

The Trust fully supports recognition of mana whenua tino rangatiratanga and that the Farrel family once again be able to live in their family home on its historic land.

The Trust submits that: The Budge House project be completed by the end of 2024 through the relocation and refurbishment of the home to the proposed plot and that this be recognised as the start of the reestablishment of papakainga on their land and the development of turangawaewae in this place. (Priorities 4, 6, 8, and 10.)

Thank you for considering our submission. A representative of our group would like to speak to this submission on 2 May 2024.

Ngā mihi,

Paekākāriki Housing Trust committee

Long-term Plan 2024–34



Respondent No. 282

Response ID 5675595

Date of contribution Apr 28 24 03:07:20 pm

Personal information

First name

Mike

Last name

Alexander

I'm providing a submission (choose one):

as an individual

Please let us know what ward you live in

Paekākāriki

Do you want to speak to Council about your submission at our public hearings on 2 May?

Yes

Are you happy for your name to be published with your feedback:

My name can be published with my feedback

Submission

Proposal 1: Three waters funding

Which option should we choose? (select one option)

Option 1: Fund \$4.7 million shortfall with an additional 5% rates increase in Year 1.

Would you like to expand on your answer for option 1?

To fund 4.7million\$ of service costs for three waters I would like to know what is the total service for three waters.

Proposal 2: Proactively reduce Council's debt

Which option should we choose? (select one option)

Option 3: Apply average rates increases of 6% per year from 2025/26 to 2033/34

Would you like to expand on your answer for option 3?

Should freeze the debt at this level.No more borrowing.The debit well reduce in value over time.

**Proposal 3: Transfer Council's housing for older people
Which option should we choose? (select one option)**

Option 2: Older persons' housing is delivered by an existing Community Housing Provider with less influence from Council

Would you like to expand on your answer for option 2?

I do not know about this,so no comments.

New climate action rate

Which option should we choose? (select one option)

Option 1: Introduce a new targeted climate action rate based on a property's capital value rather than the current land-value based general rate

Would you like to expand on your answer for option 1?

Build tidal power and wind power.Stop transporting wood from Taupo to dry our sewage.Use local forestry waste.

If you have any views on these policies, please comment here:

At a rate increase of 26% rural I myself well have to apply for rates remission.

If you have any views on these other items, please comment here:

No have knowledge on above.

Long-term Plan 2024–34

Respondent No. 284

Response ID 5675637

Date of contribution Apr 28 24 03:51:18 pm



Personal information

First name

Gerald

Last name

Ponsford

I'm providing a submission (choose one):

as an individual

Please let us know what ward you live in

Waikanae

Do you want to speak to Council about your submission at our public hearings on 2 May?

Yes

Are you happy for your name to be published with your feedback:

My name can be published with my feedback

Submission

Proposal 1: Three waters funding

Which option should we choose? (select one option)

Option 2: Fund \$4.7 million shortfall by taking on debt each year.

Would you like to expand on your answer for option 2?

Intergenerational and so long term debt funded appropriate.

Proposal 2: Proactively reduce Council's debt

Which option should we choose? (select one option)

Option 3: Apply average rates increases of 6% per year from 2025/26 to 2033/34

Would you like to expand on your answer for option 3?

The future gets the benefit of the current so good to balance rate rises with an appropriate debt level. A 6% rate / increased debt position good for what is an intergenerational scenario .

Proposal 3: Transfer Council's housing for older people Which option should we choose? (select one option)

Option 2: Older persons' housing is delivered by an existing Community Housing Provider with less influence from Council

Would you like to expand on your answer for option 2?

Council should be taking a balanced approach rather than focussing on one age demographic. Let's make Kapiti young !

New climate action rate

Which option should we choose? (select one option)

Option 2: Make no change to how we allocate funding our climate change activities

Would you like to expand on your answer for option 2?

Current situation is fit for purpose.

If you have any views on these policies, please comment here:

More needs to be done to develop pre existing residential land use areas. For example the eastern half of Te Moana Road has had limited contributions towards its development and enhancement as a residential area for decades. Limited improvement to footpathing on the northern side (much still unchanged from 30 years ago) limited footpathing on the southern side requiring pedestrians to cross an increasing busy / excessive speed road. No safe formal zebra crossings provided and an absence of either active or passive traffic calming makes for a very unsafe situation for the increasingly young population and those wanting to access the river walkways. Providing an environment where 70/80/90 km per hour for thousands of vehicles per month is not in keeping with providing ratepayers and residents with the Kapiti lifestyle. A road noise policy is also required to mitigate significant changes in vehicle type and volume as has occurred on Te Moana Road in recent years

Is there anything else you'd like to tell us about this LTP?

Speed management need to focus on ensuring posted speed limits are seen as a maximum rather than a target. High speeds on Te Moana Road and its implications, both safety and noise, on pedestrians and ratepayers have been ignored by Council for far too long. More also needs to be done to develop pre existing residential land use areas. For example the eastern half of Te Moana Road has had limited contributions towards its development and enhancement as a residential area for decades. Limited improvement to footpathing on the northern side (much still unchanged from 30 years ago) limited footpathing on the southern side requiring pedestrians to cross an increasing busy / excessive speed road. No safe formal zebra crossings provided and an absence of either active or passive traffic calming makes for a very unsafe situation for the increasingly young population and those wanting to access the river walkways. Providing an environment where 70/80/90 km per hour for thousands of vehicles per month is not in keeping with providing ratepayers and residents with the Kapiti lifestyle. A road noise policy is also required to mitigate significant changes in vehicle type and volume as has occurred on Te Moana Road in recent years.

Long-term Plan 2024–34



Respondent No. 285

Response ID 5675645

Date of contribution Apr 28 24 04:02:14 pm

Personal information

First name Gerald

Last name Ponsford

I'm providing a submission (choose one):
on behalf of an organisation

Write organisation name here 420 - 470 Te Moana Road Residents Group

Please let us know what ward you live in
Waikanae

Do you want to speak to Council about your submission at our public hearings on 2 May?
Yes

Are you happy for your name to be published with your feedback:
My name can be published with my feedback

Submission

Proposal 1: Three waters funding
Which option should we choose? (select one option)

Option 2: Fund \$4.7 million shortfall by taking on debt each year.

Proposal 2: Proactively reduce Council's debt
Which option should we choose? (select one option)

Option 3: Apply average rates increases of 6% per year from 2025/26 to 2033/34

Proposal 3: Transfer Council's housing for older people
Which option should we choose? (select one option)

Option 2: Older persons' housing is delivered by an existing Community Housing Provider with less influence from Council

New climate action rate

Which option should we choose? (select one option)

Option 2: Make no change to how we allocate funding our climate change activities

Is there anything else you'd like to tell us about this LTP?

More needs to be done to develop pre existing residential land use areas. For example the eastern half of Te Moana Road has had limited contributions towards its development and enhancement as a residential area for decades. Limited improvement to footpathing on the northern side (much still unchanged from 30 years ago) limited footpathing on the southern side requiring pedestrians to cross an increasing busy / excessive speed road. No safe formal zebra crossings provided and an absence of either active or passive traffic calming makes for a very unsafe situation for the increasingly young population and those wanting to access the river walkways. Providing an environment where 70/80/90 km per hour for thousands of vehicles per month is not in keeping with providing ratepayers and residents with the Kapiti lifestyle. A road noise policy is also required to mitigate significant changes in vehicle type and volume as has occurred on Te Moana Road in recent years.

Long-term Plan 2024–34



Respondent No. 290

Response ID 5675791

Date of contribution Apr 28 24 06:05:27 pm

Personal information

I'm providing a submission (choose one):

on behalf of an organisation

Write organisation name here

Raumati Village Business Association

Please let us know what ward you live in

Raumati

Do you want to speak to Council about your submission at our public hearings on 2 May?

Yes

Are you happy for your name to be published with your feedback:

I do not want my name published with my feedback

Submission

Upload any related files



https_s3-ap-so... .pdf_1714291450

KCDC
LONG-TERM PLAN 2024/27

Submission on behalf of
Raumati Village Business Association



Cooler little village by the sea

Raumati Village

Introduction

1. Raumati Village is a cluster of retail and professional services businesses that is one of Kapiti Coast's main centres of community as well as being a key entry point for many visitors from outside the District. The Village is known widely as a destination for boutique shopping, but it also acts as a daily community hub for locals. Situated by the sea it provides an anchor for beach life, and has amenities such as parks, accommodation, cafes, restaurants, and Te Raukura ki Kapiti.
2. Across the first decade of the 21st century KCDC, as part of its Long-Term Plan consultation, developed a vision document for the Village that included a town centre upgrade. However, despite being part of Kapiti's Long-Term Plan that upgrade was not followed through with, and the Village remains in need of some development.
3. The Raumati Village Business Association (RVBA) was established in 2020 in order to support local business, to re-establish the community focus of the Village, and to liaise with Council on the Village's future. RVBA represents more than 50 local businesses and their attachment to the Village, and the wellbeing of these businesses very much depends on the quality of decisions being made by Council.
4. RVBA acknowledges the importance of the Long-Term Plan as the key document in implementing a future vision for the Village. We ask that Council consult, refresh, and resource, the overarching vision for Raumati Village so that an action plan can be established, which will then ensure that budgeted work can be carried out across an agreed schedule.

Context / Background

5. In the early 2000's KCDC developed its Long-Term Plan, and local residents and business owners were consulted between 2004 to 2008. The result was the *Choosing Futures* document, which has status under the Local Government Act 2002.¹ As part of that process Council developed a vision for Raumati Village, with a work plan to be detailed. That vision, as articulated in the attached document, is yet to be implemented.

¹ See *Kapiti Coast: Choosing Futures – Community Outcomes – Raumati Beach Local Outcomes*, p3

6. Council has carried out some work in the Village area. For example, the storm water drains in Margaret Road were fixed, which meant we no longer had to deal with our shops flooding in the rain. Work was carried out in the Marine Gardens including the building of the Splash Pad, a car park was purchased, and a crossing is currently being raised for safety purposes. These works were significant and much needed, but the promised town centre upgrade itself has been ignored.
7. In 2014 new landlords were found for some of the main buildings. Those landlords invested in upgrading buildings including re-staining the cedar cladding, sorting carpark issues for businesses, and repairing the leaking roofs. The presentation of the Village was considerably enhanced as a result of that private investment. Since then, a number of new businesses have started up, and along with the longer-term business tenants they have each further invested in the Village – not just in their business, but in the community.
8. In 2017 Raumati Village submitted to Council in anticipation of being put back into contention for work through the Long-Term Plan. We were refused, and the Village lost one of its key businesses as a direct result.
9. In 2021 RVBA submitted to that year's Long-Term Plan process requesting a town centre upgrade. That request was largely ignored, although we did have some resource put into developing a retail strategy for the village, as did Waikanae and Otaki.
10. More recently two intelligent, creative, and energetic, local people developed the *Our Vision for Raumati* project, which we support and which has affirmed both the love our locals have for the Village and the strength of the desire to see it enhanced.²
11. Across those years, we have watched as Paraparaumu Beach, Otaki Township, Mahara Place, and even the precinct around Council, have all had significant town centre upgrades. Meanwhile our budget has never returned to us.
12. RVBA appreciates the work that has been done around Raumati Village, but there are certain types of work that neither businesses nor landlords are able to carry out and we expect Council to make good on its promise. Conceptually, there have already been many ideas for the Village, and some of those ideas were discussed as part of the *Choosing Futures* and the *Raumati Vision* processes. Minor issues would include items such as public seating, bike stands, and parking configurations. More large-scale matters may include the

² www.ourvisionforraumati.nz

potential to one-way Margaret Road, tree planting, signage for the Village, improvement of footpaths, and designation of areas for events. Any work to be carried out would also look to work in with the road plans for the Village area.

The Opportunity

13. There is currently budget allocation within the Long-Term Plan for town centre work as follows:³
 - i. 2024/25 (Year 1) - \$2,377,000
 - ii. 2031/32 (Year 8) - \$7,090,000
 - iii. 2032/33 (Year 9) - 6,956,000
14. These budget amounts are not currently allocated clearly to projects, which means Council has the opportunity to allocate budget to a town centre upgrade for Raumati Village without placing pressure on existing rates projections.

Request - What we are seeking

15. RVBA understands that there is much competition for finite resources, particularly as we are faced with considerable rates rises already. However, we are not seeking any extra spending.
16. We request that Elected Councillors, through this Long-Term Plan process, issue a directive to the Operations Branch that the budgeted funds be focused towards Raumati Village as a matter of fairness and equity.
17. We request that Council move the relevant budget allocation forward so that work can start sooner than 2031 – perhaps to 2026/27 – with consultation and development occurring over the next two years.
18. Finally, we request that as part of that directive, RVBA be included as a key partner in the concept, design, and consultation, phases of revisiting the vision for Raumati Village to ensure that the draft plan incorporates local business needs from its inception. We envisage working with key stakeholders such as the Raumati Community Board, Kapiti Coast Chamber of Commerce, and the public, in that process.

³ See Draft Capital Works Program, page 2, at <https://haveyoursay.kapiticoast.govt.nz/hub-page/LTP>

Cost of proceeding

19. At this stage costs of proceeding are not clear, but there is budget allocation available that will more than adequately allow Council to fulfil its promises if allocated.
20. Due to the current rates pressures, there may be value in spreading the spend differently to the draft plan, but allocating the budget does not, in and of itself, increase the cost.

Cost of not proceeding

21. Raumati Village has already lost businesses due to the failure of KCDC to uphold its promised town centre upgrade.
22. If Council is not willing to invest in the Village, then there is a risk that other key businesses start to look to areas where investment is being, or will be, made. Those areas may not be within Kapiti. The cost of potential loss of key businesses cannot be clearly calculated.

Submission

23. Raumati Village is overdue for the town upgrade that was promised in the *Choosing Futures* process, and which was previously included in the Long-Term Plan. Failing to uphold that promise has caused inequity and loss of trust.
24. RVBA ask KCDC to allocate the existing town centre budget to Raumati Village, and we invite Council to work with us to develop a vision and implement a plan for the Village to ensure that it is fit for purpose as a local community hub, as a key focal point for out of towners, and as a key business hub for the District.
25. RVBA appreciates the opportunity to submit on the Long-Term Plan and looks forward to the opportunity to make an oral submission. We (still) look forward to being able to stop talking about the past, and instead focus on the future for the community.

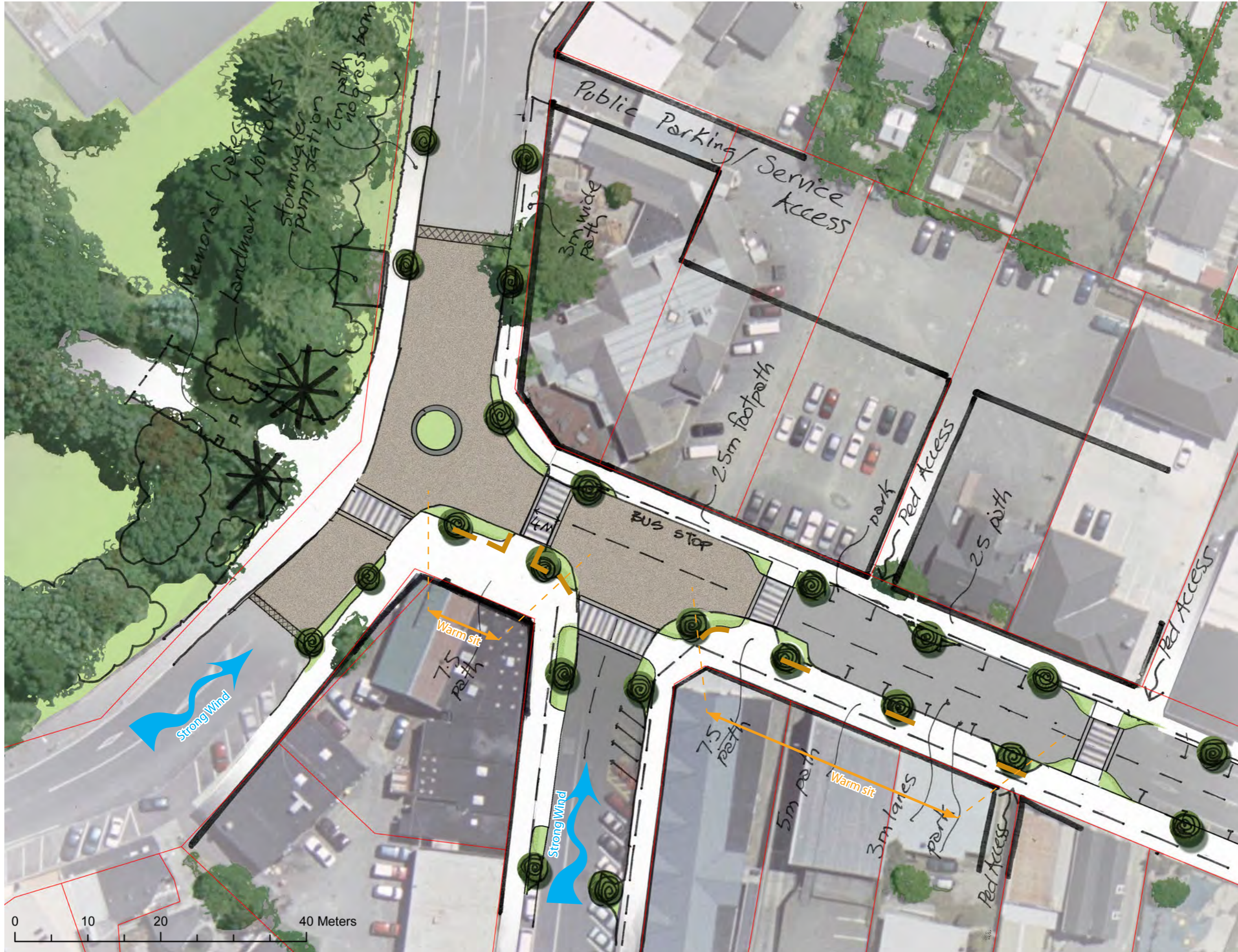
Documents attached:








- A. 2011 Raumati Town Centre Re-Development Revised Concept Sketch
- B. Raumati Beach Town Centre Enhancement – Retailer Meeting May 2011
- C. Draft Capital Works Program, page 2
- D. *Kapiti Coast: Choosing Futures – Community Outcomes – Raumati Beach Local Outcomes*

REFRESH the VILLAGE



Bede Laracy
 On behalf of the Raumati Village Business Association
 28 April 2024



- KEY
-  Parcel Boundaries
 -  Proposed tree planting
 -  Existing vegetation
 -  Footpath
 -  Proposed planted areas
 -  Proposed seats
 -  Specific paving treatment

Date: March 2011
 Status: Concept
 Scale 1:500 @ A3
 Client: Kapiti Coast
 Drawing No:
 Revision:

RAUMATI TOWN CENTRE RE-DEVELOPMENT
 Matatua Road - Raumati Road Area
 Revised Concept Sketch



Raumati Beach Town Centre Enhancement

Retailer Meeting

25 May 2011

delivering on the community's plan

Construction Priority

Portion A

Portion B

Portion C

Portion D



RAUMATI BEACH RE-DEVELOPMENT

Overall Plan

SOU

URBAN DESIGN
ENVIRONMENTAL PLANNING
LANDSCAPE ARCHITECTURE

OVERALL PLAN





Date: May 2011
 Author: Concept
 Scale: 1:500 @ A3
 Client: Right Coast/Cherri/Guard

RAUMATI TOWN CENTRE RE-DEVELOPMENT

Marine Garden & Coastal Edge Area
 Revised Concept Sketch





Site No. 011
 Urban Change
 Scale 1:500 (A3)
 ©David Spence/Courtesy of Council

RAUMATI TOWN CENTRE RE-DEVELOPMENT

Marine Garden & Coastal Edge Area

Option 2









KEY

-  Proposed tree
-  Existing vegetation
-  Footpath
-  Proposed paving

RAUMATI TOWN CENTRE RE-DEVELOPMENT

Retail Precinct
 Concept Development



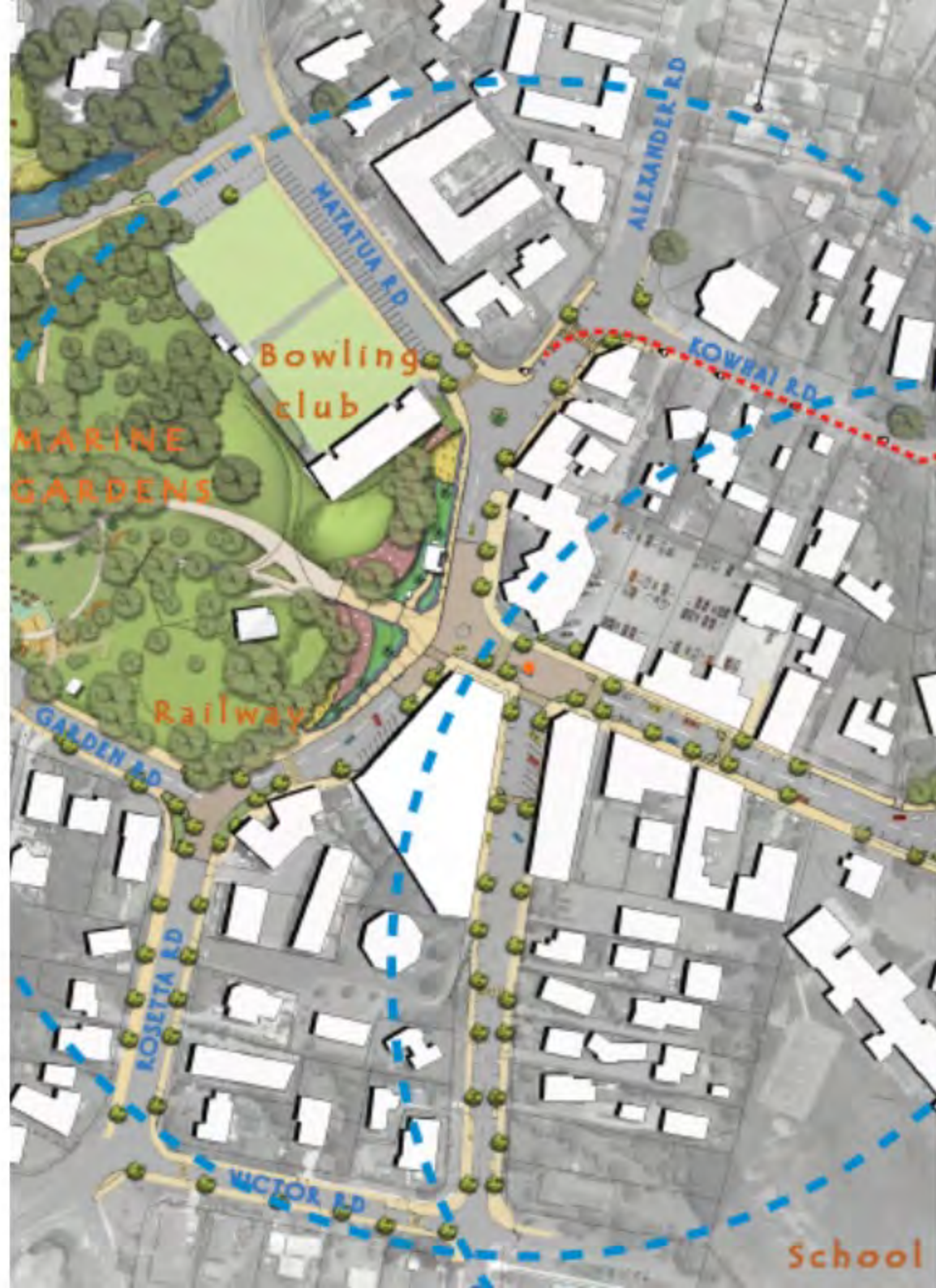




KEY

-  Proposed tree plant
-  Existing vegetation
-  Footpath





2024-34 Capital Works Programme

Access and Transport	2023/24	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Asset renewal											
Access and Transport other capex	1,895	1,416	1,391	1,357	2,735	2,233	1,583	2,778	1,677	1,718	2,842
Kāpiti Culverts	149	444	4,185	329	-	-	373	-	-	417	-
State Highway 1 revocation renewals	222	-	-	-	-	-	-	-	-	-	-
Street light programme	302	516	536	561	712	740	767	809	837	866	896
Waka Kotahi Cycling & Walking	249	159	163	168	172	177	181	186	191	195	200
Waka Kotahi Footpath programme	1,485	1,098	492	505	520	534	547	561	575	589	603
Waka Kotahi road resurfacing	2,302	3,661	3,792	3,947	4,807	4,982	5,154	5,620	5,803	5,990	6,337
Total asset renewal	6,604	7,294	10,559	6,867	8,946	8,666	8,605	9,954	9,083	9,775	10,878
New assets and upgrades											
Access and Transport other capex	473	426	295	2,096	187	2,491	4,516	201	2,684	2,911	2,124
Cycleways, Walkways and Bridleways	72	-	-	-	-	-	-	-	-	-	-
Footpath programme	119	-	-	-	-	-	-	-	-	-	-
IAF funded project	148	-	-	498	-	-	-	-	-	-	-
Ihakara-Arawhata Link Rd	1,500	2,058	4,198	12,885	4,394	-	-	-	-	-	-
Ōtaki Gorge road	500	335	1,377	-	-	-	-	-	-	-	-
Resilience Improvements	-	-	555	1,934	606	-	-	683	-	-	763
State Highway 1 Revocation	2,025	3,524	3,641	-	-	-	-	-	-	-	-
Street light programme	38	-	-	-	-	-	-	-	-	-	-
Tenanted buildings	28	29	45	44	-	-	59	84	-	30	-
Town Centres programme	935	2,377	-	-	-	-	-	-	7,090	6,956	-
Transport hub	2,500	-	-	-	-	-	-	-	-	-	-
Waka Kotahi Cycling & Walking	440	925	1,924	1,199	1,468	1,531	1,592	1,654	1,718	1,783	1,849
Waka Kotahi Minor safety improvements	1,501	743	2,537	1,815	1,703	1,775	1,846	1,918	1,992	2,068	2,144
Total new assets and upgrades	10,279	10,417	14,572	20,471	8,358	5,797	8,013	4,540	13,484	13,748	6,880
TOTAL CAPITAL WORKS	16,883	17,711	25,131	27,338	17,304	14,463	16,618	14,494	22,567	23,523	17,758

KAPITI COAST : CHOOSING FUTURES

COMMUNITY OUTCOMES

**RAUMATI BEACH
LOCAL OUTCOMES**



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Kapiti Coast District Council
in partnership with the community

Foreword – Alan Milne, Mayor, Kapiti Coast District

In 2003 – 2004, when the major initial consultation was undertaken to prepare our first Long Term Council Community Plan *Kapiti Coast: Choosing Futures*, we found we had a full set of broadly districtwide Community Outcomes as well as a number of chosen outcomes focused on specific localities and communities within the District.

Turning the seven principal districtwide outcomes into reality requires the Council to take the vision and develop timescales, funding and action plans. Among the action plans was the promise to work with local communities to give shape and form to their local outcomes.

This series of local outcome documents takes the districtwide outcomes and gives them a local focus. From there the specific local outcomes are presented along with programmes developed in consultation with the community to redefine the outcomes into practical visions and programmes for the future.

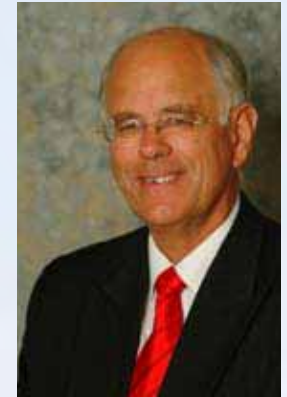
The vision for the Kapiti Coast's future is an exciting one but each community has its own view of the flavour and colour of that future. For some it is one of growth and expansion while for others growth must be limited but conditions provided for the community to continue to thrive.

To achieve the greatest long term benefit for the District, the way we proceed into the future needs to be focused and managed in a way that meets the needs of the people while retaining the essential character of the town and country.

The local outcome documents were developed through a series of meetings and design workshops involving many of the people and most of the significant groups in each community.

Their aim is to provide a framework or touchstone for options and actions for the future as local communities and the wider district evolve over time.

The challenge for each of us in our own community, for the District and the Council is to take these documents and their vision and ensure we shape a Kapiti Coast which is responsive to the needs of people and flexible enough to meet the forces that will form the District and this country in the years to come.



A handwritten signature in black ink that reads "Alan Milne". The signature is fluid and cursive.



Kapiti Coast: Choosing Futures – Raumati Beach Local Outcomes

Introduction

This document builds on *Kapiti Coast: Choosing Futures – Community Outcomes*. Under the umbrella of those broader community outcomes, it sets out a further layer of information about the community's vision for Raumati Beach Village and its surrounding area.

Residents and business people from the Raumati Beach community have participated in a number of design workshops since the initial *Choosing Futures* in 2004. The material from these, along with the material from the original *Choosing Futures* workshops, builds up a clear picture of desired future direction.

The *Kapiti Coast: Choosing Futures – Community Outcomes* document covers areas such as the natural environment, growth management, protection of character, access, efficient use of resources (e.g. water, reduction of waste, energy), building local employment choices, creating a place that works for young people, and general enjoyment of what the Kapiti Coast offers. These are not repeated here in any detail.

This umbrella *Kapiti Coast: Choosing Futures – Community Outcomes* also acknowledges the particular character of communities and places along the Kapiti Coast. It does this in broad terms and much of the focus of the Raumati Beach Local Outcomes document is to provide more guidance on what this means for Raumati Beach.

Kapiti Coast: Choosing Futures – Community Outcomes and any *Local Outcomes* documents, have status under the Local Government Act 2002. Provided that the desired community

outcomes are consistent with a sustainable development approach and support the social, cultural, environmental and economic wellbeing of people and communities (both local and districtwide), the District Council and central government agencies must show how their actions progress this community vision.

While the broader *Community Outcomes* and *Local Outcomes* cannot bind an agency to a future direction or a particular level of investment, especially as these issues need to be balanced against needs and requirements in other areas and across the District as a whole, these documents together become the basis against which the performance of agencies in supporting the community's wellbeing can be assessed. They also form a more concrete basis for engagement between communities, agencies and institutions and discussion of particular issues.

The *Community Outcomes* and the *Local Outcomes* are not just documents intended to shape the response of the Council and other agencies. They signal a collectively desired direction for the Raumati Beach Village as a place and as a community. In many cases the challenge is for the residents to become involved, to do things in their community to make things work. Raumati Beach already has a community where people are very involved in issues and decision making. Some people work very hard for the community. In other cases, such as the way individual shopping choices affect the local economy, things are less obvious. These Outcomes present a challenge for everyone into the future.



Kapiti Coast: Choosing Futures - Outcome 1

There are healthy natural systems which people can enjoy

This Outcome area contains a number of very specific detailed outcomes:

- key natural areas shaping the fundamental form and quality of the District's settlements including:
 - Kapiti Island is recognised as the symbolic heart of the District for iwi and the wider community;
 - the coast in its entirety is recognised as being central to the local culture and lifestyle;
 - the District's streams become major natural features in all the settled areas;
 - the District's urban parks become major features of the District as places of beauty and enjoyment.
- the Kapiti Coast becomes nationally recognised for an extensive cycleways, walkways and bridleways network:
 - a coastal walkway and cycleway from Paekakariki to Otaki and north;
 - extensive linkages through built up areas to key natural features such as rivers, streams and areas of bush;
 - good local linkages to schools and centres.
- that vulnerable areas of native vegetation and wildlife are protected including:
 - remaining dunes;
 - that people know about their natural areas and how to care for them.



Further Local Outcomes for Raumati Beach

- 1.1 That there is good access to the beach for the whole community, along the coastal foreshore and Wharemauku Stream as part of the cycleways, walkways, bridleways network.
- 1.2 That Wharemauku Stream is restored with riparian planting to improve water quality and stream character.
- 1.3 That connections from Wharemauku Stream Reserve and Weka Park to the Village centre are enhanced through formalising pathways and the planting of signature trees along Weka and Raumati Roads.
- 1.4 That physical and visual connections from the Village centre to Marine Gardens are strengthened.
- 1.5 That connections to the beach along Garden Road are enhanced through footpath enhancement and design/public art features.



Kapiti Coast: Choosing Futures - Outcome 2

Local character is retained within a cohesive district

This Outcome is concerned with recognition of the uniqueness and character of the string of communities along the coast while also concentrating on those things that link people together to create a sense of the whole. The former brings a focus on such things as local landscape, the style and scale of buildings, the design of local roads and the feel of place. The latter includes a focus on access, on community networks and on participation in decision making. In summary:

“that the role, nature and character of each of the Kapiti Coast’s towns and special areas is recognised and retained, and shapes the future form and quality of the District”

The umbrella document *Kapiti Coast: Choosing Futures – Community Outcomes* acknowledges all of the communities along the coast. It has this to say about Raumati Beach:

- maintain the character of low-rise, large section sizes of the surrounding area;
- support the local shopping area, where possible explore some medium density housing around shops;
- continue to enhance the park area and provide access along the coastal walls.

Since September 2004, the Raumati Beach community has participated in a number of community design workshops which have defined the community vision, particularly in terms of the nature and character of the Village.



Further Local Outcomes for Raumati Beach

- 2.1 That the retail area is supported by street upgrades in Raumati, Margaret, Rosetta and Matatua Roads. These upgrades will include street trees, textured paving at intersections, roundabouts, changes to pedestrian crossing points, and smooth footpaths.**
- 2.2 That in the longer term more public toilet facilities are provided to support greater visitor and shopper numbers. The Council will work with landowners to provide facilities within any new or upgraded commercial developments.**
- 2.3 That all age groups are catered for at Raumati Beach and Marine Gardens, including youth, families and older people.**
- 2.4 That a strong entrance to the Village is developed at the intersection of Weka and Raumati Roads with welcome signage and a sculptural feature in the vicinity of the grass area opposite the school.**
- 2.5 That the industrial / service zone on the northern side of Raumati Road is replaced with a 'mixed use' zone providing for retail, offices and apartments.**
- 2.6 That a 'special feature roundabout' at the Raumati / Rosetta Roads intersection and Raumati / Hillcrest Roads intersection is provided in the longer term to mark the entry points to the Village and address traffic issues.**
- 2.7 That roundabouts are built at the intersections of Rosetta / Garden Roads and Matatua / Alexander Roads in the longer term to create a slow vehicle area around the Village heart.**
- 2.8 That there are opportunities for medium density housing within easy walking distance to support activity patterns within the wider area and to provide a variety of housing choice.**
- 2.9 That new development is built to the street boundary with a continuity of pedestrian shelter and verandah to provide an enhanced street edge definition.**
- 2.10 That interactive street frontages at ground level are provided with verandahs as an integral part of building design.**
- 2.11 That the commercial area along Raumati Road is treated as a restricted vehicle frontage, with servicing / carparking from rear of sites.**
- 2.12 That in the commercial area, active street frontages are required at ground level with windows and entrances facing the street.**
- 2.13 That design quality of new buildings in the commercial area are promoted with the use of design guidelines.**
- 2.14 That access to the western branch of Weka Road is restricted to 'left in only' to improve traffic flow.**

Kapiti Coast: Choosing Futures - Outcome 3

The nature and rate of population growth is appropriate to community goals

This Outcome records the community's vision of how the District should develop and respond to population growth pressures over time. It is significant, given the population pressures on the District. The key points include:

- that there is a focus on accommodation of local natural population growth in the short and medium term and that the Kapiti Coast does not simply react to external population pressure.
- that intensification is explored in specific areas and where it clearly contributes to wider community goals of:
 - improved public transport;
 - supporting the vitality and character of specified town centres;
 - increased safety of specified town centres;
 - providing housing choice.
- that the specified areas for exploring medium density housing are:
 - Paraparaumu Town Centre;
 - Waikanae Town Centre;
 - Paraparaumu Beach, provided it is away from the beach itself;
 - around rail stations.
- that where possible the location of new population supports the development of a local 'district' economy.

The Council has also developed a Development Management Strategy over the past 12 months. The Strategy builds on the *Kapiti Coast: Choosing Futures – Community Outcomes* and the *Community Plan* which was prepared under the Local Government Act 2002.

The following statement is applicable to Raumati Beach:

- a) Specified areas identified for medium density housing or apartments; other nodes and centres, where there is community agreement via the *Local Outcomes* process for such an approach.

The encouragement of intensification of residential activities around centres and public transport nodes is a key aspect of managing urban growth and creating vibrant centres.



Further Local Outcomes for Raumati Beach

- 3.1 That mixed use, retail, office and apartments with high design quality are encouraged within Raumati Beach commercial area.
- 3.2 That off street parking within and adjoining the Village centre is maximised with the creation of a further 100 carparks within and in the vicinity of Weka Park and within Marine Gardens.
- 3.3 That underground or integrated parking buildings are explored with new or redevelopment of commercial buildings to achieve greater parking.
- 3.4 That traffic speed is reduced within the Village centre to improve access to shops and links with the coast and Marine Gardens.
- 3.5 That the footpath on the southern / sunny side of Raumati Road is widened and enhanced with tree planting.
- 3.6 That the northern footpath is enhanced with feature lights to complement the rhythm of trees on the southern side.
- 3.7 That paving patterns and street furniture, including more seating for the elderly, are used to enhance the image / activity of the Village heart.
- 3.8 That distinctive tree planting along Raumati Road takes place to create a 'boulevard' feel.





Kapiti Coast: Choosing Futures - Outcome 4

The District's resources are used wisely

This Outcome records the community's vision of how the District's resources should be used. Key points include:

Quality of Public Spaces / Landscapes:

- the quality of the streams and rivers is improved;
- the coast is managed as a linked ecosystem.

Access

- the linkages between Paraparaumu and Waikanae are improved to reduce travel time and energy use.

Design

- there are opportunities for innovative design of subdivisions, housing and infrastructure to reduce energy and resource use.



Further Local Outcomes for Raumati Beach

- 4.1 That Raumati Beach is known for quality mixed use design of housing that is energy and water efficient.
- 4.2 That Wharemauku Stream is known for its environmental quality and is an example of good practice for urban streams.
- 4.3 That well used, safe pedestrian and cycle routes connect Raumati Beach with Paraparaumu and Raumati South.
- 4.4 That increased street trees, better street lighting and public gardens are provided.
- 4.5 That entrances to Marine Gardens are designed as an integral part of the Village heart.
- 4.6 That the connections from the Village centre to the beach are enhanced with visual markers along Garden Road.



- 4.7 That connections through Marine Gardens are improved for safety and quality reasons:
 - existing trees along all roads and access ways are pruned, or limbed up to improve light penetration and visibility, while retaining a mature specimen canopy;
 - any new walkways or associated planting to be in line with CPTED (crime prevention through environmental design) principles / recommendations;
 - the 'swimming pool' area, particularly its east side to Marine Gardens is integrated with the rest of the park (open up entrance and build east facing windows when swimming pool is converted to another use).
- 4.8 That parking for primary school staff on Education land along Kapiti Road be explored with the Ministry of Education.



Kapiti Coast: Choosing Futures - Outcome 5

There is increased choice to work locally

This Outcome is not just concerned with making sure as many people as possible in the District are in employment, it is also concerned with building a local economy, including increased business activity in and around our District, local and neighbourhood centres. Achieving this includes improved support for business development and set-up, more effective and reliable infrastructure and good internal District transport for people working locally. In summary:

District Form

- there is more usable commercial land available in the District, where possible, the location of new population supports the development of a local District economy.

Quality of Public Spaces/Landscapes

- key focal points are managed in a way that welcomes visitors, but protects their essential qualities

Access

- there is improved internal public transport access for the work force.

Design

- there is greater acknowledgement of the economic benefits of good design and good quality urban environments;
- existing commercial, industrial and retail areas and local neighbourhood shops, are more attractive and show more design innovation

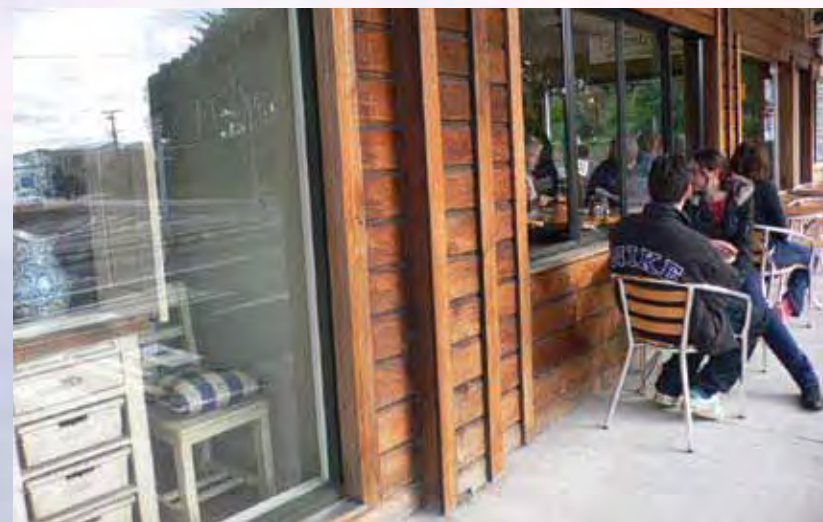
Community and the Individual

- that there is a strong business development and mentoring focus;
- as much as possible the local labour force is employed in skilled work in the District.



Further Local Outcomes for Raumati Beach

- 5.1 That Raumati Beach is a key visitor destination in the region for beach activities and local employment opportunities are enhanced by boutique shops.
- 5.2 That public transport and other infrastructure is enhanced to support increased use of the Village centre by visitors and enables residents to travel more sustainably to other locations in the region.
- 5.3 That economic benefits of good design are recognised and design controls placed on developments to promote a quality environment in which to live, work and play.





Kapiti Coast: Choosing Futures - Outcome 6

The District is a place that works for young people

A major theme expressed by parents, young people and many older people was a concern that the Kapiti Coast be more responsive to the needs and aspirations of young people.

- the beach destinations at Otaki and Paraparaumu have better facilities for young people in keeping with the character of those areas;
- the town centres are youth friendly, safe and interesting for young people to use;
- the public spaces are safe and welcoming for young people;
- that there is a better range of shops catering for young people;
- affordable flats and housing for young people;
- there are playgrounds within walking distance for all residential areas;
- improved range of entertainment facilities and events for young people;
- greater range of quality recreation facilities;
- young people are involved in decisions about themselves;
- people feel enabled to take action and act responsibly.



Further Local Outcomes for Raumati Beach

- 6.1 That family entertainment and activities are promoted and enhanced including upgrading the existing Marine Gardens to accommodate events.
- 6.2 That an open air amphitheatre is created for outdoor events.
- 6.3 That a wider range of employment opportunities are available for young people.
- 6.4 That Marine Gardens is safe and welcoming to young people and that a wider range of recreational facilities are made available including:
 - petanque court;
 - additional picnic tables;
 - space for beach volley ball;
 - coin operated BBQs;
 - extension of Miniature Railway (to follow existing contours and in line with the Sea View Track Extension);
 - fitness trail.





Kapiti Coast: Choosing Futures - Outcome 7

The District has a strong, healthy and involved community

This Outcome is concerned with the direct health and wellbeing of each person in the District, the sense of community and the general enjoyment of what the District has to offer, a sense of fun and happiness. Other Outcomes will contribute to this but there are specific concerns here that people have identified as important. These include:

- the main public places, including beaches, are safe and attractive;
- there is good easy access to the beaches for everyone at the main beach settlements, including older and disabled people;
- the District's centres are more 'alive' at night;
- the District has high quality civic and local centres;
- there are extensive safe linkages within the District;
- good easy access to beaches;
- there is a greater range of housing available;
- there is a comprehensive planned approach to recreational facilities – including outdoor events and aquatic centres;
- there is a high level of community control over community decision making;
- people have access to information about their local community, district and wider world.

Further Local Outcomes for Raumati Beach

- 7.1 That local people are heavily involved in the range of sports groups and facilities within the Village centre.**
- 7.2 That access to the beach from Marine Gardens car park is improved for elderly and disabled users. That accessible public beach access points are clearly marked.**
- 7.3 That local retailers and residents are involved in the design of the Village centre upgrade and lead the re-branding process.**



Long-term Plan 2024–34



Respondent No. 30

Response ID 5619285

Date of contribution Apr 05 24 10:47:31 am

Personal information

First name David

Last name Wyatt

I'm providing a submission (choose one): as an individual

Please let us know what ward you live in Waikanae

Do you want to speak to Council about your submission at our public hearings on 2 May? Yes

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Proposal 1: Three waters funding
Which option should we choose? (select one option)

Option 2: Fund \$4.7 million shortfall by taking on debt each year.

Would you like to expand on your answer for option 2?

The majority of Rate Payers cannot afford an increase in Rates which is way above CPI and adding to the runaway inflation rate. Either find savings to cover this cost or amortize it over a 10 year period

Proposal 2: Proactively reduce Council's debt
Which option should we choose? (select one option)

Option 3: Apply average rates increases of 6% per year from 2025/26 to 2033/34

Would you like to expand on your answer for option 3?

The majority of Ratepayers cannot afford an increase in Rates which is above CPI and adding to the runaway inflation rate. KCDC should be more prudent in spending Ratepayers money - as an example an under the table decision by KCDC in giving \$1.3million to Air Chathams without consultation or ratepayers approval how many other gifts of ratepayer's money has been misused is unknown. - This is a disgrace

Proposal 3: Transfer Council's housing for older people Which option should we choose? (select one option)

Option 2: Older persons' housing is delivered by an existing Community Housing Provider with less influence from Council

Would you like to expand on your answer for option 2?

Surely there must be some value in these ratepayers owned assets - Why are you proposing to transfer them at no cost? - Why is there no consideration to sell them? I'm sure Housing New Zealand would like them on their books!

New climate action rate

Which option should we choose? (select one option)

Option 2: Make no change to how we allocate funding our climate change activities

Would you like to expand on your answer for option 2?

Option 1 is based on a property value - isn't that discrimination when and IF climate activities (which are just normal water activity) will impact all ratepayers.

All funds must be accounted, tracked and audited, preceded by robust cost analysis, benefit analysis, business case etc

If you have any views on these policies, please comment here:

Development contributions should cover all the costs, 3 waters, roading, lighting, landscaping that Council pays or the Developer is made 100% for these costs

Put an immediate STOP to using Ratepayers money to fund private businesses (example an under the table decision by KCDC in giving \$1.3million to Air Chathams without consultation or ratepayers approval how many other gifts of ratepayer's money has been misused is unknown) This is a disgrace.

COUNCIL are not SPENDING within Ratepayers means as any responsibly Family would do - Why has no proposal to review the bloated KCDC head count & engagement of Contractors - why are these costs not identified.

Stop further borrowing of funds

Increasing RATES to payback Debt (Borrowings) is ridiculous - This will never address the fundamental of living well beyond KCDC means.

Payment of Debt (borrowings) increase time limit to 2050 so that Ratepayers can see the impact on rate increases.

3 Waters costs has KCDC actually been engaging with Government to establish least interest loans backed by Government and for Councils to pay?

Capital Works - what are the priorities and what can be deferred to fit into Ratepayers affordability - where is KCDC issues/risk analysis to spreading these works over a longer period?

If you have any views on these other items, please comment here:

Agree User should pay all fees - not the Ratepayer

Is there anything else you'd like to tell us about this LTP?

The majority of Ratepayers cannot afford increases beyond CPI. I see no options to lower the level of services for instance what analysis has been done for Libraries to be opened 5 days a week, surely 2 days would be sufficient, reduce the open hours of the swimming pools etc.

Commitment from KCDC that they will never again implement under the table decisions to use Ratepayers money to support private businesses - \$1.3million to Air Chathams without any consultation - This is a disgrace.

Long-term Plan 2024–34



Respondent No. 302

Response ID 5675886

Date of contribution Apr 28 24 07:20:17 pm

Personal information

First name Michelle

Last name Lewis

I'm providing a submission (choose one): as an individual

Please let us know what ward you live in Waikanae

Do you want to speak to Council about your submission at our public hearings on 2 May? Yes

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Proposal 1: Three waters funding
Which option should we choose? (select one option)

Option 2: Fund \$4.7 million shortfall by taking on debt each year.

Would you like to expand on your answer for option 2?

The current economic climate does not support high rates increases. In 3 years time a further review could take place to ask the same question. Households currently DO NOT have capacity to take on 5% increase in rates.

Proposal 2: Proactively reduce Council's debt
Which option should we choose? (select one option)

Option 3: Apply average rates increases of 6% per year from 2025/26 to 2033/34

Would you like to expand on your answer for option 3?

I do not want any of these options but there is no tick box for that. Why is that ? My preference would be no rates increase to pay off debt. Council should not be spending money it does not have operationally. It is poor management to debt fund to the level that KCDC has done to date.

Proposal 3: Transfer Council's housing for older people

Which option should we choose? (select one option)

Option 3: Older persons' housing continues to be delivered by Council with no option to grow the portfolio

Would you like to expand on your answer for option 3?

I suggest increase the rent for older persons so that the gap reduces overtime. The situation is no different to that which many households find themselves in. Therefore passing the issue to a separate entity does not address the societal issue. The issue that MUST be addressed is making costs of repair affordable within budget. If revenue needs to increase to meet costs then it must increase. That's just good business.

New climate action rate

Which option should we choose? (select one option)

Option 2: Make no change to how we allocate funding our climate change activities

Would you like to expand on your answer for option 2?

You have not consulted, to the best of my knowledge on the ratepayers desire for this initiative. Stick to core infrastructure services.

If you have any views on these policies, please comment here:

I do not support the new bylaw. When bylaws have been asked to be addressed as the community is not adhering to them Senior Managers have over the last triennium said it's "too hard " to enforce. This means that for bylaws they are costly and wasteful use of council staff time and ratepayers resources. There should be a reduction in bylaws

If you have any views on these other items, please comment here:

It is impossible to comment as there is no comparative data. Therefore I do not support these changes as I am not able to assess what they are and if they are reasonable. The way the information is presented to the public is not helpful for meaningful consultation. It needs to be bottom up, not top down consultation. In terms of enhancing democracy, KCD C needs to use feedback from social media in all forms to improve how it responds to the community. It currently is reliant on process rather than a pragmatic, sense based approach.

Is there anything else you'd like to tell us about this LTP?

This is the worst consultation document I have ever seen in my 17 years on the coast. It does not provide sufficient detail for meaningful consultation on the matters of importance to the local community. No where is there the opportunity to talk about parks and reserves, walking tracks, beach access costs, road costs and road safety especially on Te Moana Road, that needs urgent attention to reduce speeds. The inclusion of so many other policies with no reference / baseline to compare with is poor practice. This feels like a legislated tick box exercise and not a meaningful discussion with the community you represent. I am left more disillusioned with this council than I was before reading this consultation material. I'm left speechless at the poor quality of information provided to the public.

Long-term Plan 2024–34



Respondent No. 305

Response ID 5675945

Date of contribution Apr 28 24 08:11:16 pm

Personal information

First name Pat

Last name Duignan

I'm providing a submission (choose one): as an individual

Please let us know what ward you live in Waikanae

Do you want to speak to Council about your submission at our public hearings on 2 May? Yes

Are you happy for your name to be published with your feedback: My name can be published with my feedback

Submission

Proposal 1: Three waters funding
Which option should we choose? (select one option)

Option 1: Fund \$4.7 million shortfall with an additional 5% rates increase in Year 1.

Would you like to expand on your answer for option 1?

The cost of delivering the fresh water component of the Three Waters should be funded by the volumetric water charge. The operating cost relating to stormwater and waste water should be covered by rates, but the first step should be a review to reduce the operating cost.

Proposal 2: Proactively reduce Council's debt
Which option should we choose? (select one option)

Option 3: Apply average rates increases of 6% per year from 2025/26 to 2033/34

Would you like to expand on your answer for option 3?

Rather than proposing increasing rates to reduce debt, Councilors and rate payers should be presented with options to reduce expenditure by reducing service levels so ratepayers can provide feedback on what service levels are not worth the cost of providing them.

Proposal 3: Transfer Council's housing for older people

Which option should we choose? (select one option)

Option 2: Older persons' housing is delivered by an existing Community Housing Provider with less influence from Council

Would you like to expand on your answer for option 2?

The Council should obtain a payment for transferring the assets to another CHP. It is not worth incurring a \$21M to retain KCDC influence.

New climate action rate

Which option should we choose? (select one option)

Option 1: Introduce a new targeted climate action rate based on a property's capital value rather than the current land-value based general rate

Is there anything else you'd like to tell us about this LTP?

The draft LTP requires to large an increase in rates. It is NOT ACCEPTABLE to plan on rates taking more than 5% of median incomes. Where are Kapiti residents meant to get the extra 2% to be taken by KCDC? The Councilors and ratepayers should be presented with options for reducing expenditure.

Long-term Plan 2024–34



Respondent No. 307

Response ID 5675954

Date of contribution Apr 28 24 08:16:17 pm

Personal information

First name	Dominic
Last name	Barrington Prowse
I'm providing a submission (choose one):	<input checked="" type="radio"/> on behalf of an organisation
Write organisation name here	Wellington Free Ambulance
Please let us know what ward you live in	<input checked="" type="radio"/> Paraparaumu
Do you want to speak to Council about your submission at our public hearings on 2 May?	<input checked="" type="radio"/> Yes

Submission

Proposal 1: Three waters funding
Which option should we choose? (select one option)

Option 1: Fund \$4.7 million shortfall with an additional 5% rates increase in Year 1.

Proposal 2: Proactively reduce Council's debt
Which option should we choose? (select one option)

Option 3: Apply average rates increases of 6% per year from 2025/26 to 2033/34

Proposal 3: Transfer Council's housing for older people
Which option should we choose? (select one option)

Option 2: Older persons' housing is delivered by an existing Community Housing Provider with less influence from Council

New climate action rate

Which option should we choose? (select one option)

Option 1: Introduce a new targeted climate action rate based on a property's capital value rather than the current land-value based general rate

Is there anything else you'd like to tell us about this LTP?

On behalf of Wellington Free Ambulance, I would like to make a submission to Kapiti Coast District Council, for Council funding for the next 3 years, as part of their Long Term Plan, FY2025 – FY2027. Please find a full submission attached. Many thanks.

Upload any related files



https_s3-ap-so... .pdf_1714299234

Submission – Kapiti Coast District Council – Long Term Plan

Wellington Free Ambulance Submission for Funding FY2025 – FY2027

- Past Agreement:

Long Term Plan Funding Agreement between Wellington Free Ambulance and Kapiti Coast District Council: 1st July 2021 – 30th June 2024

- **Agreement Details, as per the last signed agreement:**

1. The Kāpiti Coast District Council provides this grant as a contribution towards the delivery of the funded services as detailed in this Agreement.
2. This Agreement is dated 1 July 2023
3. The Kāpiti Coast District Council (the Council) grants WELLINGTON FREE AMBULANCE a total of \$26528.40 (excluding GST) for the period 1 July 2023 – 30 June 2024 (“period”) under the terms and conditions contained in this Funding Agreement.
4. The total funding provided is \$26,528.40 excluding GST.

- **Outcomes:**

5. This service is aligned with the following Long Term Plan 2021 outcome;
6. Our communities are resilient, safe, healthy, thriving and connected. Everyone has a sense of belonging and can access the resources and services they need.

- **Funded Services:**

7. Provide expert, timely and free to the patient pre-hospital emergency care for residents south of Peka Peka in the Kāpiti district.

Please note that the Wellington Free Ambulance (WFA) border is actually Peka Peka Road. As a result some residents of the Peka Peka area, fall into the WFA region. Please also note that the WFA region includes the entirety of the Tararua Forest Park, across to Mt Bruce.

This funding was provided under the Social Investment Emergency Services Funding Agreement.

- Kapiti Coast District Council (KCDC) Population within Wellington Free Ambulance (WFA) Region :
 - To work out the Kapiti Coast population within the WFA border, I have used ‘Statistical Area 2’ from KCDC website. There are 25 ‘areas’; 2 are not populated (Kapiti Island and Tararua Forest Park) and 6 are outside of the WFA region (Otaki, Forest Lakes, Waitohu, Otaki Beach, Te Horo and Otaki Forks). Peka Peka dwellings lie both sides of Peka Peka Road, so I have divided the population numbers for Peka Peka in half. The other 16 populated areas fall within the WFA Region.
- History of Funding:
 - For Financial Year (FY) 2016-17, funding from Kapiti Coast District Council (KCDC) was set at \$24k, with a KCDC/WFA region population of 43,335, this equated to \$0.55 of funding per head of population.
 - A letter, dated 7th November 2016, from WFA Chief Executive at the time, Diana Crossan, was sent to the new Mayor, K Gurunathan, requesting \$1 per head of population.
 - A 2nd letter, dated 19th April 2017, was sent with the same request, but also noting that when Diana Crossan had met with the Council in 2016, the Councilors agreed with this approach, of \$1 per head of population.
 - FY2017-18 funding increased to \$25,657.40, FY2018-19 funding increased to \$26,085.00, FY2019-20 funding increased to \$26,528.45 and the following year FY2020-21 \$26,528.40 – in these 4 years, funding was still not at \$1 per head of population.
 - Funding remained constant at \$26,528.40 under the Long Term Plan 2021, until 30th June 2024, the end of the current FY. The population in 2023 within the KCDC/WFA region was 47,560 (approx. 81% of the KCDC population). This equated \$0.56 per head of population.

- Please note that when the original letter was sent on 7th November 2016, our fundraising requirement was \$4.2M. The current level, that we need to fundraise from our community, is now at \$7.5M!
 - All Councils in the WFA Region were approached to increase funding to \$1 per head of population. A majority of the Councils did approve this level of funding, but as populations increase and demand on our service increases, the need for extra funding also increases.
- Next Agreement:

Submission for Proposed Funding Agreement between Wellington Free Ambulance (WFA) and Kapiti Coast District Council (KCDC): 1st July 2024 – 30th June 2027

Proposal:

1. Instead of a fixed amount per year, across the next 3 years, have a figure for each financial year, that represents an increase in the population of the KCDC area.
2. KCDC have estimated significant population increases across the region.
3. As population growth increases, the services (and their capacity) that KCDC provides to its citizens must also increase. This includes the Emergency Ambulance Service that is provided by WFA and is provided for free. The only free ambulance service in New Zealand.
4. With an ever-increasing aging population within the KCDC area, the services provided by WFA become even more critical and more in demand.
5. WFA also provides the Clinical Communications 111 Call Centre, Patient Transfer Service, Event Medical Teams, Rescue Squad (servicing the Tararua Forest Park) and the Paramedics on the Regional Rescue Helicopter.
6. As per KCDC, the population growth is estimated to be 1.5% per annum.
7. As a result, our funding proposal for the next 3 years is as follows:

Financial Year	Population increase	Population	Funding/ Proposed Funding
FY23		47,560	\$26,528.40
FY24	+713	48,273	\$26,528.40
FY25	+724	48,997	\$48,997
FY26	+735	49,732	\$49,732
FY27	+746	50,478	\$50,478

- Need for this Service:

Everybody in New Zealand needs access to an emergency ambulance service and often a lifesaving service.

We believe, as our Founder believed in 1927, that everybody has the right to the best possible medical care without discrimination on any grounds, including financial capability.

At WFA we do not want people to think twice about calling us in an emergency, because they are concerned about how they will pay for their treatment. We believe that emergencies should not cost lives or money.

Sir Charles Norwood, as Mayor of Wellington at the time, also believed this and his vision is what we proudly follow today as the only ambulance service in New Zealand that is free.

There is no other provider of emergency ambulance services in the Greater Wellington region, and we need KCDC's support to ensure we are there for the 47,560 residents in the Kapiti Coast/WFA area. In the last 12 months we attended 7,237 incidents in the Kapiti Coast region alone.

We know our work is needed and we understand the consequences of what would happen if we weren't there to help people.

WFA receives 82% of its funding from government contracts, meaning that we must find an additional \$7.5 million every year. Without that money, we wouldn't be able to reach 18% of all the people who need us in a year.

That would mean we would be unable to attend 9,720 call outs per year, not attend 26 patients on average a day and not answer over 44,000 111 calls per year. Some with probable life-threatening consequences.

On average, each time we send out an ambulance to someone in need, it costs around \$650 which means it costs around \$4,704,050 to run the service in the Kapiti Coast region.

- Need for Funding:

As per the above statistics, this funding is needed to narrow the gap between Government funding and what is required to run this service.

The running costs for the Wellington Free Ambulance Kapiti Station, for the past 12 months was approx. \$120k. Funding from KCDC, \$26,528.40, accounted for approx. 22% of these costs. Add in the approx. cost to run our service in the Kapiti Coast Region (\$4,704,050) and that percentage drops dramatically.

We believe it is important for local councils to contribute to keeping the cost of this service free to our community.

- **The population of the KCDC/WFA area accounts for approx. 9% of the total population in our region**
- **The Council's funding accounts for approx. 7% of the total Council funding in our region**
- **EAS jobs in the KCDC/WFA area account for approx. 13.5% of the total EAS jobs in our region**

This funding will be used towards the running costs of our service in your area. It could be used toward fuel for our ambulances, vehicle maintenance, running costs of our stations and helping us to pay for consumable medical equipment such as medicines, disposable gloves, and bandages.

We also have planned renovation works on the Kapiti Ambulance Station within the next 3 years, which will require extra funding from our community.

- Impact:

The WFA service promotes a sense of community.

A positive impact of the lives of Kapiti Coast residents in the fact that they know that Wellington Free Ambulance is there.

Reassurance that an emergency ambulance service is available to everyone. Available free of charge and available to everyone in their hour of medical and emergency need.

The figures shown on the KCDC Dashboard demonstrate that we are literally there for all your residents in need. Our Emergency Ambulance Service deals with all types of job; trauma, cardiac, pain, infection and respiratory being the most frequent.

Nearly 60% of EAS jobs in the area are for patients who are 65 years of age and above. Over the coming years, this number is likely to increase.

Of the 7,237 call outs, 60% of patients were taken to an emergency department. 37% were treated at the scene and did not require transport to ED in Wellington. This is as a result of the success of Urgent Community Care Kapiti.

We provide a service that does not discriminate on any grounds, including financial capability. That should provide a very positive impact on the Porirua region.

Please note that the figures used in this submission are for our Emergency Ambulance Service (EAS). We have not included figures for our Patient Transfer Service, which is a significant service in the KCDC area and the WFA region as a whole.

- Purpose:

Wellington Free Ambulance exists to provide vital emergency paramedicine ambulance services to anyone in need in the Greater Wellington, Kapiti and Wairarapa region. With a goal to provide a high-quality accessible emergency ambulance service to the community, free of charge.

Wellington Free Ambulance is the only emergency ambulance service for Greater Wellington and Wairarapa and the only 'free' ambulance service within New Zealand.

Our frontline teams operate 24 hours a day, 7 days a week, 365 days a year. Last year was a record year for WFA. We responded to 54,000 people needing our help, treating on average 148 patients each day. Our ambulance service travelled over 2M km.

Our Clinical Communications Centre answered over 245,000 111 calls and our Patient Transfer Service completed over 46,000 transports to vital medical appointments. Our services also include a specialist Rescue Squad reaching patients in remote or precarious locations and flight paramedics in the regional rescue helicopter.

Demand continues to increase; we are a team of 420 serving the emergency and community health care needs of half a million people for free. As we look to the future, we want to continue to provide world-class care to the patients we will treat in the years to come.

Long-term Plan 2024–34



Respondent No. 322

Response ID 5676534

Date of contribution Apr 29 24 10:54:04 am

Personal information

First name Kelsey

Last name Lee

I'm providing a submission (choose one):
 on behalf of an organisation

Write organisation name here Paekakariki Community Board

Please let us know what ward you live in
 Paekākāriki

Do you want to speak to Council about your submission at our public hearings on 2 May?
 Yes

Are you happy for your name to be published with your feedback:
 My name can be published with my feedback

Submission

Proposal 1: Three waters funding
Which option should we choose? (select one option)

Option 1: Fund \$4.7 million shortfall with an additional 5% rates increase in Year 1.

Proposal 2: Proactively reduce Council's debt
Which option should we choose? (select one option)

Option 1: Apply average rates increases of 8% per year from 2025/26 to 2033/34

Would you like to expand on your answer for option 1?

having to do this is the legacy of many previous councils that have sought to keep rates low while building up debt that this, a responsible Council, is now facing up to.

Proposal 3: Transfer Council's housing for older people **Which option should we choose? (select one option)**

Option 1: Transfer our older persons' housing assets to a new Community Housing Provider

New climate action rate **Which option should we choose? (select one option)**

Option 1: Introduce a new targeted climate action rate based on a property's capital value rather than the current land-value based general rate

If you have any views on these policies, please comment here:

Council's Development Contributions Policies be updated so that active modes of transport, such as footpaths, walking and cycling can be funded in line with replacing funding cuts in these output classes by central Government. There must also be additional infrastructure investment in this area if Council is to reduce emissions from on-road petrol and diesel use, in line with its emissions reductions targets.

If you have any views on these other items, please comment here:

The Board submits that fees and charges be set to encourage all electric and passive (or equivalent) standard homes and that policy is supported by a communications campaign targeted at those making relevant home fit out decisions.

The Board suggests Council work with local boards to build on ways the community can participate in decision-making at both Council and Community Board levels. The board suggests that meetings outside of Monday-Friday working hours would be useful for board members and some in the community but evenings could be challenging for families with younger children. The Board strongly supports Maori representation, and notes that Paekakariki returned a high majority in favour during consultation.

Council's Development Contributions Policies be updated so that active modes of transport, such as footpaths, walking and cycling can be funded in line with replacing funding cuts in these output classes by central Government plus the need for additional infrastructure investment in this area if Council is to enable emissions reductions from on-road petrol and diesel use in line with its emissions reductions targets.

With regard to the Significance and Engagement Policy, the Board notes from experience the lengths Council and officials go to promote active engagement in the community. While this is generally well done, it can sometimes be lacking with some projects and proposals presented on a take or leave it basis, or being notified of them on the day work starts or sometimes weeks later. This approach in part reflects the inability of Community Boards to intervene or participate in decision making when statutory responsibility lies with Councillors or officials. The Board does not have an easy answer to this other than to encourage dialogue with communities and to remember to engage often and early with communities and Boards.

The Board believes Fees and charges are an underused tool, and make multiple suggestions that could be incorporated.

Is there anything else you'd like to tell us about this LTP?


The Paekakariki Community Board's submission has four focus areas (recommend reading full submission):

1. Paekakariki related projects
 - (a) Progress the Paekakariki seawall project in line with the project plan
 - (b) Progress the Beach Road development project - specific suggestions provided including multi-modal access, parking, and economic development.
 - (c) Implement a 30kph speed limit across Paekakariki without delay.
 - (d) Relocate and refurbish Budge House by the end of 2024.
2. Roothing. The Board suggests Council look at all roading investments through a climate lens compatible with reducing councils emissions.
3. Strategic direction. That council do more to identify and communicate climate hazards and costs to

repair if not adequately managed. Implement a long-term commitment to getting debt down while also ensuring the growth of social and environmental wellbeing, and support those hit hardest by central govt policy changes. The Board submits that all future iterations of the Plan are designed around giving effect to the District's vision which is focused on the needs of specific communities.

4. Help asset rich cash poor residents make arrangements to pay rates (any scheme for the deferred payment of rates should be voluntary), and Council must look for ways to protect renters, such as advocating for a freeze on rents.

Upload any related files

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Paekākāriki Community Board submission on Kapiti Coast District Council's Long Term Plan 2024-34.

28 April 2024

Introduction

This submission from the Paekākāriki Community Board (we/us) has been written following:

1. Board members attending Paekākāriki Market on Saturday 6 April 2024 specifically to consult on the LTP
2. A Council organised drop-in session in Paekākāriki on Saturday 13 April attended by the Mayor and Councillor as well as Board representatives.
3. The publication of the LTP consultation document and supporting communications around that
4. A District-wide programme of drop-in and consultation events
5. Work to date on the Vision process as well as other work done by community groups over the recent past regarding the future of Beach Rd.

This submission has four focus areas:

6. Paekākāriki related projects
7. The four consultation questions and other matters
8. Major infrastructure projects
9. Strategic direction

Summary of recommendations

The Board submits that Council prioritise the following projects within Paekākāriki:

1. Work on the seawall be delivered:
 - 1.1. in line with the project plan
 - 1.2. to include a smooth pathway along the top of the new wall that will enable wheelchair grade access along it, similar to that already provided at Raumati
 - 1.3. ensuring that its art related elements are delivered
2. Beach Road Development
 - 2.1. Short term actions be completed before August to mark out and sign the parking area in the Ian's Coffee/old BP site, as Escarpment Track parking, and to get a firm plan from Waka Kotahi to put safe crossing facilities in place across SH59. (Priorities 4, 5, 8, 9 and 10), and;
 - 2.2. Medium term action to conclude a community led process building on the Vision, further the Beach Road project and specific consultation with cyclists

and business owners around the betterment of the Beach Road area for all users, not just those that drive, in line with meeting Council's District wide targets under its Climate Change and Resilience Strategy. (Priorities 2, 3, 4, 5, 8, 9 and 10.)

- 2.3. Council instigates an economic development project in the village with local representatives of heritage organisations and local businesses with links to neighbouring villages. (Priorities 2, 3, 4, 5, 8, 9 and 10.)
3. Safer Speeds
 - 3.1. Work is undertaken in line with what Council voted to do with regard to implementing a 30kph limit across Paekākāriki without delay. (Priorities 2, 3, 4, 8, 9 and 10.)
4. Relocation of Budge House
 - 4.1. The Budge House project be completed by the end of 2024 through the relocation and refurbishment of the home to the proposed plot and that this be recognised as the start of the reestablishment of papakainga on their land and the development of turangawaewae in this place. (Priorities 4, 6, 8, and 10.)

Specific consultation questions and other matters, the Board supports:

5. Council adopts Option one, rates funding to meet the operating cost shortfall created by central Government's repeal of the Three Waters related Act. (Priorities 1, 2, 3, 4, 9 and 10.)
6. Council adopts Option 1, raise rates by 8% to help manage long term debt noting that having to do so is the legacy of many previous councils that have sought to keep rates low while building up debt that this, a responsible, Council is now facing up to. (Priorities 5, 9 and 10.)
7. Council proceed with Option 1, to create a new Community Housing Provider and transfer Council's older person's housing stock to it. (Priorities 5, 6, 8 and 10.)
8. Climate Action Rate – Option one, the creation of a new climate action rate levied against capital value but that captures the full scope of climate related costs. (Priorities 1, 2, 3, 4, 5, 6, 8, 9 and 10.)
9. Council's Development Contributions Polices be updated so that active modes of transport, such as footpaths, walking and cycling can be funded in line with replacing funding cuts in these output classes by central Government. There must also be additional infrastructure investment in this area if Council is to reduce emissions from on-road petrol and diesel use, in line with its emissions reductions targets. (Priorities 2, 3, 4, 5, 8, 9 and 10.)
10. The Board submits that fees and charges be set to encourage all electric and passive (or equivalent) standard homes and that policy is supported by a communications campaign targeted at those making relevant home fit out decisions. (Priorities 3, 5, 6, 8 and 9.)
11. Council to work with local boards to build on ways the community can participate in decision-making at both Council and Community Board levels.

Regarding Major Infrastructure Projects, the Board submits:

12. That Council looks at all roading investments, including new builds, resurfacing and painting or other refurbishments through a climate lens compatible with reducing Council's emissions reduction goals. (Priorities 2, 3, 4, 5, 8, 9 and 10.), and;
13. Any roading co-funding meets the costs of project wide road safety, walking, cycling and traffic calming components and overall multi-modal efficiency, including car travel demand management, so that others can pay for the simple carriageway. As well, have all road safety for reducing death and serious injury accidents in line with international best practice. (Priorities 2, 3, 4, 5, 8, 9 and 10.)

The Board submits the following regarding strategic direction:

14. All future iterations of the Plan are designed to give effect to the District's vision which is focused on the needs of specific communities. (Priority 8.)
15. Council do more to identify and communicate climate related hazards and costs the community will face if they are not adequately managed (Priorities 3, 8 and 10); and,
16. Council specifically reference that projects and related spending will flow from the upcoming Climate Change and Resilience Strategy in order to deliver on its targets in line with acting appropriately having declared a climate emergency. (Priorities 1, 2, 3,4, 5,8 and 10.)
17. Council continues with a long-term commitment to manage debt down, while ensuring the growth of social and environmental wellbeing in the region. (Priorities 5, 9 and 10.)
18. The Plan be focused to directly support those most vulnerable in our community and those hit hardest by central government policy changes, for instance by supporting the continued funding for school lunch programmes if they were to be cut. (Priority 4, 9 and 10); and,
19. To help asset rich, cash poor residents make long term arrangements to pay rates. Any such scheme for the deferred payment of rates should be voluntary (Priorities 9 and 10.); and,
20. Look for ways to protect renters, such as advocating for a freeze on rents to recognise the additional cost of living pressures on renters (Priority 6).

Paekākāriki specific actions

The Board has five priority actions for Paekākāriki which it ranks equally.

1. Seawall:
 - 1.1. Paekākāriki's seawall is well past its design life, has failed in places and has had to be reinforced with rock revetments. The community is exhausted from multiple delays over the decades which have resulted in consultations on projects to replace the wall coming and going.
 - 1.2. We need people in local government to follow through on long-term decisions about vital public structures that will support Kāpiti to build a resilient future for our coastal community. The cost escalation between what was budgeted, and the tenders received for the first stage of this project shows costs will increase when left further.
 - 1.3. The Board notes that climate related infrastructure projects are already required elsewhere in the District; a demand certain to grow in coming decades. Just as the Paekākāriki community is asking for support from District-wide ratepayers in the case of the seawall, village residents know that they will, in turn, be required to support similar projects across the District from now on.
 - 1.4. The Board supports ongoing work on coastal and inland flooding hazard identification in line with central government guidelines as a first step in identifying risks so that adaptive pathways for management can be developed and delivered.

The Board submits that:

- 1.5. ***Work on the seawall be delivered:***
 - ***in line with the project plan***
 - ***to include a smooth pathway along the top of the new wall that will enable wheelchair grade access along it, similar to that already provided at Raumati***
 - ***ensuring that its art related elements are delivered***
2. Beach Road Development
 - 2.1. Parking and congestion remains a chronic, and often acute, issue around Beach Road. Parking is often full on Beach Road leading to congestion, a lack of access for delivery vehicles, inconvenience for the patrons of local business and safety concerns. These concerns include obstructions leading to risky driving, such as U-turns across the road and on the railway lines, restricted access to the village leading drivers to be stationary on the railway lines and related driving behaviour driven by frustration.
 - 2.2. Poor parking utilisation is detrimental to visitors, locals and village businesses and detracts from Paekākāriki's desirability as a destination. Congestion and risky driver behaviour also pose a direct risk to other road users, especially cyclists and the most vulnerable of our younger and elder populations. Therefore, a wholistic solution to all these problems is required. The Board does not want to see a simplistic approach, such as more parking for more cars, being taken at the expense of the proper consideration of the best use of the space for the benefit of the community on Beach Road.
 - 2.3. To be enduring, any solution must be co-designed with the community. The community has already undertaken a project on the future of Beach Road and submitted designs for better use of the space there.

- 2.4. It's clear, and well known by our food outlets, that the introduction of cycle parking (which itself is now sometimes overwhelmed) has delivered multiple benefits to residents, visitors to the village and business. Its use of pavement space for eating and drinking is also popular.
- 2.5. It is clear from this that vehicle parking is not automatically to be considered the best use of space on Beach Road but that a mix of uses, such as for cycling, pedestrians and business, presents the optimal benefit to the village and local economy.
- 2.6. Paekākāriki has great potential There are major unrealised opportunities to build on the village's potential as both a District and Regional tourist destination and to enhance amenities and enjoyment for residents. Paekākāriki has a wealth of attractions including: the many businesses in Beach Rd, the beach, QEII Park including the US Marines Memorial, Pa site and campground; Te Araroa trail and the escarpment track, the Tram Museum, Steam Incorporated, the Station Museum and bookshop, Wainui whenua, Perkins farm buildings beach and seaside cycleways. The village is also proudly the home of Ngāti Haumia Ki Paekākāriki and the rich history and sense of identity and belong that that brings.
- 2.7. The village should also be seen in terms of its links to Raumati and beyond to the North, and Pukerua Bay and beyond the South. These have their own attractions, and all will benefit from creating stronger links for visitors and locals to enjoy.
- 2.8. There is a lot of potential to enhance not only the village's existing attractions and facilitate a coherent plan for people to maximise their enjoyment of them as part of a day out or break. Much more could be done to help visitors plan their day to fold in several attractions and better understand the wonderful range of hospitality and arts-based attractions in Beach Rd.

The Board submits that:

- 2.9. ***Short term actions be completed before August to mark out and sign the parking area in the lan's Coffee/old BP site, as Escarpment Track parking, and to get a firm plan from Waka Kotahi to put safe crossing facilities in place across SH59. (Priorities 4, 5, 8, 9 and 10), and;***
- 2.10. ***Medium term action to conclude a community led process building on the Vision, further the Beach Road project and specific consultation with cyclists and business owners around the betterment of the Beach Road area for all users, not just those that drive, in line with meeting Council's District wide targets under its Climate Change and Resilience Strategy. (Priorities 2, 3, 4, 5, 8, 9 and 10.)***
- 2.11. **Council instigates an economic development project in the village with local representatives of heritage organisations and local businesses with links to neighbouring villages. (Priorities 2, 3, 4, 5, 8, 9 and 10.)**

3. Safer Speeds

- 3.1. Paekākāriki has undergone two rounds of consultation on adopting a whole of village 30kph speed limit. The second of these constituted a quasi-referendum in favour of doing so. Officials have confirmed that they are able to deliver on what was consulted on.
- 3.2. Action was promised in 2024 to get on with this work, specifically to talk to residents of the Parade about traffic calming and to establish crossings immediately south of the School and to Campbell Park the north of the school.

The Board submits that:

- 3.3. ***Work is undertaken in line with what Council voted to do with regard to implementing a 30kph limit across Paekākāriki without delay.(Priorities 2, 3, 4, 8, 9 and 10.)***

4. Relocation of Budge House

- 4.1. The Board fully supports the role and aspirations of mana whenua Ngāti Haumia Ki Paekākāriki. This includes, but is not limited to, the relocation of Budge House. This process must include enabling the Farrel whānau to once again be able to live in the family home on their historic land. While the Board recognises the many hours of hard work by many people to make this a reality, there is still much more to do, both around the Budge House project and more widely.

The Board submits that:

- 4.2. ***The Budge House project be completed by the end of 2024 through the relocation and refurbishment of the home to the proposed plot and that this be recognised as the start of the reestablishment of papakainga on their land and the development of turangawaewae in this place. (Priorities 4, 6, 8, and 10.)***

Specific consultation questions

5. **Three Waters Services**

- 5.1. The Board is disappointed by the Central Government's decision to reverse the Three Waters legislation and pass the responsibility for this infrastructure back to local government. This has already proven to be yet another costly mistake adding a proposed 5% addition to rates.
- 5.2. Of the two options, it seems clear that the appropriate way in which to meet operational costs is to pay for them through rates funding. Of those in the community that expressed an opinion, there was overwhelming support for rates funding such operational spending noting that the rise this will result in will be significant.
- 5.3. Council is right to continue to develop its three waters assets to be able, to the extent possible, to cope with a warmer world, higher sea levels and more frequent and severe extreme weather events, including those related to rain as well as drought. Council is also obliged to meet reasonable water quality standards for the sake of public and environmental health. The Board fully supports Council's efforts, and spending, in this regard, especially as central Government has signalled its intent review the current plan to protect fresh water, particularly around farms. The Board encourages Council to do all it can to promote fresh water health in partnership with Wellington Regional Council.

The Board submits that for Proposal 1:

- 5.4. ***Council adopts Option one, rates funding to meet the operating cost shortfall created by central Government's repeal of the Three Waters related Act. (Priorities 1, 2, 3, 4, 9 and 10.)***

6. **Proactively reducing Council debt**

- 6.1. Successive governments, both local and central have a long history of promising low rates or taxes then setting about storing up problems and debt for future generations to deal with.
- 6.2. The Board applauds this Council for acting responsibly in seeking to manage down debt overtime, create some headroom in the event of an emergency and to not saddle future generations with a mountain of unsustainable debt. This approach also calls a halt to previous rates reductions which led to future debt. This view has also been expressed directly to the Board by residents of Paekākāriki.

The Board submits that for Proposal 2:

- 6.3. ***Council adopts Option 1, raise rates by 8% to help manage long term debt noting that having to do so is the legacy of many previous councils that have sought to keep rates low while building up debt that this, a responsible, Council is now facing up to. (Priorities 5, 9 and 10.)***

7. Council housing

- 7.1. The provision of accessible, affordable housing of all types is a major issue in the District. Older people are not the only ones facing pressures in this regard. The Board welcomes Council's commitment to the continuance, and hopeful expansion, of the provision of housing for older people.
- 7.2. The creation of a new Community Housing Provider (CHP) has the promise to secure at least the existing level of housing for older people in the District, and the potential to expand that, both for older people as well as others. While the Board does not doubt Council's intentions or that it is acting in good faith when it says it sees a new CHP as the best avenue to do this, that doesn't come with a complete guarantee.
- 7.3. In supporting the creation of a new CHP, the Board asks that sufficient safeguards be put in place to protect existing tenants and those in the future. This should include contingency planning to take the assets back in house should the new CHP fail.
- 7.4. More broadly, the Board is concerned that proposed Government policies could impact negatively on tenants and those in precarious housing situations, such as being in emergency accommodation. We are also concerned that those seeking employment or otherwise not working due to sickness or disability may potentially lose their homes or face individual housing crises. Council must stand ready to proactively support affected members of our community and provide practical help, including through local agencies and community providers.

With the preceding two paragraphs in mind, the Board submits that for Proposal 3:

- 7.5. ***Council proceed with Option 1, to create a new Community Housing Provider and transfer Council's older person's housing stock to it. (Priorities 5, 6, 8 and 10.)***

8. Climate rate

- 8.1. Dealing with climate change is the most important long term issue the District faces. It is likely that Council already spends much more than around \$500,000 per year on

climate related activities, approximately 0.43% of total Council income of ~\$116 million.

- 8.2. It is clear many infrastructure upgrades and renewals are being done with a warming world in mind. For the sake of transparency, the incremental cost of providing greater service levels, be that in seawall design and construction, increased stormwater system capacity or the additional cost of storm clean up compared to the past should be taken into account within a special climate rate levied on a capital value basis.
- 8.3. On-road petrol and diesel use is responsible for around 40% of community emissions. Stationary energy accounts for approximately 17% of gross community emissions (Kapiti Coast Emissions Inventory 2021/22, AECOM for GWRC June 2023). This must be addressed if there is to be any worthwhile progress against Council's own emissions reduction targets. Additional Council spending in transport related activities that help reduce dependence on cars should also be counted.
- 8.4. It is also the case that climate impacts are playing a major role in the growth of insurance costs both in terms of cost of claims as well as paying for higher risks. We would like to see a broader approach to climate related costs to enable Council to be truly transparent about climate related spending.

The Board submits that:

- 8.5. ***Climate Action Rate – Option one, the creation of a new climate action rate levied against capital value but that captures the full scope of climate related costs. (Priorities 1, 2, 3, 4, 5, 6, 8, 9 and 10.)***

9. Rates Remission

- 9.1. With regard to the Rates Remission Policy, the Board has no additional submission beyond that relating to devising a voluntary rates deferral scheme.

10. Development Contributions

- 10.1. With regard to the Development Contributions Policy, the Board notes central Government's withdrawal from funding walking, cycling and footpaths. It's therefore necessary for Council to rebalance its approach to funding infrastructure, with a focus on transport, so that necessary investment in simple things like footpaths, safe crossing facilities and to keep cycling safe and accessible can still go ahead. This should be done in alignment with climate strategies.

The Board submit that:

- 10.2. ***Council's Development Contributions Policies be updated so that active modes of transport, such as footpaths, walking and cycling can be funded in line with replacing funding cuts in these output classes by central Government plus the need for additional infrastructure investment in this area if Council is to enable emissions reductions from on-road petrol and diesel use in line with its emissions reductions targets. (Priorities 2, 3, 4, 5, 8, 9 and 10.)***

11. Significance and Engagement Policy

- 11.1. With regard to the Significance and Engagement Policy, the Board notes from experience the lengths Council and officials go to promote active engagement in the

community. While this is generally well done, it can sometimes be lacking with some projects and proposals presented on a take or leave it basis, or being notified of them on the day work starts or sometimes weeks later. This approach in part reflects the inability of Community Boards to intervene or participate in decision making when statutory responsibility lies with Councillors or officials.

- 11.2. The Board does not have an easy answer to this other than to encourage dialogue with communities and to remember to engage often and early with communities and Boards.

12. Fees and charges

- 12.1. With regard to Fees and Charges, these are an underused tool when it comes to employing price based measures to facilitate economic decision making by rational actors. This is particularly where there are other barriers or circumstances leading to irrational decision making when building a home or replacing energy using equipment, such as for heating, cooking and hot water, within it or in terms of where electricity comes from, either made on site or imported.
- 12.2. Those making decisions about energy use with homes, such as developers, builders or owners, continue to choose non-electric options with high emissions and high ongoing running costs. They do so over proven, if not widespread, alternatives including induction cooktops instead of gas hobs, heatpump hot water systems over resistance heating or gas, gas or solid fuel home heating over heatpump space heating or better design to greatly reduce heating demand.
- 12.3. Solar photovoltaic (PV) systems can produce power in the home for a levelized cost of around 6c kWh (Rewiring Aotearoa, see below). Domestic batteries allow for household level load shifting and price arbitrage, enabling cheap rate power to be used during peak times. They both also help reduce demand for expensive distribution and grid systems upgrades which can help everyone on the Electra network keep their bills lower than they otherwise would be.
- 12.4. New homes should also be made EV ready by including the cable run and breaker for an EV charger at the same time as all the other wiring is installed. This does not necessarily require the immediate installation of an EV charger but does makes it very simple and cheap when that time comes. A typical two-car home can save thousands each year by having an EV over regular petrol and diesel vehicles notwithstanding the introduction of Road User Charge rates by central Government for full EVs compared to hybrids.
- 12.5. Numerous studies show that the costs associated with a fully electrified home, including an EV, are cheaper on an annual and ongoing basis than the fossil fuel alternatives, even when higher upfront costs have to be financed. That latest report setting this was published by Rewiring Aotearoa and is available on its website.
- 12.6. Council has the opportunity to encourage environmentally sound economic decision-making by both increasing market information (a targeted education campaign to developers, builders and via estate agents) and through the sending of price signals via its fees and charges schedule. Fully electrified homes and those that are built to passive or other similar standards such as high Homestar levels, should face a material discount on consent fees balanced by slightly higher fees for regular

homes that will build in high operating and emissions for perhaps 50 years or more. The fee for solar hot water systems should be reduced to zero.

- 12.7. The Board notes that Council will not be able to meet its emissions reductions targets unless emissions from the domestic use of fossil fuels (stationary energy) is significantly reduced.

The Board submits that

- 12.8. **Fees and charges be set to encourage all electric and passive (or equivalent) standard homes and that policy is supported by a communications campaign targeted at those making relevant home fit out decisions.** (Priorities 3, 5, 6, 8 and 9.)

13. Alcohol licensing bylaw

- 13.1. The Board is considering making a separate submission on the proposed alcohol licensing bylaw.

14. Enhancing democracy

- 14.1. The board is pleased to see the council considering ways to enable more community participation. As a board, we often have more engagement at community events, the markets and being out within the village than we do at our regular meetings.
- 14.2. Meetings outside Monday - Friday working hours are useful for board members, and members within our community. However, evenings are also challenging for families with younger children.
- 14.3. Given Community Boards already have evening meetings, and connections with the community who are impacted by various decisions, we encourage Council to enhance this relationship and explore further ways these meetings and relationships can be utilised.
- 14.4. We strongly support Māori representation, including implementing a Māori Ward. The Board does not support the central Government's decision to wind back Māori wards. We hope to see Council continue to advocate for having a local Māori Ward.
- 14.5. The Board notes Paekākāriki returned as high majority in favour on the establishment of a Māori Ward during the consultation and submission stage of that proposal.

The Board Submits that

- 14.6. Council to work with local boards to build on ways the community can participate in decision-making at both Council and Community Board levels.

Major infrastructure Projects

15. Transport

- 15.1. The Board is concerned that changes to transport policy by central Government, specifically the draft GPS, risk co-funding for walking and cycling infrastructure. This combined with the cancellation of public transport subsidies is likely to lead to more congestion and higher emissions.

- 15.2. In addition, Central government is seeking to increase speeds in urban areas. This has potential to result in increased amounts of fatalities and high injury incidents.
- 15.3. To reduce District emissions, Council must have a new and proactive approach to making our whole transport system not only safer, but more efficient with a lower carbon footprint. Direct investment is needed in multi-modal solutions and enabling lower emissions. We feel Council must look beyond central Government's approach to transport policy, planning and funding in order to meet the urgency required by the climate crisis. Council needs an entirely new, much more sustainable and climate conscious, lens through which to look at these issues.
- 15.4. With regard to any new Roothing projects, it is essential that Council negotiate with co-funders in a very clear way. Council should look to specific outputs that it will fund, such as footpaths and cycle lanes and related infrastructure over simple vehicle carriageways. Co-funders should then be able to fund provision for cars and trucks under their own criteria.

The Board submits that:

- 15.5. **That Council looks at all roading investments, including new builds, resurfacing and painting or other refurbishments through a climate lens compatible with reducing Council's emissions reduction goals. (Priorities 2, 3, 4, 5, 8, 9 and 10.), and;**
- 15.6. **Any roading co-funding meets the costs of project wide road safety, walking, cycling and traffic calming components and overall multi-modal efficiency, including car travel demand management, so that others can pay for the simple carriageway. As well, have all road safety for reducing death and serious injury accidents in line with international best practice. (Priorities 2, 3, 4, 5, 8, 9 and 10.)**

Strategic Direction

- 16. The Board recognises that Council's Annual and Long-Term Plans are designed to give effect to the wishes of Council in meeting its own Top 10 Priorities and those of the ratepayers it both serves and represents.
- 17. While the Long-Term Plan is strategic in its nature and designed to set the general direction and provide some certainty around priorities, major projects rates and funding tracks, it should not lose sight of the yearly and daily priorities of communities. Those short-term priorities and actions are the means through which long term plans are realised.
- 18. Many actions are required of Council on behalf of the community if it is to live up to its aspirations and deliver against its priorities. The community has been participating in a thorough consultation and listening exercise to ascertain what its vision is for the District. It is unfortunate that this has not been to a point where it can fully influence the current Plan.
- 19. ***The Board submits that all future iterations of the Plan are designed around giving effect to the District's vision which is focused on the needs of specific communities. (Priority 8.)***
- 20. In keeping with this approach, Council should do much more to follow through on its declaration of a climate emergency. It is good to see this is mentioned, that major projects have been undertaken and are in the Plan to better cope with climate impacts and, through

the establishment of a Climate Rate, to increase transparency in this area.

21. However, the Board feels that Council's work programme in this area is underreported in the consultation document, specifically around the identification of climate related hazards and the work required to manage them and the forthcoming Climate Change and Resilience Strategy. This is partly due to the timelines around reports on both coastal and inland flooding hazards, and a lack of guidance from central government around how communities should go about identifying and dealing with such hazards. However, in setting the work programme for the next, three and 10 years, specific reference must be made to climate targets, strategies and actions if the community is to have confidence that these will be delivered upon.
22. With regard to Council's afore mentioned Climate Change and Resilience Strategy there is no specific section in the Plan consultation document that deals with this, the nature of the emergency declaration, emissions reduction targets, for both corporate and community emissions, and the anticipation of actions to reduce emissions in line with those targets. This is a major omission in terms of setting the context in which Council operates.
23. It is often said that a climate change lens be applied to all significant decisions. It is not at all clear that this is the case, indeed, it was omitted from last year's consultation on speed management plans. There is also no mention in the consultation document around how decisions around land transport will help to reduce community emissions in line with Council and national level targets, as well as on Council priorities 3, 4 and 8. While the climate strategy is yet to be published, the Board does not see that as a reason to not at least herald that it will need to be taken into account, and action taken, over the next, three and 10 years that are within the scope of the LTP and budgeted for accordingly.
24. Council will need to adapt in light of national Government announcements, particularly around land transport, if it is to meet its own climate targets. It is the Board's view that Council should prioritise walking and cycling infrastructure, leaving Waka Kotahi funding to be focused on providing for cars.

The Board submits that:

25. ***Council do more to identify and communicate climate related hazards and costs the community will face if they are not adequately managed (Priorities 3, 8 and 10); and,***
26. ***Council specifically reference that projects and related spending will flow from the upcoming Climate Change and Resilience Strategy in order to deliver on its targets in line with acting appropriately having declared a climate emergency. (Priorities 1, 2, 3,4, 5,8 and 10.)***
27. Council's long-term approach to managing its finances is a critical issue for Paekākāriki. Affordability will always need to be balanced with ambition and essential spending, especially given the pressures our District will continue to face around climate impacts, population growth and changes to central government's support of policies, programmes and funding.
28. Successive Councils have increased local government debt for future generations while prioritising low rates. It is refreshing to see the current Council take a responsible and

honest approach to our debt problems, the need to get on top of them and its commitment to get on with the necessary job of paying down debt over the long term. We acknowledge this is tough during a cost of living crisis, but will always be cheaper than putting it off yet again.

29. While we see paying down debt as important, and support council to do so, this should not take precedence over social and environmental wellbeing, specifically initiatives that grow Kāpiti's economic base.

The Board submits that:

30. ***Council presses on with a long-term commitment to manage debt down, while ensuring the growth of social and environmental wellbeing in the region. (Priorities 5, 9 and 10.)***
31. The cost of living is an acute challenge for many in Kāpiti. This is felt most by our lower socioeconomic communities and those who risk losing jobs as a direct result of the current economic climate. The board would like to see Council look at ways they can support these groups by reducing some financial stress.
32. Recognising ongoing cost pressures for many ratepayers, the Board would like to see Council review the options it has to put in place alternative measures for the payment of rates. For example, those that are asset rich and cash poor being offered a deferral linked to unrealised asset wealth on a voluntary basis with only the cost of capital being paid in the meantime.
33. The increase in rates is also likely to add additional costs on those renting as landlords may opt to pass on rate increases to tenants. The Board would like to see Council investigate the options it has to protect renters such as advocating for a rent freeze recognising the financial relief that has been signalled for landlords.
34. The District hosts six schools (see Annex A), with a total roll of 1,223 pupils, that benefit from the Ka Ora, Ka Ako Healthy School Lunches programme. This programme makes a significant difference in terms of outcomes for our community as well as Kāpiti's collective future. The board is concerned that changes to this programme's funding will have a direct impact on the region's children. We urge Council to both advocate for its continuation at current levels, or, as a last resort, step in and fund it.

The Board submits that:

35. ***The Plan be focused to directly support those most vulnerable in our community and those hit hardest by central government policy changes, for instance by supporting the continued funding for school lunch programmes if they were to be cut. (Priority 4, 9 and 10); and,***
36. ***To help asset rich, cash poor residents make long term arrangements to pay rates. Any such scheme for the deferred payment of rates should be voluntary (Priorities 9 and 10.); and,***
37. ***Look for ways to protect renters, such as advocating for a freeze on rents to recognise the additional cost of living pressures on renters (Priority 6).***

Annex A

List of schools in the District participating in the Ka Ora, Ka Ako Healthy School Lunches programme.

School	Meal provision	Type of school	Roll
Otaki College	External	Secondary (Year 7-15)	487
Otaki School	Iwi and Hapū	Contributing (Year 1-6)	176
St Peter Chanel School (Otaki)	Iwi and Hapū	Full Primary (Year 1-8)	24
Waitohu School	External	Contributing (Year 1-6)	283
Te Kura-a-iwi o Whakatapuranga Rua Mano	Internal	Composite (Year 1-15)	173
TKKM o Te Rito	Internal	Composite (Year 1-15)	80
Roll total for all schools			1,223

Long-term Plan 2024–34



Respondent No. 110

Response ID 5651681

Date of contribution Apr 15 24 08:42:32 am

Personal information

First name Barnard

Last name Corinne

I'm providing a submission (choose one):
 on behalf of an organisation

Write organisation name here Victory University and New Zealand Symphony Orchestra

Do you want to speak to Council about your submission at our public hearings on 2 May?
 No


Are you happy for your name to be published with your feedback:
 My name can be published with my feedback

Submission

Is there anything else you'd like to tell us about this LTP?

Please find our attached submission on behalf of the New Zealand Symphony Orchestra and Te Herenga Waka-Victoria University of Wellington to the Kāpiti Coast District Council's LTP 2024-34.

Upload any related files

 https_s3-ap-so..._pdf_1713134429

Submission to Kāpiti Coast District Council

Summary

Te Herenga Waka—Victoria University of Wellington and the New Zealand Symphony Orchestra (NZSO) are requesting that Kapiti Coast District Council include \$52,989.88 for the national music centre in Wellington's Te Ngākau Civic Square in its Long-Term Plan 2024-34.

The national music centre will bring together, in a shared location, the extraordinary talent of the New Zealand School of Music—Te Kōkī with the professional mastery of the New Zealand Symphony Orchestra (NZSO). Housing a nationally significant music school alongside a national professional orchestra in the capital city of Aotearoa will produce a leading national and Australasian hub for musical innovation and collaboration, transforming the New Zealand and wider regional art scene, and inspiring future generations.

The centre will include cutting-edge facilities aimed at bolstering New Zealand's post-production film industry and the expansion of live digital broadcast opportunities. It will offer the public far greater access to music and the arts than ever before, with lunchtime concerts, public lectures, workshops, seminars, festivals, and art displays. The national music centre will contribute to the growth, vibrancy, and cultural richness of the region, while also providing economic, educational, and social benefits both locally and nationally.

A fundraising campaign, led by former Wellington Mayor Dame Kerry Prendergast, has already raised \$23 million, with another \$10 million in the pipeline. We are seeking support from all the Wellington region's councils based on population, to ensure the sustainability and growth of the centre. The history of the project and the significant impact it will have on the cultural landscape of our region are outlined below.

A transformational opportunity for the Wellington region and the country

The closure of Wellington Town Hall for earthquake strengthening in 2013 presented a once-in-a-lifetime opportunity to bring vibrancy to the city through a revitalised Te Ngākau Civic Square precinct.

A vision emerged for a national music centre in the heart of the city, supporting greater access to music and the arts for everyone through spaces for musical innovation and collaboration, with world-class acoustics and sound recording facilities. It will include New Zealand's first symphonic-sized specialist recording studios; recognised by major international film companies as the one component missing from New Zealand's film post-production industry. As the first music centre of its kind in the southern hemisphere, it will mirror similar precincts in the major creative cities of the world and establish the Wellington area as a centre of creative excellence and innovation in the Asia-Pacific region.

The project is a collaboration between Wellington City Council (WCC), Victoria University of Wellington and the NZSO, and will provide a new home for the University's New Zealand School of Music—Te Kōkī (NZSM) and the NZSO. Subject to ongoing negotiations with the WCC, the NZSM will relocate to levels three and four of Te Matapihi/Central Library in Te Ngākau Civic Square, once strengthening and modernising work on the library is completed.

The NZSM provides the country's most comprehensive tertiary music offering, encompassing jazz and classical performance, popular music, composition, musicology, vocal and sonic arts, as well as the country's only Master's degree in music therapy that trains registered practitioners for the wider social sector. Alongside its more traditional instrumental assets for classical and jazz performance, and its vigorously developing digital technology and audio production programmes, the NZSM is closely engaged with its uniquely diverse collection of non-Western instruments, including superb taonga puoro, Pasifika, and Asian resources.

New Zealand Symphony Orchestra

The NZSO is one of the world's oldest national symphony orchestras, recognised as an outstanding orchestra of international stature. Their reputation attracts many of the world's leading musicians, conductors, and soloists, and each year their touring programme reaches more than 30 different communities across New Zealand in more than 100 concerts to audiences in excess of 100,000

people. Securing the Orchestra's new home in the capital will enhance the region's cultural identity and provide all residents with access to high-quality performances, fostering a sense of pride and community engagement. The NZSO engages in educational and outreach programmes aimed at schools and communities. By supporting a new home, the Kāpiti coast and surrounding areas can benefit from these programmes, providing opportunities for local students to access music education and fostering a greater appreciation for the arts among residents of all ages.

Support for Arts, Culture and Heritage

The project supports the Council's desired community outcome that the arts facilitate social connection and inclusion, giving people a means of expression, a sense of community and a sense of belonging and identity.

The national music centre will be a focus for innovative musical events that connect and strengthen communities, instil a sense of pride and identity, and enhance individual and community health and wellbeing. It will develop and champion musical arts as an essential community resource in line with Council's support for the visual arts through public art and the Kāpiti Arts Trail. There will be increasing opportunities for the community to participate in cultural activities that they enjoy and find meaningful.

Cultural enrichment

The national music centre will support the Council's goal of a vibrant and thriving Kāpiti and enrich community cohesion and cultural wellbeing. It will serve as a hub for musical creativity, education, and appreciation. It will provide an opportunity for residents of the Kāpiti Coast and surrounding areas to engage with diverse musical genres, performances, and exhibitions, promoting cultural enrichment and artistic expression, including Māori cultural aspirations and promotion of Te Reo Māori.

Talent development and education

Talented aspiring musicians and students from the Kāpiti coast will be able to experience the centre's world-class educational and performance facilities and make connections with the NZSO and other creative industries such as the sound recording and film industry. This will foster the development of local talent and nurture a vibrant music community, leading to a likely growth of music-related employment opportunities. This supports tāngata whenua's vision for the District in the Long-term plan 2021-41 that tāngata whenua creative talents are fostered and encouraged and that young people of Kāpiti are supported to reach their full potential.

Kāpiti Coast has a thriving musical community benefitting from the skills of talented trained musicians.

- Crawshaw Music School in Paraparaumu provides lessons to all age groups with saxophone and clarinet lessons given by NZSM alum and ethical chocolate entrepreneur Gabe Davidson.
- Jazz vocalist and composer Jess Deacon has studied both composition and jazz performance at NZSM and has lectured there on songwriting. As well as performing regularly with ensembles across Kāpiti and Wellington, Jess is giving back to the district's musical community in a significant way She has a monthly Radio show on Coast Access Radio, compiles the Mostly Music weekly gig guide and offers music and performance lessons and mentoring for performance artists at The Music Room studio.
- Kāpiti born Shaan Singh is the lead vocalist and saxophone player for the hugely successful pop sensation Drax Project who have had multi-platinum sales in Australia and New Zealand. Encouraged to perform at Kāpiti College, Shaun then majored in jazz performance at the NZSM where he met the other members of Drax Project. While busking on Wellington streets and playing as a covers band they started including some original compositions and became successful enough to make music their fulltime career. Shaan told Stuff that the one thing that would make Wellington better was getting the Town Hall back so that other kids could create those memories.

Collaboration and innovation

The national music centre will not be exclusively for classical musicians, it will act as a hub for music enthusiasts and industry professionals, fostering collaboration and networking opportunities. Students, artists, and musicians will be able to connect with their peers, exchange ideas, and create

new projects which will contribute to the growth and visibility of the local music scene. Stronger connections between music and other art forms, such as design, sound engineering, film, and theatre, will expose people to transformative technology and enhance musical innovation in the region.

Cross cultural collaboration

Every year the NZSM participates in around 200 musical events, giving students the chance to perform in a range of genres. We have a history of cross-cultural collaboration through music from the Asia-Pacific region and a growing collection of Māori, Pacific and Asian instruments.

The centre will provide spaces in which diverse national and international communities can deepen their connections and enable a wide range of music to thrive, from taonga puoro composition to gamelan percussion, Ethiopian jazz, and the rich musical traditions of Aotearoa's Pasifika communities. Learners, students, players, and staff will enliven Te Ngākau Civic Square and attract new audiences for musical activities.

Community engagement and pride

The national music centre will create new possibilities for exciting events, concerts, festivals and community outreach activities that Kāpiti Coast residents could participate in and take pride in. People of all ages and backgrounds will be able to connect with music, promoting a sense of belonging and community cohesion.

Enhanced regional reputation

The national music centre will showcase the region's commitment to the arts and culture. It will join well-established cultural events like the Aotearoa New Zealand International Festival of the Arts and WOW to elevate the region's reputation as a vibrant and creative destination, attracting attention and recognition both nationally and internationally. This enhanced reputation will have long-term benefits for the wider region, attracting investment, businesses, and the confidence to develop further cultural initiatives.

Economic benefits

The national music centre will attract visitors from across the country and potentially internationally, who will be encouraged to visit the Kāpiti Coast and enjoy its many attractions. This influx of visitors will generate revenue for local businesses, including tourism, accommodation providers, restaurants, and shops.

This supports the Council's aim for a prosperous local economy with ample opportunities for people to work and learn in Kāpiti, growing skills and capability, and potential for jobs, especially for young people. This will contribute to community wellbeing by generating employment opportunities, supporting entrepreneurship and innovation, increasing people's disposable incomes, build resilience and grow value.

Financial support through the Council's Long-Term plan

We are seeking the support of region's councils for funding so that we can ensure the sustainability and growth of the national music centre. Given its vital role in promoting music education, fostering talent, and enriching our cultural heritage, the centre needs all councils to collaborate to secure the necessary resources for its continued success.

We are approaching all the region's councils with funding requests based on resident population (see table in Appendix). Therefore we respectfully request that funding to the extent of \$52,989.88 is allocated in the Kāpiti Coast District Council's Long-Term plan 2024-34. We are open to discussing various options for funding allocation, including spreading it over multiple years.

We appreciate your consideration of this submission, and we would be happy to speak at one of the hearings.

Appendix

Population statistics for regional council funding for the national music centre

Council / Territorial Authority	Resident Population 2022	Population Percentage	Funding request
Masterton District Council	29,000	5.34%	\$26,678.93
Hutt City Council	112,500	20.70%	\$103,495.86
Porirua City Council	76,800	14.13%	\$70,653.17
Upper Hutt City Council	47,700	8.78%	\$43,882.24
Wellington City Council	197,900	36.41%	\$182,060.72
Carterton District Council	10,250	1.89%	\$9,429.62
Kapiti Coast District Council	57,600	10.60%	\$52,989.88
South Wairarapa District Council	11,750	2.16%	\$10,809.57
Total population	543,500	100%	\$500,000.00

Alcohol Licensing Fees Bylaw Submissions



Respondent No. A-36

Response ID 5668390

Date of contribution Apr 24 24 07:57:58 am

Personal information

First name Mandy

Last name Savage

I'm providing a submission (choose one):
 on behalf of an organisation

Write organisation name here Cancer Society of NZ Wellington Division

Do you or your business supply or sell alcohol?

No

Please let us know what ward you live in
 Waikanae

Do you want to speak to Council about your submission at our public hearings on 2 May?
 Yes

Are you happy for your name to be published with your feedback:
 My name can be published with my feedback

Alcohol Licensing Fees Bylaw submissions

Do you support the proposed Alcohol Licensing Fees bylaw?

Yes

Would you like to provide feedback on why you support the proposed Alcohol Licensing Fees Bylaw?

I do not believe that as taxpayers we should be funding harmful commodities. Here at the Cancer Society We want people in Kāpiti to be part of safe, active and healthy communities. However, we know that in this community alcohol is a problem. Alcohol is a Class 1 carcinogen and is causally linked to mouth, throat, voice box, esophagus, bowel, liver and breast cancers. Drinking even low amounts of alcohol regularly increases your risk. Additionally, alcohol use increases the risk of over 200 physical and mental health conditions, and causes many injuries.

Long-term Plan 2024–34

Respondent No. 317

Response ID 5676077

Date of contribution Apr 28 24 09:58:41 pm



Personal information

First name

Last name

I'm providing a submission (choose one):

as an individual

Please let us know what ward you live in

Raumati

Do you want to speak to Council about your submission at our public hearings on 2 May?

Yes

Are you happy for your name to be published with your feedback:

I do not want my name published with my feedback

Submission

Proposal 1: Three waters funding

Which option should we choose? (select one option)

Option 1: Fund \$4.7 million shortfall with an additional 5% rates increase in Year 1.

Would you like to expand on your answer for option 1?

We need to pay for what we use.

Does this year's shortfall includes additional infrastructure (capital development) or is it purely running costs of existing 3 water services?

As any household would do - cut your cloth according to your income. Negotiate with ratepayers about increasing rates for the 3 water services and differentiate between vitals (running costs), additional (capital development)

Proposal 2: Proactively reduce Council's debt

Which option should we choose? (select one option)

Option 3: Apply average rates increases of 6% per year from 2025/26 to 2033/34

Would you like to expand on your answer for option 3?

Stop adding to debt with consultants' reports. In the 36 years I've lived in Kapiti our council has engaged in a vast array of consultants reports at a huge cost. Yet engagement with the community of ratepayers is limited and/or ignored. That's not the right way round and needs to change. Remember that the Kapiti Community contains some eminently qualified people who can speak as 'consultants' on all community topics. So, ASK. And make it easy for the community to know that you are asking and make it easy for the community to respond to questions about our community.

Proposal 3: Transfer Council's housing for older people Which option should we choose? (select one option)

Option 3: Older persons' housing continues to be delivered by Council with no option to grow the portfolio

Would you like to expand on your answer for option 3?

If the housing is owned by KCDC then steward these properties with the necessary maintenance and upgrading as necessary.

'With no option to grow the portfolio' is an addition that confuses the question.

1. Care for what KCDC owns (on behalf of rate payers)
2. The question of growing the portfolio is a separate question. Do ratepayers want KCDC to grow the portfolio? What sized financial investment is envisaged or proposed? How is that financial investment to be recovered - over what time period? through rental charges? subsidised or market rate?

New climate action rate

Which option should we choose? (select one option)

Option 2: Make no change to how we allocate funding our climate change activities

Would you like to expand on your answer for option 2?

No, No, No, No, No.

KCDC is not charged with managing the planet or the climate.

Climate change is based on conjecture, future projections, and modelling. No one knows. Modelling is based on someone's science, and the assumptions that science is based on.

Covid 19 Response did similarly - dire projections, fear of massive overload, modelling that warned of devastation that, in fact, did not occur as stated. The modelling proved false in the long run. Hospitals were not overwhelmed. Thousands were not dying in the streets. Children were not at risk of dying as stated by central government.

Climate Action is based on similar assumptions, modelling, projections, and quasi 'science'. I call it BELIEF SCIENCE. It is not science in the classical sense of reproducible experiments that prove a hypothesis.

Thus adding a targeted climate action rate is the gathering of funds for something unknown, based on an unproven hypothesis, and future projections.

Question - what are climate change activities?

If giving away \$100,000 pa for 'climate action' grants for 'climate sustainability' constitutes a climate change activity, I say NO.

STOP THE NONSENSE.- increasing rates to give rate funding away in climate action grants is like a lollie scramble amidst campaigning for reducing sugar intake to improve childrens' health.

Rate payers don't pay rates for them to be given away.

Rates are to pay for community infrastructure.

STOP THE GIVEAWAYS.

KCDC has not done its job in keeping ratepayers informed.

CAP meetings were initially poorly attended until community groups became aware of the poor process. Council reaction limiting meeting size and cancelling meetings in UNDEMOCRATIC and shows the process to be a SHAM.

There has not been an effective avenue to discuss 'the science' the whole premise is based on - namely the Jacobs Report. Few ratepayers have heard of this report. A COSTLY CONSULTANT'S REPORT

No effective debate on 'the science' in this report has taken place.
The first KCDC letter to arrive in my letterbox about CAP, and Takutai Kapiti arrived mid April 2024, 6 weeks before the end of the 3 year process. SHAMEFULLY INADEQUATE CONSULTATION WITH PUBLIC

If you have any views on these policies, please comment here:

Consult with ratepayers before simply increasing rates year by year.

We need to know how rates are being spent.

We need confidence that council spending reflects the buoyancy of the current state of our economy.

Post pandemic the community (business and private) is still recovering. 17% rates increase for 2024 is not in line with cost of living index, wages and salaries.

Perhaps the KCDC CEO's recent salary increase is a good example of liberality in a time when the community is more characterised by being in recovery mode and struggling to thrive, post Covid.

If you have any views on these other items, please comment here:

Enhancing Democracy - STOP creating non-elected positions at the Council table.

This is not democracy.

I understand there are mana whenua advising community boards to make submissions to council.

But unelected seats at the table with full voting rights is a subversion of the democratic process in a liberal democracy.

This needs to be put to the voting public to decide.

Is there anything else you'd like to tell us about this LTP?

Covid 19 is over - stop perpetuating the pandemic.

We don't need security guards at the KCDC service centre entrance.

The council is there to serve the community.

It's not a bank with gold and silver to protect.

Water Services

ASK RATEPAYERS - do we want fluoride in our water? Let us decide, since we are the consumers of that water. If the community replies with a clear NO, reduce rates by the amount saved by not adding the chemical to the water supply.

Roading -

The section of Main Road South between Raumati Road and Poplar Avenue needed to be repaired by Transit before handing it over to KCDC as a local road. This section of road took a hammering in the construction stage and has not yet been effectively restored. The section of Main Road from Raumati Road to Kapiti Road has had millions spent on it, yet the southern section has been neglected.

I have seen various contractors (e.g. Opus) performing road inspections. Yet years later there are still sections of asphalt surface that remain pot holed and deteriorating. Money is spent on consultant reports but not on the task of repair. WRONG. Ask bus drivers, local cartage companies, taxi companies, NZ Post delivery, driving instructors, etc which parts of roading need attention.

Paraparaumu Transport Hub

I call it a THEME PARK. The Pohutukawas were saved only under protest. NO CONSULTATION

The time taken to do the work - SHAMEFUL.

Placing another set of traffic lights on a main road - UNNECESSARY

The subway - NO CONSULTATION regarding its use and its effectiveness

The crossing - NO CONSULTATION, and though the crossing has turned into a ratepayer funded theme park, with traffic lights, the very item approved by council - A CROSSING - is not evident. There is no crossing. As I understand it, a crossing is standard and governed by legislation. White lines in a specified size and order. No evidence of this can be seen. Yet 9 million has been spent on the pretext of a crossing. SHAMEFUL

Don't take away the subway.

Paint the crossing across the road - IN WHITE (NOT IN RAINBOW COLOURS!!!)

Cycle and Pedestrian Path on Waikanae River Bridge

The finished pathway is not what was voted on by council, it is not held by the cantilever arms installed in 2023 for the option voted on. The cost is eye watering, including the cost of traffic management. The finished product looks like a maximum security prison. Yet the bridge crossing south of Paekakariki, which accesses the coastal escarpment track is simple, effective, and cost a fraction of what has been spent at Waikanae. OVER EXPENDITURE OF TAX PAYERS FUNDS, IN THE EXTREME.

Parks and Open Spaces

Raumati South Park has just had a 'scorched earth' policy enacted.

Who decided to cut virtually every mature tree from the park land all at once?

ASTOUNDING.

And the wood? Where has that ended up?

Sale of the firewood could help pay for the expense of hiring the arborists.

Our Libraries

STOP FUNDING DRAG QUEENS to read to children.

This is wokism - pandering to an ideology.

There was a protest outside the event by women offended at the whole gag. Interesting. Women see through the pretence.

I attended. It was embarrassing. The drag queens were not skilled oral readers - a poor showing at a library. Stop sexualising children. Stop the misrepresentation of women. Having drag queens reading to children, clearly looks like grooming. STOP THE NONSENSE.

Community Facilities

Ngahina Community Centre

Closed due to mould concerns

What would a business do? Have a builder investigate and then make a plan to have it fixed.

Knocking it down is a huge waste.

Fix the roof, stop any leaks, reconfigure the rooms inside, open the community centre to community service providers, interest groups and community hire.

A consultant was hired to engage with the community. HOW MUCH WAS SPENT ON THIS?

I have been a service provider hiring community centre rooms to run defensive driving courses.

I have met with council employees twice to talk about the community centre's future, yet, strangely, had not been contacted by the consultant. Surely, the people to engage with would be those who hire the facilities, regular users, and information on the types of groups hiring and how the facilities serve them

Major Events Funding

Again, rates money comes from rate payers for the funding of council infrastructure. Giving rates money away for the funding of major events, contrasts with continuing to maintain and develop infrastructure, a sharp increase in the cost of materials since the Covid era, and then expecting to increase rates by 17% is DIFFICULT FOR RATEPAYERS TO SWALLOW.

I suggest this is not the core business of council. ANOTHER EXAMPLE OF GIVING RATE FUNDING AWAY when it is sorely needed for core council business.

Consultation

Consult with community. Limited use of consultants to report - THIS IS A COSTLY EXPENDITURE

Review facilities provided for campervan visitors to Kapiti - approved parking places, toilets, water, waste disposal, etc.

Climate Change and Sea Level Rising -

These are creating further fear in the community.

The most obvious 'climate change' we all observe is called WEATHER and SEASONS.

Sea Level Rising - is not obvious, and not currently observable. It is a future projection and modelling. It is based on assumptions that the community needs to be consulted over.

This is NOT KCDC CORE BUSINESS.

This is coming from the Ministry for the Environment and Dept of Conservation and United Nations International Panel on Climate Change.