

BEFORE THE KĀPITI COAST DISTRICT COUNCIL

IN THE MATTER of the Resource Management Act 1991 (the Act)

AND

IN THE MATTER of Private Plan Change 84 to the Operative Kāpiti
Coast District Plan

**EVIDENCE OF NEIL DONNELLY ON BEHALF OF
KAPITI COAST AIRPORT HOLDINGS LIMITED**

Dated: 27 JANUARY 2017

INTRODUCTION

1. My name is Neil Donnelly. I am the General Manager of Resource Management at the Todd Property Group Limited (Todd Property), a position I have held since Todd Property came into existence in 2008. Kapiti Coast Airport Holdings Limited (KCAHL) is a wholly owned subsidiary of Todd Property. I have had 15 years' experience in land and property development after working for a number of years as a planning and resource management consultant, both in New Zealand and overseas. I have Bachelor of Planning, Bachelor of Commerce and Masters of Planning degrees from the University of Auckland and have been a full member of the New Zealand Planning Institute since 1999.
2. Todd Property is responsible for designing, funding and building some of New Zealand's largest land development projects including:
 - Stonefields, Auckland;
 - Pegasus, just north of Christchurch;
 - The Ormiston Town Centre, Auckland;
 - Long Bay, Auckland; and
 - owning and operating Kapiti Landing.
3. While I am employed by the Todd Property Group, and therefore am not an independent expert witness, I have read and agree to comply with the Environment Court's Code of Conduct for expert witnesses outlined in the Environment Court's Consolidated Practice Note 2014. I have complied with this practice note in preparing this statement of evidence. I also confirm that my evidence is within my area of expertise except where I state that I am relying on what I am being told by another person. I also confirm that I have not omitted to consider material facts known to me that might alter or detract from my expressed opinions.

KAPITI LANDING

4. KCAHL is solely owned by Todd Property. The airport land holding is approximately 125 hectares, of which 40 hectares is used for the core operations of the airport including hangarage, runway, terminal, parking, and so on. Even disregarding the 40 hectares used by airport operations, the remaining 80-plus hectares not required for current or future airport operational needs represents the single largest urban land holding in the Kāpiti District. It is therefore a significant resource that has the potential to greatly enhance Kāpiti if managed in an appropriate fashion.

5. At present, a wide range of activities have established at Kapiti Landing, or have consents to do so. This includes a Mitre 10, a car sales yard, a service station, an automotive repair business, a small supermarket and a Repco, amongst other smaller tenancies such as a hamburger takeaway restaurant and a liquor outlet. Excluding the Mitre 10, there is approximately 10,000m² of retail activity on site. Even accounting for differences in classification, this is greater than other retail centres identified within the October 2015 Retail Analysis and is comparable with Otaki and Paraparaumu Beach.
6. As such, Kapiti Landing has developed into an alternative retail node which fulfils a role for the Kāpiti community. Given the willing landowner, it has the potential to accommodate other uses not usually associated with, or who may not wish to locate within, the traditional centres of Kāpiti and thereby further enhancing community and business choice and increasing the quality of offering.
7. It is my opinion that Kapiti Landing has significant potential to be developed into at least a district-wide asset of value to the community, and potentially of sub-regional significance. Kapiti Landing is a significant piece of easily developable land, owned by a willing investor, located mid-way between the town centre and the beach and will soon be easily accessible from the Expressway. To not recognise the potential of this in a planning sense would, in my opinion, represent a poor outcome. Planning as an exercise, in my view, is not solely about mitigating effects or directing land uses, but is necessarily proactive in nature and allows the capture of opportunity. The current prohibited activity status for supermarkets, department stores, grocery stores, and noise sensitive activities precludes some of those opportunities.
8. For a whole range of reasons including lack of rail transportation, no civic facilities, no concept of a main street, economic viability, existing activities, location and size of catchments, the airport land will never be a town centre in the traditional sense. A cogent future for the 125 hectares centrally located within the district will not be known with any greater certainty without undertaking and completing what will be a complex master planning exercise. The resource management regime currently proposed to apply to the site, both in terms of site-specific provisions and wider district applicability, is not conducive to such an approach and I have been unwilling to commence such an operation in light of this. This is a large part of the reason why development to date that is more reactive and ad hoc than is optimal.
9. As such, all that KCAHL is trying to achieve through its private plan change request is to recognise the potential of its role within the Kāpiti community by unlocking prohibited activity status for a range of activities that will increase the quality of offering, without detracting from the role and function

of the existing Paraparaumu Town Centre and other centres throughout the district.

CONCLUSION

10. KCAHL is not looking to supplant, replace or undermine the Paraparaumu Town Centre. In fact, it is my opinion that the better the town centre is, the better the entire district will be, including the airport land. KCAHL is however seeking a resource management regime within the District Plan that appropriately recognises the land resource represented by the airport land and the ability for this to be sustainably managed into the future by allowing some greater flexibility in the type of activities that can be contemplated, and subject to appropriate consenting decisions, be invested in.

Neil Donnelly

27 January 2016