

Supplementary Submission RM210149 Kapiti Gateway

- 1 The s42a reports raise issues requiring further scrutiny, especially relating to the southern carpark.
- 2 Details relating to the engineering , including earthworks are contradictory and scant to the point that assessment of environmental effects is difficult if not impossible.
- 3 Rebecca Cray(RC) in para 6 refers to “the updated version of the LVA, dated 11 April 2022 is appendix 8 to the AEE of the project”
- 4 In that report (pg4) Southern Carpark(Zone 6) “ the reconfigurations and extensions are proposed to sit at the same elevation as the respective adjacent existing car parks”.
- 5 “Other technical details include:
Earthworks and batters required to establish flat asphalt carparking surface. Cut down to a maximum 3.3m above sea level”.
- 6 Emma McLean(EM) in para 77 ‘the carpark has been designed with a finished ground level of RL 4.0 “.
- 7 The AEE pg5 states that “earthworks at the Zone 6 carpark comprise 550m3 of cut and altering the original ground level by no more than 1m”.
- 8 When one looks at the site from the adjacent carpark (and I suggest the Commissioners do on their site visit) that it is clear that that the cut is greater than 1m.
- 9 I attach as Appendix 1, a KCDC contour overlay of the subject site which confirms the above.
- 10 It also confirms that the Foredune, is one dune (not dunes) with a crest height of 5+metres, in the vicinity of the back of the proposed carpark and will be impacted by earthworks.
- 11 Tom Anderson(TA) para 144 states “There were no submission points directly relating to proposed earthworks”
- 12 This is clearly not true, refer submissions 3 and 4 and if the correct information was presented (ie cut >1.0m) there would have been greater scrutiny of earthworks, and more submissions.
- 13 In my opinion, the lack of the provision of a topographical survey, with technical engineering and earthworks drawings, including the batter slopes; and especially after submissions, is a serious omission of information relevant for assessment of environmental effects, and needs to be addressed now for all submitters.
- 14 Also the inconsistencies highlighted above in the experts’ reports, need clarification.

- 15 “The impacts of backdune modification in close proximity to the coast is a dominant aspect of the works required to establish the carpark, and as such the effects are considered to be **moderate**” (AEE pg 16)
- 16 The correct geomorphological term is **Foredune** for the total area from front to back of the subject dune in this consent. There seems to be reluctance from experts in their reports to call it a **Foredune**.
- 17 TA para 50 highlights relevant objectives from the New Zealand Coastal Policy Statement 2010.
Objective 1 ‘Safeguard the integrity, form, functioning and resilience of the coastal environment and sustain ecosystems’
Objective 2 ‘Preserve the natural character and protect natural features and landscape values’
Objective 5 “Ensure that coastal hazard risks taking account of climate change are managed”.
- 18 TA para 94 “Both landscape architects are in agreement that the effect on natural character from a localised perspective (defined as being 55,56,57,58 Marine Parade) is moderate, and that on the wider environment the natural character effects are low-moderate. The proposed offset mitigation planting proposed by the applicant is an important element in coming to these conclusions”
- 19 TA para 95 “Based on this advice, there is at least a minor adverse natural character effect on the wider environment”
- 20 In my opinion, the suggested mitigation planting does little to reduce the adverse natural character effects for 55-58 Marine Parade. The main mitigation planting is to the south of Carpark 6, and generally out of our view.
- 21 In my opinion, excessive plantings can have unintended negative behaviour (eg a “bush toilet”). Excessive plantings were in place (see aerial photo 2001 pg 48 Maclean Park report), but were removed (photo 2013, pg 48), for a more open public environment. We experienced wild cats and drug activity (syringes and needles) in the southern end of Maclean Park in early 2000’s.
- 22 The proposed vegetation strip planting at the front of the carpark is totally inadequate given the severely reduced width of 0.8m, with little growing space for any significant vegetation screening, and especially for 56 Marine Parade with our elevated house.
- 23 EM. Other Matters para 150 “The project is consistent with within the Management plan “(Maclean Park).
- 24 No, the project is inconsistent with the Management plan in that the new southern carpark deviates from the plan as it is now mainly located in the General residential zone, and not in the Management Plan’s location further north in the Town Centre Zone.

25 EM. Limited notification para186-192. stated 53-60 Marine Parade are deemed
to be adjacent land, and potentially adversely affected. 55-58 Marine Parade
were notified, but 53,54,59,60 were not. I submit that this is an injustice and by
default of notification, and their rights have been denied.

26 RC. para 7d, visually assessed 54 Marine Parade, as well as 55,56,58.

27 Appendix 8 pg 21"Residential viewing audiences are more sensitive to
permanent changes in their views, and while the proposed changes are well
designed and sit lower (assumption) within their views, the residual visual effect
for these residences is still considered to be moderate.

28 pg 23 Zone 6 carpark "this extension of development will contribute to the
further loss and modification of Maclean Park's remaining duneland, comprising
part of Kapiti's coastal environment. The zone 6 carpark therefore does not
represent the most 'appropriate' use of the portion of Maclean Park"

29 pg24 " The natural character values are compromised by this landform change
within the coastal environment".

30 The parking supply analysis is premised by "like for like" replacement of carparks,
and "the Kapiti island Tours is not expected to place an increased demand on the
existing carpark supply(Megan Taylor para 24), and "all travel is by private
vehicle"(TA pg 100).

31 In my opinion, the parking requirements are overstated especially with respect
to the latter statement of all travel by private vehicle. I would expect some
expert analysis and opinion on alternative travel (public transport, cycles) and
government and Councils initiatives to reduce carbon footprints for this new
activity(Gateway project). I therefore question the need for the new carpark,
especially in zone 6, Maclean Park.


Murray Guy



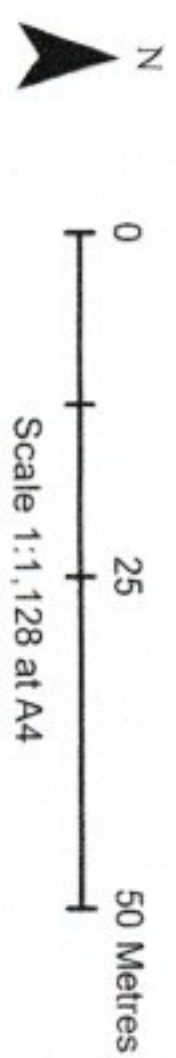
2 October 2022



Key to map symbols

-  Parcel Boundaries
-  Street Numbers
-  Road Names

APPENDIX 1



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Nau mai, haere mai

Freedom Camping Site

Paraparaumu Site #3



Maximum 1 self-contained vehicle at any time



Maximum 24 hour stay



No camping permitted



Alcohol-free zone 9pm – 6am



Take your rubbish with you



Dogs on-leash only

Please look after our environment and enjoy your stay



For more information on freedom camping in Kāpiti
www.kapiticoast.govt.nz/freedomcamping

Kāpiti Coast
DISTRICT COUNCIL
He Kōwhiri Whakamārama, Ka Tōre Whakamārama