

MONDAY 17 May

TIME	Individual/ Organisation	Speaker for Organisation	Submission Number
9:30 a.m. - 9:45 a.m.			
9:45 a.m. - 10:00 a.m.	KCA	Lyn Sleath	21LTP -12 + 21
10:00 a.m. - 10:15 a.m.	Raumati Village Business Association	Bede Laracy	21 LTP - 08
10:15 a.m. - 10:30 a.m.	John Robinson		EHQ - 01
10:30 a.m. - 10:45 a.m.	Marco Zeeman		EHQ - 10
10:45 a.m. - 11:00 a.m.	Georgia Choveaux		EHQ - 16
11:00 a.m. - 11:15 a.m.	MORNING TEA BREAK		
11:15 a.m. - 11:30 a.m.	E Tu Otaki	Shelley Warwick/someone else	21LTP - 22
11:30 a.m. - 11:45 a.m.	KEAG	Shelley Warwick/ Ruth Halliday	21 LTP - 23 & 21 LTP - 26
11:45 a.m. - 12:00 p.m.	Kapiti College	Tony Kane	21LTP74
12:00 p.m. - 12:15 p.m.	Waik Community Board	James Westbury	EHQ - 29
12:15 p.m. - 12:30 p.m.	Adrian Gregory		EHQ-58
12:30 p.m. - 1:30 p.m.	LUNCH BREAK		
1:30 p.m. - 1:45 p.m.	John Le Harivel		EHQ - 13
1:45 p.m. - 2:00 p.m.	Peter Ryan		EHQ - 09
2:00 p.m. - 2:15 p.m.	Nga Manu	Matu Booth	21LTP - 11
2:15 p.m. - 2:30 p.m.	Kapiti Climate Change Action	Dawn Brook	21LTP - 56
2:30 p.m. - 2:45 p.m.	Rachel Barwell		21LTP - 54
2:45 p.m. - 3:00 p.m.	Shaun Johnson		EHQ - 06
3:00 p.m. - 3:15 p.m.	AFTERNOON TEA BREAK		
3:15 p.m. - 3:30 p.m.	Kāpiti-Mana Branch of Royal Forest & Bird Protection Society of NZ Inc	Russell Bell	21LTP - 35
3:30 p.m. - 3:45 p.m.	Sarah McMurray		EHQ-54
3:45 p.m. - 4:00 p.m.	Deirdre Kent		EHQ - 07
4:00 p.m. - 4:15 p.m.	Sue Lusk		EHQ-57
4:15 p.m. - 4:30 p.m.	Templeton Kapiti Ltd	Murray Smith	21LTP - 51
4:30 p.m. - 4:40 p.m.	Paraparaumu College	Craig Steed	21LTP-07
4:45 p.m. - 5:00 p.m.	Paul Hughes		21LTP - 46
5:00 p.m. - 6:00 p.m.	DINNER BREAK		
6:00 p.m. - 6:15 p.m.	Paul Callister		21LTP - 34
6:15 p.m. - 6:30 p.m.			
6:30 p.m. - 6:45 p.m.	Kapiti Youth Council	Ella Kirby (on behalf)	21LTP - 62
6:45 p.m. - 7:00 p.m.	Olivia Campbell		EHQ - 21
7:00 p.m. - 7:15 p.m.	Andrew Hollis		EHQ - 22
7:15 p.m. - 7:30 p.m.	Mike Alexander		
7:30 p.m. - 7:45 p.m.	Older Persons Council	David Ogden	21LTP-13
7:45 p.m. - 8:00 p.m.	KEDA	Liz Koh & Stuart Ayres	21LTP - 45 &
8:00 p.m - 8.15 p.m	Chris Kroger		EHQ-05
8.15pm FINISH			

27 January 2021

Corporate Planning & Reporting
Kāpiti Coast District Council
Private Bag 60 601
Paraparaumu 5254

Attention

2021-41 Long Term Plan

Submission to 2021 LTP from Kapiti Cycling Action – Improvements to Peka Peka Road

Below is the submission representing the views of about 22 members of the Cycle Action Network residing on the Kapiti Coast (KCA). You may wish to also refer to our earlier submission to the 2018-38 LTP and your reply reference 18LTP-298 of 5 October 2018.

This submission also reflects the views of the local equestrian community and the road cycling community. We understand that council staff may be planning to place a request for funding to the 2021 LTP, although we have not been consulted or supplied with details.

Outline of Proposal

1. Immediate Action in 2021-22. Promote responsible sharing of space using minimal costs and without significant infrastructure improvements. Estimated cost \$5000 to \$10000.
2. Long Term 2022-24. Review success of traffic calming measures. Reconsider decision not to lower legal speed in central section. Consult with vulnerable road users. Investigate infrastructure work required to improve the road space. Estimated cost \$0.5 to \$1.0 M.

Resources Required

Physical costs as above. Human resources input unknown, but would be sourced from current council staff.

Problem Statement

Political View - Waikanae Community Board March 2019 summarised (full text in Appendix 2)

Waikanae Community Board discussed the proposed speed limits earlier this year, and stated that Peka Peka Road was the worst in their region because of speeding vehicles. They disagreed with the council's proposal to create a 60 km/hr speed limit at the eastern end, describing new speed signs as a "band aid" when the entire road was the problem. Following the completion of PP2O the Board believed that there would be a significant increase in vehicles using this road. The WCB reluctantly supported the new 60 km/h restriction past Harrison's Cafe.

In 2019 Council proceeded with the reduction in speed from 80 to 60 km/hr on the 700 m eastern end of Peka Peka Road between the interchange and No 94, and erected PW-35 "Watch out for cyclists" signs at the ends of the 1200 m central section which remains at 80 km/hr.

Traffic data supplied by council

It is 2400 m between the interchange at the eastern end of Peka Peka Road and the junction at the western end with Paetawa Road. The current road seal width is 5.5 m without any shoulder or cycle lane. There is a lack of space for cyclists to use the road safely, with no opportunity to move clear of overtaking motor vehicles. The legal speed limit is 80 km/hr in the 1.2 km central section. 2019 council traffic figs on the central section indicate reasonable compliance with the 80 km/hr speed limit, with about 1000 vehicles per day each direction. Council staff do not expect this to increase in the next 17 years, a statement that is in contradiction with the WCB's expectation of a doubling of traffic flows following completion of the PP2O Expressway later this year. There were 17 bike movements per day recorded at the last count in 2011, but this number omits significant weekend activity. Kapiti Kruzers has suggested that at weekends about 17 cyclists per hour use the road.

Information from Equestrians

Kapiti Coast Equestrian Advocate Shelley Warwick opined "For equestrians the issue is speed of cars which is dangerous near to horses. Equestrians cannot use the road verge because of its condition. Motorists have become familiar with the existing "drive with care" signs that were erected at the two road ends about fifteen years ago. These signs would be more effective if relocated to new locations to focus drivers on the central 80 km/hr section. Equestrians would prefer to be separated from cyclists and walkers, e.g. as per the expressway shared pathway."

KCA has also spoken to two equestrians residing on Peka Peka Road (see Appendix 1), who emphasised the need for a lower speed limit and adequate space on the roadside verge.

The challenge for cyclists

Peka Peka Road has been signposted as "Kapiti Coast Cycle Route" for at least fifteen years. The road is now included on council brochures as a suggested cycle circuit incorporating the coastal Paetawa Road and the expressway pathway. Council has an obligation to the local cycling community to provide a safe network.

In 2019 leading recreational cycling club Kapiti Kruzers conducted an email survey of its members (Appendix 3). Members favoured a 60 km/hr speed limit in the central section, and provision of a sealed shoulder or paved shared track.

KCA performed an online cyclist survey in November 2020 (Appendix 4). Respondents covered a wide range from recreation road cyclists to occasional social cyclists. 60% of those surveyed were concerned about safety on Peka Peka Road. About half of respondents favoured a sealed shoulder, and about a third suggested a separate off road path. There was little support for either a lower speed limit or new warning signs.

At a council Road Safety Advisory Group meeting September 2019, council officer Glen O'Connor offered the following:

"The current speed that vehicles travel at along Peka Peka Road is quite high, and as such just dropping the speed limit would not result in drivers slowing down – the only real fix would be to apply traffic calming features like narrowing the road, judder bars, etc – and this isn't realistic to do on a rural road."

Immediate Options for the 1.2 km central 80 km/hr zone considered from research

We challenge the council officer's assertion that traffic calming measures are not possible in a high speed zone. KCA has performed a review of international papers on the issue of traffic calming on rural roads. These include NZTA Speed Management Guide 2016, FHWA Traffic Calming in Rural Communities 2009, and NZTA Traffic Calming (this paper includes a case study at SH1 Te Horo where the speed limit has been reduced from 100 to 80 km/hr). Tree planting was suggested in the verge close to the road edge (US paper), but we have discounted this because the area is an escape route for cyclists, and equestrians have called for the road verge to be kept clear for horses.

The suggestions that appear to have merit in the central 80 km/hr zone are:

- Gated threshold signs – a pair of new large signs depicting “share the road” at a cost of \$5000 in strategic locations.
- Road marking of speed limits – white numbers on a red background at the 80 km/hr boundary. Council has used this technique elsewhere around schools.
- Larger 80 km/hr speed limit signs – NZTA recommends 900 or 1200 mm for state highways where emphasis is required. Say \$2000.

We also observed that Porirua City Council have successfully held traffic speed on rural Grays Road at 60 km/hr for at least ten years by erecting short sections of “hit sticks” on the median at the two ends of the road. These are frangible and may provide a useful psychological signal.

Long Term Solutions

Noting that cyclists favour either full separation or provision of a road shoulder, we have two options which are not mutually exclusive:

- A 2.5 m two way shared pathway and 1 m grass strip on one side of road over the entire 2.4 km length – costed by council at \$0.6 to \$1.0 M. Ideally this should be paved or chip sealed.
- Two 1.0 m sealed shoulders over the entire 2.4 km length at \$0.5 to \$0.7 M. This work could be phased, with the central 1.2 km section the higher priority. Alternatively, the Kennett Brothers have suggested a single 2.5 m sealed shoulder on one side for two way operation.

We suggest that following completion of the immediate traffic calming measures, council should assess the effects whilst preparing a business case for supporting the long term solution, with funding from NZTA or Rotary Pathways Trust. Any proposals MUST be fully discussed with the wider cycling community and local equestrians.

Speed Reduction

A reduction in the current 80 km/hr speed limit over the central section of the road was the clear preference of road cyclists surveyed in 2019 (Appendix 3). We strongly suggest that Council should revisit their 2019 decision not to lower the legal speed in the central section, noting the views of the WCB and local cyclists that 60 km/hr would be more in keeping with the adjacent rural road sections. Council has argued that they must maintain a higher legal speed limit because of the “arterial” nature of this road - but with lower legal speeds now applying at both ends only 1.2 km remains at 80 km/hr. This amounts to a travel time difference of only ten seconds. When the council's speed limit review was performed in 2019 the latest Road Speed Limit Rule was relatively new, and road controlling authorities were facing challenges to set limits that were both “safe and appropriate” and sustainable. Public acceptance of lower open road speed limits appears to have

changed slightly since 2019, with several sections of rural state highways receiving lower legal speed limits because of safety issues (e.g. SH6 Blenheim to Nelson and SH58 Haywards Hill). The accepted test of speed limits used in the new Road Speed Limit Rule is “safe and appropriate”.

We submit that to have vehicles travelling close to vulnerable road users at 80 km/hr is NOT safe and appropriate.

Appendix 1 - List of those consulted in preparation of this submission

Equestrian community

Residents of Peka Peka Road. Emma Bowman and Tracey McKee.

Shelly Warwick, Convenor Kapiti Equestrian Group and member council's CWB and Road Safety Advisory Groups.

Cycling community

Warren McDonald, chair of Kapiti Kruzers.

John Christian, Malcolm Parker, and Garry Aitchison, members Kapiti Kruzers.

Appendix 2 - View of Waikanae Community Board about Peka Peka Road in 2019.

Extract from agenda to WCB meeting 21 May 2019. This included comments from the Board about the council's speed limit review stage 2 proposals.

The board is concerned the safety concerns raised on these roads are being fixed with a bandaid – in the form of a new speed signs. Peka Peka Road is the worst case scenario in the roads in the Waikanae Community Board boundary. This road is well known as a dangerous road. The current speed limit on it is 80 km. KCDC is suggesting that about the first 1 km on it from SH 1 is to drop to 60 km. This might slow traffic down but this speed restriction is not consistent with rest of the road. The state of the road is just as bad as the reminder of the road that is proposed to remain at 80 km. The board also notes that the section of the road to the west of Paetawa Road is 50 km. So at the western end of this road there would be speed limits for motorists to manage within 0.5 km which is confusing.

The board is also interested in hearing what mitigation measures are going to occur for section of Peka Peka Road that is in SH1 revocation corridor, and of KCDC's plans to make Peka Peka Road safer in light of the NZTA decision to not build 2 more access arms and the potential of 1000 more vehicles travelling along that road when the expressway opens from Peka Peka to Otaki next year in 2020.

Appendix 3 - Views of road cyclists September 2019

John Barber	Peka Peka Road is a major Road Cycle route with high numbers of riders every day of the week but especially in the Weekends. As you know, road bikes are not suitable for "cycle paths" due to the speed they travel at (30 KPH), the large group numbers riding together, and they are often surfaced with gravel which is not suitable for the 23 mm wide tires on road bikes. These factors make cycling on cycle paths dangerous for other users (small slow moving family groups etc.) as well as the road cyclists themselves. Peka Peka Road is not wide and has no cycle lane or even a "shoulder" for road bikes to get off the road. The most practical solution for reducing the risk of car v's cycle incidents would be to lower the speed limit. For this reason, I support a reduction of the speed limit on Peka Peka Road to 60 kph.
Dennis	It sure gets my support Maybe they should a "hi speed road for cars and dedicate the existing road to their cycling community?
Eddie	I agree to a 60kph max speed limit on PP road and am happy to support a formal proposal.
Lisa	I think a 60kph max speed limit is a great idea and support any proposals made in this regard.
Ross Leger	I would like 60.
Murray Lobb	I struggle to understand why Paetawa Road is 60kph and Peka Peka Road is 80 kph. If anything Paetawa Road is a safer roadway than Peka Peka Road. I support a 60kph limit as long as it is enforced.
Linda	Peka Peka Road cannot manage 80 k. Horses, families, cyclists, and an ever increasing population growth make higher speeds unsafe. 60k max.
Mike	It doesn't make sense to have 80km where it is more dangerous than around the corner on Paetawa Rd where it feels safer and is already at 60km.
Gary	I am right behind the lobby to reduce the speed limit to 60KPH. However what is against us is the option of using the cycleway the Council helped lobby to get in place as well as the new one to Otaki. They may well argue that the cycleway should be used by us, to allow the motorists to use the roads Just being the devil's advocate here
Rob	I support the reduction of the speed limit on Peka Peka road to 60km/h and would happily support any formal approach to council on this.
Robin House	The difference in time between driving Peka Peka Rd at 80kph vs 60kph is 33 seconds. Why would that be any sort of argument for retaining 80kph cf the danger to cyclists, horse riders, emerging traffic, walkers etc? The comparison with Paetawa Road's limit is the correct one.
Peter Ellis	I agree it should be 60km/h. I think if someone checks up this road is constructed to the minimum width therefore not allowing for a safe shoulder for cyclists and pedestrians
Bruce	Whatever the speed limit is the council need to create a cycle lane like they have done just up the old state HWY 1 from Waikanae. Especially when the council are promoting it as a preferred cycle route.
Andrew	Don't agree with pushing for a drop to 60. A couple of reasons: It is an arterial route from the Waikanae off ramp to Peka Peka and reasonable speeds should be preserved for it to function as such. 60 kph would be ridiculously slow for this purpose, as is 50 kph on Paetawa Rd. They are both rural roads, not suburbia. The risks to cyclists are borne out of poor driver behaviour (impatience, passing on blind bends and brows, squeezing past too close to cyclists), not speed on this stretch of road. Slow the speed without behavioural change, then nothing really changes except it is harder to get past a group of cyclists. Council should focus on separation of cyclists and cars with a verge or an all purpose path, not gravel. They should have learnt their lesson from Paetawa Rd, where no cyclists use the path they created. A verge would be better and deals with the complications of two way traffic on a path. Council have previously said a verge would be out of character with this rural road. Separation and/or behavioural change is needed.

Serena	Thanks for the chance to provide comment. Definitely agree that the speed limit for this Peka Peka stretch needs to be reduced for cyclist's safety, reducing this now would align to recent speed reductions made with other rural roads (eg around us in Te Horo). Don't council have an obligation to align their roading strategy to that in the Government Policy Statement on land transport (of which cycling is an activity class)? Specifically safety is a key strategic priority for the Government. I don't know enough about the mechanics of local government, but if KCDC pay for local roading from the National Land Transport Fund safety should be at the forefront of decisions.
Vic	No brainer for me - 60km or a separate bike path/ verge.
Alistair Maxwell	Please note that the entire Rutherford/Paetawa coastal route is posted 50kph already. It doesn't make a lot of sense for PP Rd to stay at 80kph. Its lack of shoulder, compared to the excellent upgrade of SH1 from Waikanae to Peka Peka roundabout, given the numbers of non-motorised users, pedestrian, wheeled and quadruped, it has a distinctly rural character, as used by NZTA to explain why the Peka Peka interchange did not proceed.
Adrian	According to Google maps it's about 2.5km from the cross roads to the roundabout. At 60kph that takes 2.5 minutes, 150 seconds. At 80kph it takes 1.875 minutes, 112.5 seconds. A delay of half a minute seems to be a small ask in return if an improvement in safety for cyclists.
Grant	I am firmly of the opinion that the answer is not a slower speed limit, but a dedicated cycle lane. This would ideally be on the south side of the road, and run the whole length of Peka Peka Road. This will take a reasonable amount of work, but as a major arterial road, for both cyclists and cars, it needs to be done, and to my mind, within the next two years. Separate the traffic from cyclists
Malcolm	That could be done as there's plenty of land. We've seen it here where there's an off-road cycle path between Canmore and Banff. It's 2 way with a centre line but there's a speed restriction of 20kph which may not suit.
Mike	Agree 100%

Appendix 4 - Results of KCA cyclist survey November 2020

KCA produced a digital survey using Google, and distributed it to both its own members (about 22) and members of Kapiti Kruzers, Kapiti Cycle Club, and Kapiti Over60s. We received 51 responses from a wide range of cyclists, young and old, vulnerable and confident, social and recreational.

Question 1 How concerned are you about cycle safety on Peka Peka Road?

Answers Agree or Strongly agree 33; Neutral 12; Disagree 6.

Question 2 Which of the following possible actions do you personally favour?

Answers Wider road shoulder 25; Off road pathway 18; New warning signs 3; reduced speed limit in central section 3; None 2.

Appendix 5 - What KCA said to the council's speed limit review stage 2 25 Feb 2019.

We submit that the rural section of Peka Peka Road west of Kennington Road should be included in stage 2. We believe it should be reduced from 80 km/hr to assist road cyclists on a road that lacks any road shoulder. This is particularly an issue at the crest of the road at mid-length. We believe that for consistency with other similar areas it should be lowered to 60 km/hr. For many years this has been a very common route for weekend road cycling clubs to perform training rides, and more recently evening racing events. You will no doubt receive submissions from both Kapiti Cycle Club and Kapiti Kruzers who represent road cyclists. The route has now also become popular with weekday recreation cyclists because of the opportunity to do a circuit using either ex SH1 from Waikanae Township, or the gravel expressway shared pathway. It is also used by the Saturday Waikanae Riders Club and the Kapiti Over 50s Bike Club. The route is even promoted by your own council as part of the Kapiti Coast Cycle Route and is signposted and covered on local maps. It is also used by visiting touring cyclists. We are probably talking about 200 cyclists if these groups are combined. We submit that there is a safety issue for cyclists sharing Peka Peka Road with motorists passing at 80 km/hr, especially with traffic growth following the expressway construction.

We further note that the example of a typical 60 km/hr rural road lacking a road shoulder for cyclists supplied in the council's own consultation document matches Peka Peka Road. By extending the current speed limits both west from Harrisons and east from Peka Peka crossroads as proposed, the section remaining at 80 km/hr reduces to about 1 km, making it completely reasonable and feasible to impose a 60 km/hr limit over the entire road length without significantly delaying local motorists.

The road is also used occasionally by equestrians and walkers.

There was a statement in the Speed Limit Review Stage 1 text justifying the omission of Peka Peka Road from the proposals, and promising that an off road cycle pathway would be built. The CWB Advisory Group has been advised by council staff that this is only a limited proposal, it requires approval under the draft LTP for council funding, and it must also meet the NZTA criteria for funding. Given that we are now in the last year of the Stride N Ride programme, and that there is little support from NZTA for additional central funding, it seems very unlikely that council will be able to create an off-road pathway any time soon. Further, this will not be a practical solution for road cyclists. *So we submit that the only practical solution for council is to impose a 60 km/hr limit on the entire length of Peka Peka Road.*

Kind regards

Lynn Sleath (Mr)

Secretary
Kapiti Cycling Action



A Voice for Kiwi Cyclists

5 May 2021

Corporate Planning & Reporting
Kāpiti Coast District Council
Private Bag 60 601
Paraparaumu 5254

Attention

2021-41 Long Term Plan

Submission to 2021 LTP from Kapiti Cycling Action – General Requests

Below is the submission representing the views of about 22 members of the Cycle Action Network residing on the Kapiti Coast (KCA). This is in addition to our previous submission relating to Peka Peka Road (Your Ref 21LTP-12). We believe that council staff may have covered these matters in the draft LTP, but the level of detail in Book 3 Detailed Schedule of Capital Expenditure – Access & Transport is insufficient for our satisfaction.

Proposals for funding

1. Bike stands around shopping areas, libraries, and cafes e.g. within Mahara Place. This request has been made previously at Annual Plan consultation. Cyclists expect to be able to leave bikes within eye view when visiting such areas, especially with the more valuable e-bike models which are very vulnerable to theft. In a recent survey of Kapiti cyclists only 15% said they were satisfied with the provision of bike parking, with 40% dissatisfied.
2. Covid-19 era urban footpaths as part of the annual replacement programme to allow social distancing and growth of foot traffic. The annual footpath replacement programme in council's draft LTP is \$1.0 M to \$2.3 M per annum (say 4 km per annum). Last year's footpath replacement performed on Kapiti Road at 1.2 – 1.5 m width is unrealistic in the Covid 19 era with significant growth in foot traffic, and the impact of electric scooters and other new wheeled transport competing for a relatively narrow space in our town centres. The NZTA standard for shared pathways is 2.5 – 3 m, and KCDC has adopted 2.5 m for new construction. The estimated cost to provide the additional 1 m width at \$250 per metre for 1 km of 2.5 m footpath renewal would be \$250,000 per annum.

Resources Required

Physical costs as above. Human resources input unknown, but would be sourced from current council staff.

Kind regards

Lynn Sleath (Mr)

Secretary

Kapiti Cycling Action



A Voice for Kiwi Cyclists

**KCDC
LONG-TERM PLAN 2021**

**Submission on behalf of
Raumati Village Business Association**



Cooler little village by the sea

Prepared by:

Bede Laracy
On behalf of
Raumati Village Business Association
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Raumati Village

Introduction

1. Raumati Village 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 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 re-establish the community focus of the Village, and to liaise with Council on its 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 securing a future vision for the Village. We ask that Council consult, and refresh, 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 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 plan to be detailed. That vision, as articulated in the attached document, is yet to be fully implemented.
6. Council has carried out some work in the Village. 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

¹ See *Kapiti Coast: Choosing Futures – Community Outcomes – Raumati Beach Local Outcomes* p3

of the Splash Pad, and a car park was purchased. These works were significant and much needed, but the promised upgrade of the business area 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. 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. But there are certain types of work that neither businesses nor landlords are able to carry out.
8. RVBA appreciates the work that has been done, but we also expect Council to fulfil 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* process. Minor issues would include items such as public seating, bike stands, and parking configurations. More large-scale matters may include the 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 now in process for the Village area.

Request - What we would like

9. RVBA understands that there is much competition for finite resources. We do not expect that Council will roll out a multi-million-dollar upgrade plan to be completed by end of 2021. That would be neither desirable nor wise. What we would like is to invite Council to consult with RVBA about revisiting the vision for the Village. We envisage working with the Community Board and the public on the development of the ideas. That process would likely take at least to the end of 2021, and realistically into 2022. At the end of the process, we would have a good draft of what is required, and costings can be assessed. We could then agree on a plan and a timetable for the completion of work in stages so that work can progress without too much pressure on the budget of any single year.

Cost of proceeding

10. At this stage costs cannot be calculated. The initial consultation process would not be expensive, but it would involve ongoing dialogue with Council staff.

Cost of not proceeding

11. 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. If Council is not willing to invest in the Village, then there is a real 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. As with the cost of works at this stage, the cost of potential loss of key businesses cannot be calculated.

Submission

12. Raumati Village is overdue for the town upgrade that was promised in the *Choosing Futures* process, and which was included in the Long-Term Plan. RVBA invite Council to work together 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.
13. RVBA appreciates the opportunity to submit on the Long-Term Plan and looks forward to the opportunity to make an oral submission. We also look forward to being able to stop talking about the past, and instead focus on the future for the community.

Bede Laracy
On behalf of the Raumati Village Business Association
10 December 2021

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, which appears to read 'Alan Milne'.



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.

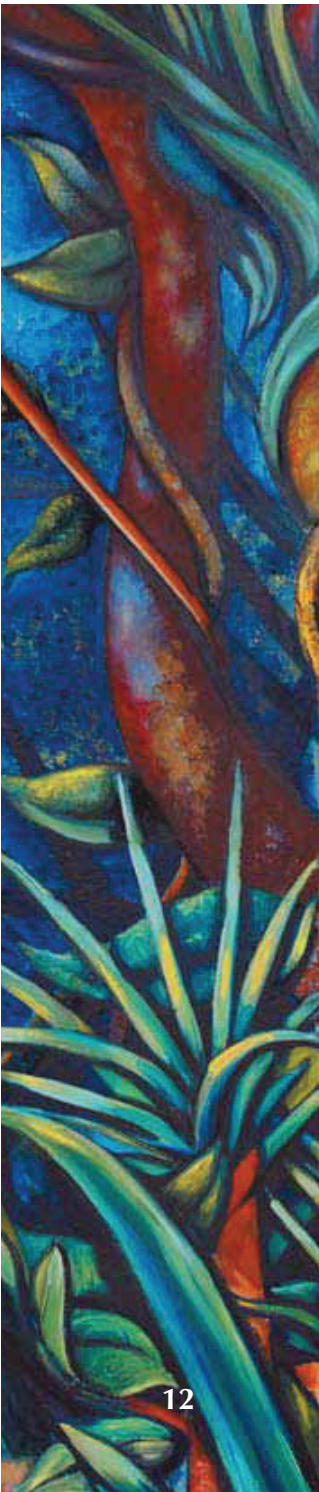


Further Local Outcomes for Raumati Beach

- 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

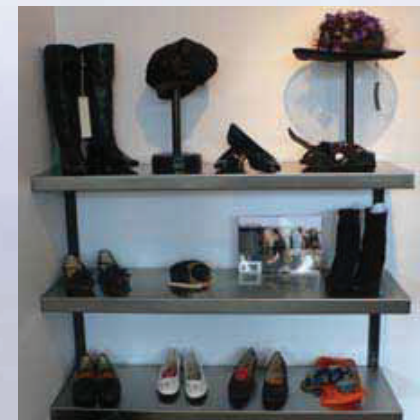
- there is improved internal public transport access for the work force.

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

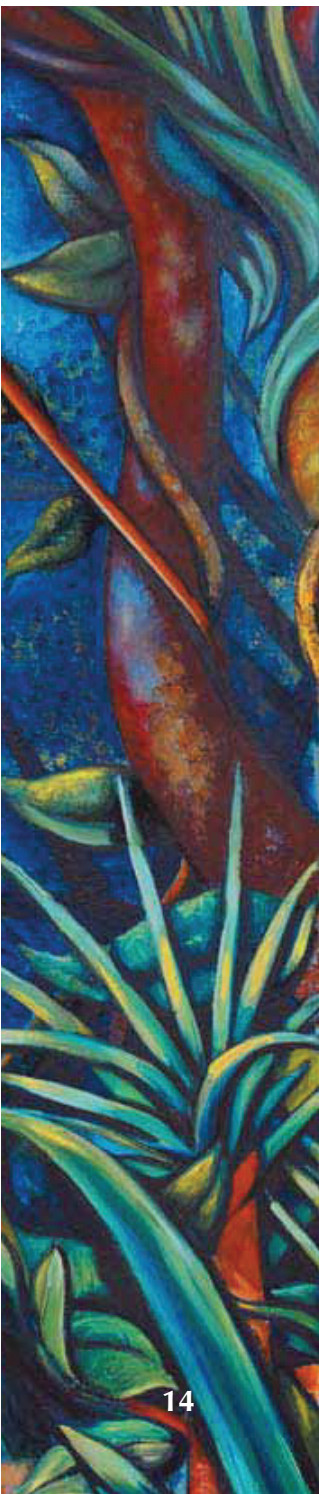
- that there is a strong business development and mentoring focus;
- as much as possible the local labour force is employed in skilled work in the District.



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.

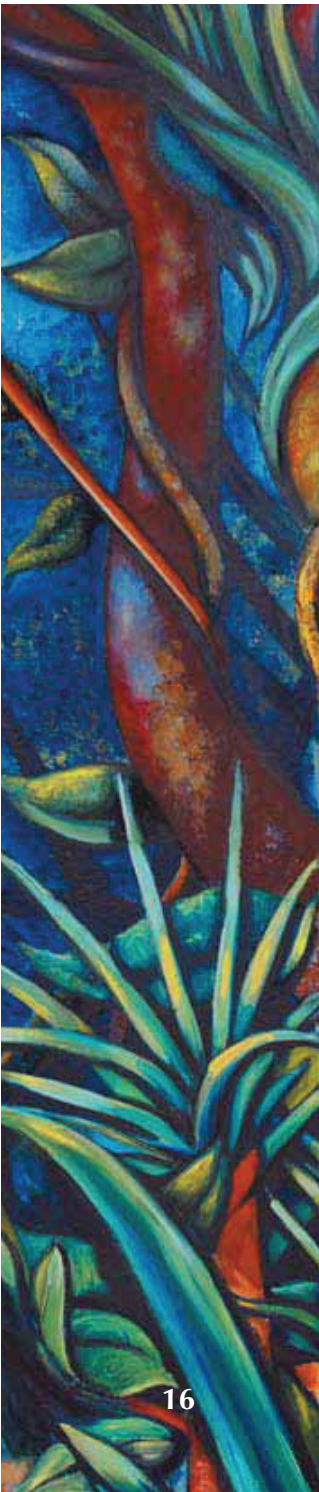
- the beach destinations at Otaki and Paraparaumu have better facilities for young people in keeping with the character of those areas;
- the town centres are youth friendly, safe and interesting for young people to use;
- the public spaces are safe and welcoming for young people;
- that there is a better 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 2021-41: Securing our future

First name John

Last name Robinson

What area do you live in? Waikanae

Are you providing feedback

☒ as an individual

Our direction

Our direction: Council has developed four community outcomes to contribute to our community's wellbeing.

Do you think these are the right priorities for Council at this time, and why?

LET US BE ONE PEOPLE

The Kapiti Coast District Council Long Term Plan 2021-41 is a time to consider where we are going as a community, to reflect on what sort of people we are, and who we wish to be.

- We are one people.
 - We should act as one people.
 - We should plan to be one people.
- But that is an aspiration only; it is not the reality.

NZ is drifting. No longer is there the aim for equality and inclusiveness. Instead, we are consciously and explicitly divided by race. While there is no such thing as race, that description it is used here because the concept is basic to NZ law, where "A Maori is a member of the Maori race". This underlies the claim of a separate people, with separate rights, and separate standing in law.

This division into two peoples, today and tomorrow, is made abundantly clear in the intentions and in the presentation of the Plan. It is emphasised dramatically in the two-page spread in both the Kapiti News and the Kapiti Observer. Equal prominence is given to the message from the Mayor (right-hand page) and the message from the three recognised iwi, the Mana Whenua (left-hand page), who speak authoritatively about their intentions.

The dual power is made clear by the talk of partnership between Council (all of us) and these iwi (a separate group amongst us). In the Plan, we find the call that "Mana Whenua and Council have a mutually mana-enhancing partnership", with: "The first community outcome highlighting the importance of the Mana Whenua-Council relationship supports and contributes to all the other outcomes." This division is given a central, key role.

Thus, this group of Maori, whose ancestors killed and drove out the then inhabitants of the Kapiti region in the 1820s before carrying out murderous attacks on the South Island from 1828 on, have equal rights with us all in electing the Council (right-hand page) and significant additional rights as Mana Whenua (left-hand page) – because of that past history of bloodshed.

This is distressing and harmful. In the first half of my life (around 1940-1980), I saw great efforts in many

nations to act according to ideals born of the Eighteenth Century Age of Enlightenment, the USA Declaration of Independence and the French slogan (freedom, equality, fraternity), to destroy racism and to become one people. That was the aim of Martin Luther King with his desire for equality and unity in the USA, and the impetus of the worldwide struggle that fought apartheid in South Africa, to bring success when apartheid legislation was repealed in 1991.

I live in a Kapiti that has chosen the opposite path. This is wrong.

- Stop the division that is shown so clearly. Remove all statements, and actions, of division and partnership. Members of the three iwi, Ngati Toa, Te Atiawa and Ngati Raukawa, should take their place in a unified community as citizens, equal with us all.

Our financial and infrastructure strategies

Our big issues

COVID-19 recovery

Access to housing

Responding to climate change

Managing growth

Strengthening our resilience

Government changes impacting Council: three waters services

Key decisions

Key project 1: Should Council take a bigger role in housing?

Key project 2: Should we renew the Paekākāriki seawall a different way?

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Do you agree with the Council's recommended option?

☒ No – we should not set up a CCO

Significant proposal 2: Should Council explore ways to have a role in the airport?

Major projects and initiatives

Which of the following key projects would you like to comment on?

☒ Waikanae Library ☒ Drinking water safety and resilience ☒ Stormwater upgrades

Rates & Policy

Changes to rating system

Changes to the help Council provides with rates

Changes to user fees and charges for 2021/22

Changes to levels of service

Changes to policies

Revenue and financing

Rates remission

Development contributions

Significance and engagement

Rates for 2021/22

Other feedback

Do you have any other feedback about the proposed long-term plan?

LET US BE ONE PEOPLE

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- Stop the division that is shown so clearly. Remove all statements, and actions, of division and partnership. Members of the three iwi, Ngati Toa, Te Atiawa and Ngati Raukawa, should take their place in a unified community as citizens, equal with us all.
-

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

☒ Yes

What area do you live in?

Waikanae

Response ID

3166185



Long-term plan 2021-41: Securing our future

First name Marco

Last name Zeeman

Are you providing feedback

☒ on behalf of an organisation or group

Please state organisation name

Whale Song Trust and Wharemauku, House of Ferns.

Our direction

Our direction: Council has developed four community outcomes to contribute to our community's wellbeing.

Do you think these are the right priorities for Council at this time, and why?

Yes

Do you think investing for resilience and growth is the right approach for Council to take at this time, and why?

yes

Our financial and infrastructure strategies

Our big issues

What big issues would you like to give your views on to help guide our direction:

☒ Strengthening our resilience

COVID-19 recovery

Access to housing

Responding to climate change

Managing growth

Strengthening our resilience

What else can Council do to help build community resilience?

With a much larger civic precinct on the cards with addition of Government departments regionalising alongside a growing council it is time to consider a central park amongst this development. The Wharemauku proposal incorporating Whale Song, a new cultural centre, forest nursery and stream regeneration, is a vision making use of the unique opportunity of existing greenfields. Stormwater reticulation needs resolving for the significant bare land holdings that adjoin the stream before any development can occur. Working with landowners/stakeholders the Wharemauku team has obtained support for this vision from all 2021 elected KCDC officials.

How can Council encourage households' emergency preparedness?

Training sessions at all schools so the kids take the info they have learnt into the home. Take home info packs essential.

Provide displays and take home packs in the mall.

Government changes impacting Council: three waters services

Key decisions

Key project 1: Should Council take a bigger role in housing?

Do you agree with the Council's recommended option?

☒ No – Council should not take a bigger role in housing

Key project 2: Should we renew the Paekākāriki seawall a different way?

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Do you agree with the Council's recommended option?

☒ Yes – we should set up a CCO

Significant proposal 2: Should Council explore ways to have a role in the airport?

Do you agree with the Council's recommended option?

☒ Yes – Council should explore ways to have a role in the airport

Major projects and initiatives

Which of the following key projects would you like to comment on?

☒ Link road ☒ Town centres ☒ Stormwater upgrades

Link road - share your views.

The Ihakara Link Rd is a key part of opening up this large tract of empty land for development. This road should be included in the design planning of the bigger Wharemauku Park proposal and integrated to compliment the assets proposed for Wharemauku.

Town centres - share your views.

The town centre with Wharemauku at its core will provide a significant addition to the attraction of Paraparaumu/Kapiti to business and residents alike. With over 150 acres of bare development land poised for traction it is essential the Wharemauku Stream and the proposed surrounding park sets the design standard and locks in the essential greenspace/park area needed for healthy living..

With the required maintenance/rebuild of the now closed community centre this could be incorporated with

the build of the proposed Cultural Centre and Puketapu hapu Te Atiawa

Stormwater upgrades - share your views.

The proposed Wharemauku Park looks to resolving stormwater for the bare land east of the expressway towards Rimu Rd. Stream widening and a large ponding area will be a centrepiece of the park with Whale Song, the cultural centre and forest nursery. This will complete a park which will include the proposed childrens adventure playground already on council plans.

Rates & Policy

Changes to rating system

Changes to the help Council provides with rates

Changes to user fees and charges for 2021/22

Changes to levels of service

Changes to policies

Revenue and financing

Rates remission

Development contributions

Significance and engagement

Rates for 2021/22

Do you support Council exploring other ways to generate income?

☒ Yes

Other feedback

Do you have any other feedback about the proposed long-term plan?

Incorporating the Wharemauku "House of Ferns" proposal in its entirety into the LTP will enable the project to engage with multiple Government agencies for a bulk of the funding required. This proposal covers stormwater Infrastructure enabling over 150 acres of development land, Conservation and Environment with regeneration of the stream and forest, Culture and Heritage with the new cultural centre, Tourism and Education with Whale Song and Wharemauku.

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

☒ Yes

Response ID

3342137



Long-term plan 2021-41: Securing our future

First name Georgia

Last name Choveaux

Are you providing feedback

☒ as an individual

Our direction

Our financial and infrastructure strategies

Our big issues

COVID-19 recovery

Access to housing

Responding to climate change

Managing growth

Strengthening our resilience

Government changes impacting Council: three waters services

Key decisions

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Major projects and initiatives

Rates & Policy

Changes to rating system

Changes to the help Council provides with rates

Changes to user fees and charges for 2021/22

Changes to levels of service

Do you have any views on this?

If kcdc is genuinely committed to a greener future they need to keep the waikanae recycle station open. Many, like myself, don't have kerbside recycling leaving my options to put recycling in the landfill or much drive further to drop off. Reducing access to recycling isn't, as the plan suggests, a way to increase recycling

Changes to policies

Revenue and financing

Rates remission

Development contributions

Significance and engagement

Rates for 2021/22

Other feedback

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

☒ Yes

Response ID

3354463

PROPOSAL FROM E Tū Ōtaki TO KCDC'S 2021 LONG TERM PLAN

After the recent issuing (2020) of a new liquor license to KIW-E Otaki Superliquor Off License and the groundswell of opposition to this being done “to” taki rather than in consultation “with” taki, it is the request of E T taki, a group established to represent educational and medical organisations, locals and Iwi, that KCDC action this proposal in the Long Term plan 2021

- 1) That a Local Alcohol policy be adopted for taki. This is undertaken in consultation with, but not exclusive to, E T taki, who are the reference group currently engaged with Te Wananga O Raukawa in challenging the DLC's decision in 2020 to grant a new Liquor license to KIW-E Otaki in Arthurs St, taki.
- 2) That provision of KCDC staff time be available to assist the taki Community, Iwi, Health and Educational providers, individuals and organizations to craft submissions to any future proposed liquor license applications in such a way that they are legally viable and will be robust enough for the DLC process.
- 3) That a system be set up to specifically notify local taki interested parties of impending liquor licenses in taki, such as the systems implemented by some other councils in the Wellington region.
- 4) That the notification system goes beyond alcohol licenses to any relevant policy or practice that may have significance to the taki community on the whole.

We would like to have a representative speak to this submission

Contact phone # 021 949214

Yours, E T taki group

Mereana Selby Tumuaki Te Wananga O Raukawa

Andy Fraser Tumuaki taki College

Maine Curtis Tumuaki Waitohu school

Keremihana Heke Tumuaki Te Kura-a-iwi O Whakatupuranga Rua Mano

Kiwa Raureti	CEO ōtaki Medical Centre
Donovan Joyce	Ngati Maiotaki
Shelly Warwick	ōtaki Community board, ōtaki College Board Of Trustee's
Leigh Rau	ōtaki Maori business owner
Rachel Selby	Te Reanga Ipurangi Otaki Education trust
Denise Hapeta	Kaihautu – Te Wananga O Raukawa

KAPITI EQUESTRIAN ADVOCACY GROUP (KEAG) SUBMISSION TO KCDC'S LONG TERM PLAN 2021



The Kapiti Equestrian Advocacy group (KEAG) wish to submit to KCDC's Long term plan 2021

Here are our requests

- 1) **Staff time** (Economic Development) to work with KEAG and private industry to develop the equestrian tourism potential in Kapiti. We believe support to the industry will develop a niche market that will be of great benefit to the District. Our strategy is to bring horse riders and their families to Kapiti to stay and ride our trails and tracks. This needs a coordinated approach between several departments of KCDC to develop information specific to Equestrians for example, guiding visitors where to park, camp, stay, ride etc. We will also be submitting to GWRC. We believe cross Council collaboration would be an effective and beneficial strategy.
- 2) **Development of a Stride and Ride program** for Cycling, Walking and Bridleways on the PP20 that will link Otaki and Te Horo to the rest of the District to the PP20 Multiuse path, and eventually to the Horowhenua via the O2NL
- 3) **Hitching rails and mounting blocks.** That an annual fund be established to fund this infrastructure. The need for these will expand as the tourism potential does and as the next stage of the stride and ride program rolls out on the PP20
- 4) **Te Waka road access** – remains unresolved and we would like to see a resolution as part of the Stride and ride program, providing access from CWB under Otaki Bridge, west along the river and out to Te Waka road, around Addington Road back to CWB. This will provide another loop ride for Equestrians. We have recent information that the grazer who was on GWRC land is now vacated and the opportunity to open up access from Te Waka road to the river to horses is available, we would appreciate follow up on this.
- 5) **Support of Horse camping in** the District. We have been in talks with Otaki Maori Racing Club to develop a pilot programme for equestrian camping area on site. This has support from the Parks and Open spaces team. Additional support is required for promotion, track mapping and a regional key collection solution. Support for the Race Course to make this a success

would be a template for establishment of other camping areas in the District, for example at the Kapiti Pony Club and on the Wainuawaihenua land. Preliminary talks have been held with representatives of both these groups.

- 6) **New Rural signs** - We would like to see new rural sign and a program to replace the old signs over the next 5/10 years and will work with staff on a new design. This request has been included the 2019 and 2020 AP submissions by KEAG.
- 7) **Development of parking areas for horse floats and trucks** to provide easy, safe access to multiuse paths and beaches. The parking areas to include hitching rails and mounting blocks.
- 8) **Greenaway Road parking upgrade** – this is a major access point for Equestrians to the Waikanae river track and from there to the beach. This carpark is often wet and the grass very boggy making it unsafe to park.
- 9) **Political and Staff commitment to a Bridleway on the O2NL** . We would like to note that we have had staff support for this project. We would now like political support from Council in advocating for the continuation of this piece infrastructure, a Bridleway that goes across our two districts and links the Equestrian community.
- 10) **Otauroa Park development-** to increase the scope of Equestrian infrastructure in the park development plan with input from local Equestrians and KEAG
- 11) **Multiuse Track from Waikanae – Devils Elbow – Reikorangi** See attached appendix for information. We will also be making a submission to GWRC on this project
- 12) **Work towards a cross region Equestrian access system** for parks and trails. Work with other councils to achieve this.
- 13) **Maintenance of the trees on the side of the Waikanae river track** to the height of a mounted rider. The trees along the sides of the Waikanae river track, now well established, have encroached on the 1meter grass edge that, if clear, could be used by the Horse riders. The side of the track is softer on unshod horse feet and also gives us a place to be out of the way of other users. If the sides of the track were maintained regularly, we could use the grass verge much more easily. We would like to see a more regular maintenance program.

We would like to Thank the parks and recreation team of Alison Law, Monique Engelen and Stu Kilmister for all their efforts to be inclusive of Equestrians and ensure we are considered in all pathway and access planning.

We would also like to Thank the many staff who are respectful of our Equestrian community when working around Kapiti and are courteous enough to stop machinery, let us pass, slow their vehicles etc to ensure our safety, this is much appreciated.

Submission to Kapiti Coast District Council's Long Term Plan 2021

Ruth Halliday

Equestrian Representative on KCDC's Cycleway, Walkway, Bridleway Advisory Group

Secretary, Kapiti Equestrian Advocacy Group

Ruthterry2@outlook.com

0272070760

I wish to make the following submissions to KCDC's Long Term Plan 2021

- 1) **Development of a Stride and Ride program** for Cycling, Walking and Bridleways along the PP20 that will link Otaki and Te Horo to the PP20 Multiuse path, to the rest of the District and eventually to the Horowhenua via the O2NL
- 2) **Staff time** (Economic Development) to work with KEAG, CWB and private industry to develop the equestrian tourism potential in Kapiti. A strategy is to bring horse riders and their families to Kapiti to stay and ride our trails and tracks, visit other attractions and shop would bring economic and promotional benefits to the District. This would need a coordinated approach between several departments of KCDC and GW to develop information specific to Equestrians for example, guiding visitors where to park, camp, stay, ride etc.
- 3) **Hitching rails and mounting blocks.** That an annual fund be established to fund this infrastructure. The need for these will expand as the tourism potential does and if the next stage of the Stride and Ride program rolls out on the PP20
- 4) **Support of Horse camping in** the District. I have been involved in talks with Otaki Maori Racing Club to develop a pilot programme for equestrian camping area on site. This has support from the Parks and Open Spaces team. Additional support is required for promotion, track mapping and a regional key collection solution. Support for the Racing Club to make this a success would be a template for establishment of other camping areas in the District, for example at the Kapiti Pony Club and on the Wainuawaihenua land. Preliminary talks have been held with representatives of both these groups.
- 5) **New Rural signs** - This request was included the 2019 and 2020 AP submissions and received support from Council but to date there has been no change. I have been in discussions with staff about how new rural signs could be designed to make a greater impact than the ones that have been up for many years. As housing developments are rapidly encroaching on semi rural land I believe this project should be developed with some urgency
- 6) **Development of parking areas for horse floats and trucks** to provide easy, safe access to multiuse paths and beaches. The parking areas to include hitching rails and mounting blocks.

- 7) **Greenaway Road parking upgrade** – this is a major access point for Equestrians to the Waikanae river track, the expressway track and to the beach. This carpark is often wet and the grass very boggy making it unsafe to park.
- 8) **Otauroa Park development**- to increase the scope of Equestrian infrastructure in the park development plan with input from local Equestrians and KEAG
- 9) **Multiuse Track from Waikanae – Devil's Elbow – Reikorangi** I will also be making a submission to GWRC on this project. This road is dangerous for all users, walkers, cyclists and particularly riders who are heading to/from Pony Club at Waikanae Park
- 10) **Develop a cross region Equestrian access system** for parks and trails. Work with other Councils to achieve this to avoid the current situation which means equestrians need at least three keys and two fobs to access all the Parks in the Region
- 11) **Maintenance of the vegetation on the side of the Waikanae river** track to the height of a mounted rider and a metre wide grass strip as stated in GW's Flood Management Plan. The trees along the sides of the Waikanae river track, now well established, have encroached on the 1meter grass edge that, if clear, could be used by the Horse riders. The side of the track is softer on unshod horse feet and provides space to be out of the way of other users.

Thank you for the opportunity to submit on the Long Term Plan and thanks also to staff and Councillors who have helped develop equestrian access in the District



4th May 2021

Your Worship K Gurunathan

Kāpiti Coast District Council

Paraparaumu

Dear Guru

Regarding KCDC Draft Long-Term Plan and Te Raukura ki Kāpiti

This is in support of the proposed grant funding to Te Raukura ki Kāpiti Performing Arts' Centre for assistance to community performing arts' groups.

As you are aware, Covid-19 has presented significant challenges for our first year, but it has still been successful in terms of our goals with the original agreement with KCDC. In that, we committed to providing a professional venue at community rates to performing groups in the Kāpiti area.

Since that original agreement and particularly as we brought the project to completion, it became obvious that we had a venue of regional and national potential and that its long-term success would depend upon running the venue in a professional manner and developing a business strategy. We realised that we had been thinking wrongly in concentrating on Kāpiti performing artists. We needed to also consider the wide range of entertainment needs of the Kāpiti community as a whole. In order to do that we employed a venue manager and technician.

These needs have been better understood in the arrangements between other Councils and supported venues such as Theatre Royal in Nelson or Expressions Whirinaki in Upper Hutt. Their greater experience has shown that the role of the venue is not merely to provide a place to perform but importantly to support community groups in developing expertise in production, marketing and so on and Councils have accordingly provided operations funding in support of this. Much of our Venue Manager's time has been spent on these aspects where she really needs to be concentrating on expanding our wider profile.

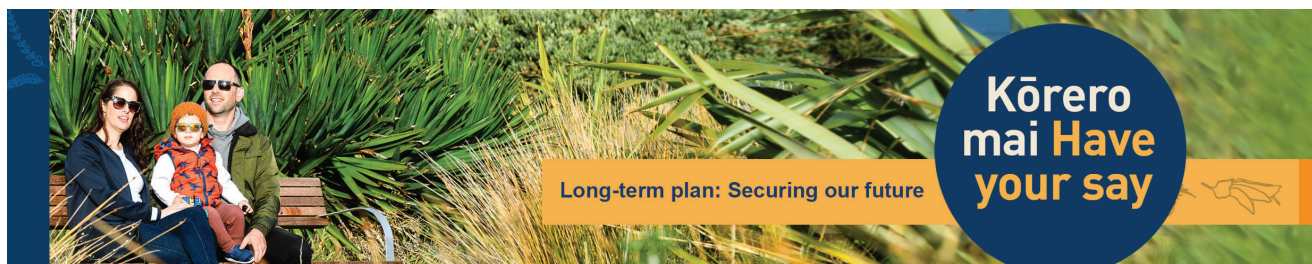
We understand the finances are limited and we are grateful that at least part of our application for this funding has been met in the draft LTP. On behalf of the Board of Trustees, I would like to both thank the Council for considering the support and urge that it remain in consideration.

I am happy to talk to our application at the hearings if that is useful. It may give a chance for Council to catch up on what their grant investment is delivering.

Yours sincerely

Tony Kane

Principal



Long-term plan 2021-41: Securing our future

First name James

Last name Westbury

Are you providing feedback

☒ on behalf of an organisation or group

Please state organisation name

Waikanae Community Board

Our direction

Our financial and infrastructure strategies

Our big issues

What big issues would you like to give your views on to help guide our direction:

- ☒ COVID-19 response and recovery ☒ Access to housing ☒ Managing growth
☒ Government changes impacting Council: three waters services

COVID-19 recovery

If there's a COVID-19 resurgence, are there particular things you'd like Council to do – are these the same things we did previously, or are there other things?

The WCB supports KCDCs efforts to rebuild and strengthen our local economy and community resilience. The WCB believes that KCDC as a significant investor in our community and the proposed investment in Waikanae will strengthen our economy and our resilience to economic uncertainty and natural disasters.

Access to housing

Do you have any views on access to housing generally?

The WCB supports access to housing and increasing the supply of affordable housing. It is not the WCBs view that KCDC should have a bigger role in housing outside of its statutory roles and functions but use levers and tools currently available to better increase access to land and working with developers to manage supply and demand and encourage the development of affordable housing.

Responding to climate change

Managing growth

As our district grows, what do you think good growth looks like?

The WCB recognises our communities are growing, but growth should not be for growths sake. Growth needs to be planned and coordinated with the necessary investment at both a local level as well as coordinated at central government to ensure our communities are well equipped to support an increasing and ageing population with access to schools, healthcare and the necessary infrastructure to enable our community to thrive and prosper. The WCB would seek to be involved in plans and activities that affect the Waikanae Community with regards to the management of growth.

Strengthening our resilience

Government changes impacting Council: three waters services

What's important for you about Council's role?

The WCB support KCDC working with government to manage the impacts of the Resource Management Act reforms as well as the changing regulation of water, waste and storm water. The WCB request that KCDC advocate to ensure that Waikanae residents are not financially disadvantaged from the reforms given our investment in water, storm water and waste water as a community. The WCB supports KCDC impressing on government the impact of expectations of central government on KCDC and the impact these have on rates and the current ratings model not being fit for purpose with demographic changes in our population.

Key decisions

Key project 1: Should Council take a bigger role in housing?

Do you agree with the Council's recommended option?

☒ No – Council should not take a bigger role in housing

Do you have any views on this?

The WCB supports access to housing and increasing the supply of affordable housing. It is not the WCBs view that KCDC should have a bigger role in housing outside of its statutory roles and functions but use levers and tools currently available to better increase access to land and working with developers to manage supply and demand and encourage the development of affordable housing.

Key project 2: Should we renew the Paekākāriki seawall a different way?

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Do you agree with the Council's recommended option?

☒ Yes – we should set up a CCO

Do you have any views on this?

The WCB support in principle support the establishment of a CCO, however we would request that the CCO is financially self supporting and not funded from rates.

Significant proposal 2: Should Council explore ways to have a role in the airport?

Major projects and initiatives

Which of the following key projects would you like to comment on?

☒ Waikanae Library ☒ Waste minimisation ☒ Community Board proposals

Waikanae Library - share your views.

The WCB support the planned investment and proposed timeline for the Waikanae Library (\$13.8 m for 2021/22 to 2024/25)

Waste minimisation - share your views.

Closure of Waikanae recycling and green waste centre

The WCB opposes the proposed closure of the Waikanae Recycling and Green Waste Centre on Park Avenue in Waikanae. The WCB as a condition of supporting the closure of the Waikanae landfill in 2010 accepted that as a compromise that KCDC would continue operating the recycling and the green waste centre. The WCB are concerned that this agreement has not been adhered to. In addition, it feels that this approach is inconsistent with KCDC's stated objective to respond to climate change and improve how we improve how we dispose of waste. The WCB seek to see the continuation of the Waikanae recycling centre and green waste centre.

Community Board proposals - share your views.

The WCB would firstly like to thank KCDC for being given the opportunity to be able to participate in the pre-consultation and exposure drafts of the KCDC Long Term Plan 2021 to 2041 and the recognition by staff of the important infrastructure projects necessary to keep the Waikanae Community vibrant and thriving.

The WCB support the following initiatives and investment in Waikanae.

The plan investment in the Waikanae Beach Hall (\$250,00)

The commitment by staff to make safety improvements at Elizabeth Street crossing and other areas in Waikanae within current budgets.

The WCB support \$20,540 pa to support the WCB support local initiatives and communication and engagement initiatives.

Whilst the WCB welcome the above investments in our community we remain concerned over the following items identified in the LTP that have a detrimental impact on our community.

Ngā Manu Nature Reserve - share your views.

The WCB support the plan investment in Nga Manu (\$266,000 over yrs 2 and 3 of the LTP).

Playgrounds - share your views.

The WCB support the plan investment and the proposed timeline for creating Waikanae Park as a local destination park. (\$444,00 yr 3 and \$578,000 yr 4.

Rates & Policy

Changes to rating system

Changes to the help Council provides with rates

Changes to user fees and charges for 2021/22

Changes to levels of service

Changes to policies

Revenue and financing

Rates remission

Development contributions

Significance and engagement

Rates for 2021/22

Other feedback

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

☒ Yes

Response ID

3361247



Long-term plan 2021-41: Securing our future

First name Adrian

Last name Gregory

What area do you live in? Ōtaki

Are you providing feedback

☒ as an individual

Our direction

Our direction: Council has developed four community outcomes to contribute to our community's wellbeing.

Do you think these are the right priorities for Council at this time, and why?

Yes, because they are a balanced view of what the Council should/must be focused on over the coming years on behalf of the people of Kapiti

Do you think investing for resilience and growth is the right approach for Council to take at this time, and why?

Yes, again a balanced but 'big picture' and quite ambitious approach

Our financial and infrastructure strategies

What do you think?

While the implications for rate payers in the immediate future and the borrowing in the long term are significant, Council - on our behalf - ought to/needs to make the Plan's commitments to addressed large scale, long term issues that, if not addressed, have the potential to impose significant negative effects on our local, national and world wide environment with inevitable impacts on our lives and the lives of those who come after us.

Our big issues

What big issues would you like to give your views on to help guide our direction:

☒ Access to housing

COVID-19 recovery

Access to housing

Do you have any views on access to housing generally?

While I have some reservations about the pre-eminence that is given to home ownership I have no doubt that being well housed (and almost anyone could provide an acceptable and convincing definition of "well" in this context) is fundamental for a whole raft of reasons, from the social 'building good communities', through a needs-based approach, from a health and wellbeing perspective, to a very well evidenced understanding that poor housing in early childhood is likely to impact negatively on whole of life outcomes, with concomitant costs to the wider community and the state as well as the individual.

So, I believe and contend that Council does have a role to engage with the issue of housing and in fact should be taking a leading role in 'shaping' the kind of housing and their impacts on the District's diverse communities. I do not, for example, support the notion of Kapiti as a "mecca" for retirement villages, and would rather see the emergence of true inter-generational 'villages' that have the infrastructure and facilities to support them. The role of Council in 'housing' would be shaped by this approach, would bring about a different sort of partnership with both developers and communities, but in no way does it imply that Council becomes a housing 'developer' - I suspect that those who might oppose Council having a role in housing implies just that and, in that respect, I would agree with them. I am not sufficiently cognisant of the the Council's current powers of consenting etc relating to housing but wonder to what extent what I have set out above could be achieved within those powers.

Responding to climate change

Managing growth

Strengthening our resilience

Government changes impacting Council: three waters services

Key decisions

Key project 1: Should Council take a bigger role in housing?

Do you agree with the Council's recommended option?

☒ Yes – Council should take a bigger role in housing

Do you have any views on this?

I have set out my views broadly above.

Key project 2: Should we renew the Paekākāriki seawall a different way?

Do you agree with the Council's recommended option?

☒ Yes – replace it like-for-like in timber at an estimated cost of \$17 million

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Do you agree with the Council's recommended option?

☒ Yes – we should set up a CCO

Do you have any views on this?

The CCO should incorporate an appropriate level of community representation to ensure effective community consultation and collaboration

Significant proposal 2: Should Council explore ways to have a role in the airport?

Do you agree with the Council's recommended option?

☒ Yes – Council should explore ways to have a role in the airport

Do you have any views on this?

"Explore" but do so on the understanding that a) the airport is currently a private enterprise that entitled to take business-led decisions about the viability of its property portfolio, and b) the interests of iwi and hapū in the land.

Any Council commitment to the future of the airport that brought into play significant financial commitments will be subject to very close scrutiny by Kapiti rate payers.

Major projects and initiatives

Which of the following key projects would you like to comment on?

☒ Community Board proposals ☒ Ōtaki community facilities

Community Board proposals - share your views.

Community Boards' remits, powers and funding allocations should be strengthened so that they are more able to encourage, facilitate and enhance their community's sustainability, character and cohesion.

Ōtaki community facilities - share your views.

Otaki is an active community with a number of well-established community and special interest groups. What is significantly lacking in the town, for the wider community is what I have referred to in earlier submissions to the Council, as a 'community hub'.

I am not referring here to a "youth centre", which some in the community are arguing for, but for a hub that would provide managed 'box and cox' accommodation to community-based entities as well as services that might work in the town part time. It would be an events venue and a venue that would be a focal point and 'beacon' for the community, with a catering kitchen. There would need to be a governance and management structure and the entire entity must reflect the community in all its diversity. As Otaki continues to grow this hub would grow with it, not physically but in ways that reflect, respect and respond to the community.

I would be able to provide more substance and detail to these views if the occasion arose.

Rates & Policy

Changes to rating system

Do you have any views on this?

I endorse the proposed change

Changes to the help Council provides with rates

Changes to user fees and charges for 2021/22

Changes to levels of service

Changes to policies

Revenue and financing

Rates remission

Development contributions

Significance and engagement

Rates for 2021/22

Other feedback

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

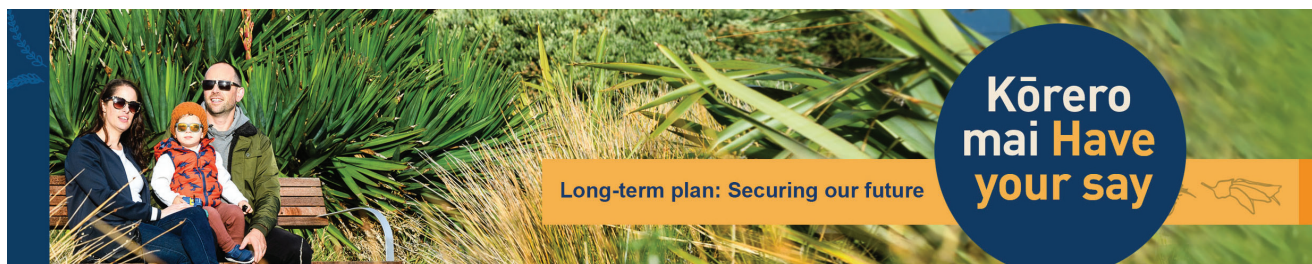
☒ Yes

What area do you live in?

Ōtaki

Response ID

3354605



Long-term plan 2021-41: Securing our future

First name John

Last name Le Harivel

What area do you live in? Paraparaumu

Are you providing feedback

☒ as an individual

Our direction

Our direction: Council has developed four community outcomes to contribute to our community's wellbeing.

Do you think these are the right priorities for Council at this time, and why?

Obviously a lot of effort has gone into preparing this document and there are many fine words but do they translate into action? Many of aspirations do not follow through in the way Council works. There is a serious disconnect between policy and proposed actions.

Do you think investing for resilience and growth is the right approach for Council to take at this time, and why?

Support project management process to deliver projects; suggest project team set up for specific projects and reformed as new projects emerge. Declaring Climate Change Emergency is meaningless unless backed by actions. Rates increase is inevitable due previous under investment. Considerable reservations over proposed CCO/CCTO where assuming it can generate income. Concern of ever increasing deflection of responsibility from Central Government without adequate funding.

Our financial and infrastructure strategies

What do you think?

Makes sense to borrow while interest rates are low. Need to clarify direct economic benefit to local economy. e.g. few people employed in major civil projects and often out of area personal due to skills required. Axe Community Boards...they serve no useful function and add a layer of bureaucratic delay and confusion. Look at digitising libraries as alternative to physical entity. Investigate multi-use/user facilities for new projects like indoor sports, community centre, Waikanae library. (Don't we have one at Mázengarn Park?)

Our big issues

What big issues would you like to give your views on to help guide our direction:

☒ COVID-19 response and recovery ☒ Access to housing ☒ Responding to climate change

- ✓ Managing growth ✓ Strengthening our resilience
- ✓ Government changes impacting Council: three waters services

COVID-19 recovery

If there's a COVID-19 resurgence, are there particular things you'd like Council to do – are these the same things we did previously, or are there other things?

Not sure of the value of repeating Government Communications. More local notice boards reminding people of issues might be useful. (My main personal issue with QI codes was my old phone was not capable of being used.)

What are the positives that have come out of the pandemic you would like us to keep doing or support in the community?

Some initial renewed self support arose within the community, i.e. neighbours helping neighbours. Means we have some sense of how to approach the next pandemic/disaster when it arrives.

Access to housing

Do you have any views on access to housing generally?

Commenting on this in another section. Generally agree with statements, but need action around them. Need a clear vision, a clear strategy and a strong action plan involving all participants in housing procurement and considerable clarity around Council's role and scope for involvement with clear outcomes. Seems limited funding specifically for housing \$1M (?) for acquisition which is probably for other things, needs funding(?) for an organisation (within or without Council) for forward funding issues and actually do something on the ground. Should not be reliant on Government funding, (Kapiti not a priority area) HNZC or whatever it is called these days, need to utilise innovative solutions and organisations, have a diverse approach, utilise small pockets of Council owned redundant and left over land, drastically change District Plan and Council regulatory staff attitudes especially Resource Consents. Where future higher density and infill housing is proposed should develop better safeguards around solar access and overlooking and potentially introducing a design panel approval system. Ensure good design is more most in solutions. Finds ways of ensuring affordable housing as initially built remains so throughout its lifetime, (difficult). Develop a revolving fund to finance further small scale developments (Would like to present on this topic in public forum.)

Responding to climate change

We have made good progress on reducing Council's emissions, however, achieving further gains will cost more. Should we continue to prioritise emissions reduction within Council?

OK with this generally if considering the cost effectiveness rather than just beg out there and trying to be a leader.

The effects of climate change are being experienced in different ways across the district, for example, for our coastal communities and infrastructure such as the seawall in Paekākāriki. As climate change impacts become more severe and costs to respond increase, how do we ensure equity across the district?

A very good question requiring considerable discussion! Do think beachfront property owners should carry a disproportionate share of the burden as reflected in their house values. Develop stick and carrot approach to encouraging individual response.

We have developed a strategic framework to guide our decision making and we want to know if you think we've got it right. What are your views?

Clarify and quantify risks, clarify priorities, needs fundamental change in Council culture, need serious commitment to genuine consultation from all parties, Council not a leader.

Managing growth

As our district grows, what do you think good growth looks like?

Densifying town centres, some large subdivisions with own facilities, high rise and medium rise in urban areas, District Plan changed to support climate change design requirements, especially in residential layout and design. Have clear plan for expansion, intensification, use of Council and NZTA land, local centres supported more, secondary dwellings allowed, good quality agricultural/ market garden land retained, poor soils retained for housing, more hill housing, more mixed developments, more conversion of existing commercial buildings, better local transport solutions, more electric charging stations, more cycleways,

Strengthening our resilience

What else can Council do to help build community resilience?

Progress earthquake strengthening works where buildings are defective according to risk and public safety.

How can Council encourage households' emergency preparedness?

More information maybe providing at cost+ kits through an external supplier to those on a community card. Maybe even a minor reduction on rates for possessing a kit? Maybe its a licence system?

Should we explore different options for how we insure our assets? We could: reduce our cover/increase our excess? self-insure more/increase our reserves?

Increase excess and consider part self funding dependent upon risk profile.

Government changes impacting Council: three waters services

What's important for you about Council's role?

Require all Councils to meter supplies, provide benefit for Kapiti for introducing meters and reducing demand, consideration of amalgamation into larger Wellington Region, ensuring alternative Central Government finance supports major changes, emphasis on leak detection, improve rural area supply sources

What should we advocate for?

Support for what we have already done in terms of metering and bore system

Key decisions

Key project 1: Should Council take a bigger role in housing?

Do you agree with the Council's recommended option?

☒ Yes – Council should take a bigger role in housing

Do you have any views on this?

Lots of thoughts! (I would like to speak more widely on this topic). Council role should be as catalyst/enabler not as driver. Council definitely not as developer. Agree investigate and improve/extend pensioner housing, just surprised has not happened already. Be clear about housing deficit and cost of operating pensioner housing. Have strategy for asset renewal at end of life. Sort pensioner housing before starting on other housing ventures. Look at using Council land, even small pockets, for development (by others). Look at different ownership models, e.g. leasehold rather than outright purchase/sale. Look at infill near town centres, secondary dwellings, sub-dividing existing dwellings, mixed use, conversion of underused commercial and industrial buildings, temporary, e.g. container housing, prefabs, more medium/higher density with design controls and adequate solar shading safeguards. Drastically revise and simplify District Plan. Move toward a nationally agreed District Plan framework throughout the country,crazy having some many different plans across different districts. Definitely reduce influence of road engineers in housing layouts. Convert some rural residential to residential zones but in logical way. Require/encourage sustainable design, higher standards, through stick and carrot. Introduce mandatory percentage affordable housing requirement of 10-15% plus requirement to build smaller houses as percentage maybe as future potential expandability.

Allow/encourage duplex developments, zero lots, more mixed use. Increase rates on empty/holiday homes and empty land. Follow up on vacant properties to ascertain issues. Allow/cater for small and tiny houses, flatting for seniors/juniors. Investigate potential divisions of exiting houses where sole occupant remaining but have not got capital to convert. Drastically change culture of regulatory staff especially resource consent staff to a much more positive approach not a negative one. Look at how existing subdivisions have up to 30% wasted space through unnecessary roading, footpaths and service provision (space wise). Change consent fees to reflect priorities. e.g. reduce fees for affordable units. Encourage Passive House Design and Passive Solar Layouts of subdivisions. Incentivise developers.

Key project 2: Should we renew the Paekākāriki seawall a different way?

Do you have any views on this?

Wonder why we are considering a 'solid solution'? Does this not set a precedent for other areas? Is it just to protect Council assets? What about groins especially as drift is southward. Not sure why Council makes it so difficult for individual owners to protect their own property. Nowadays are there not more natural methods of protection available? Beachfront owners should pay a higher percentage of protective measures.

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Do you have any views on this?

Strong views as already stated in public through Facebook and KIN. Need urgent clarity around. Need clear objectives, options and operating costs and strategy not just because others have them...Lower Hutt URBAN PLUS basically subsidises lower cost sections through higher cost sections. Clarify the WHY,WHAT,HOW,WHO.WHEN,HOW MUCH prior to even considering a CCO/CCTO. Danger of political interference. Needs a pipeline of works..takes time...maybe up to 3 years to start works. Leave development to the professionals. If setting up, consider in a project management way, one organisation with teams, formed, disbanded, reformed with appropriate members for different projects. Would like to discuss further at public forum. Grave concern 'its part of Council finances' so really its not separate or independent at all.

Significant proposal 2: Should Council explore ways to have a role in the airport?

Do you agree with the Council's recommended option?

☒ No – Council should not explore ways to have a role in the airport

Do you have any views on this?

Airport is a loss leader and needs subsidy. Land could be better used as housing. Council knows nothing about running an airport. Limited public served by air services. If you want to retain the airport then its a Government asset..

Major projects and initiatives

Which of the following key projects would you like to comment on?

- ☒ Waikanae Library ☒ Link road ☒ Waste minimisation ☒ Indoor sports centre
- ☒ Ōtaki Pool upgrade stage 2 ☒ Community Board proposals
- ☒ Te Newhanga Kāpiti Community Centre ☒ Drinking water safety and resilience ☒ Footpaths
- ☒ Ngā Manu Nature Reserve ☒ Maclean Park ☒ Town centres ☒ Stormwater upgrades
- ☒ Ōtaki community facilities ☒ Playgrounds ☒ Kāpiti Gateway/ Te Uruhi

Waikanae Library - share your views.

Consider a shared facility jointly with other users hopefully 24/7. Consider digital portals rather than physical entities. Small outlets like existing is OK so long as one can access catalogue. Important as part of urban fabric and a draw place for public.

Link road - share your views.

Agree for the need to open up are for development, not sure about its viability in terms of easing traffic flows. Will they just not increase?

Waste minimisation - share your views.

Continue to encourage waste minimisation and recycling.

Indoor sports centre - share your views.

Do we not have one at Mazengarb Park? If new should be shared facility incorporating other users like schools etc.

Ōtaki Pool upgrade stage 2 - share your views.

Ōtaki needs more facilities..its always been the poor relation.

Community Board proposals - share your views.

AXE THEM! They are a total waste of time and effort and just create another layer of bureaucracy. Instead have more wards especially representing the rural areas and Maori.

Te Newhanga Kāpiti Community Centre - share your views.

Like the indoor sports centre look at shared facility and even converting an existing building.

Drinking water safety and resilience - share your views.

Vital. Carry on make it work!

Footpaths - share your views.

Not in favour of increased footpaths where they destroy original character of the area like at Waikanae Beach or Ōtaihangā.

Ngā Manu Nature Reserve - share your views.

Thought this was a private facility?

Maclean Park - share your views.

Think there is already enough going on. Why do we need additional toilets?

Town centres - share your views.

Probably done enough there already! Its economic development we need as well as physical development.

Stormwater upgrades - share your views.

Vital, increase rate of renewal etc. Look at alternative solutions through natural examples.

Ōtaki community facilities - share your views.

Vital increase as poor relation.

Playgrounds - share your views.

OK as they are.. just continue maintenance.

Kāpiti Gateway/ Te Uruhi - share your views.

Generally in favour if not fully behind design.. could have been a more iconic structure... not sure why the emphasis is on the quarenten aspect and the space cannot be used at other times...could have used less parking space up. Especially as part funded through PGF.

Rates & Policy

Changes to rating system

Do you have any views on this?

Generally OK with proposals. Not sure I really understand the system! Need an alternate rating system (the dreaded pole tax!) that taxes all constituents (with safeguards) not just home owners. Higher rates needed in beachfront areas to offset increasing costs. More user pays.

Changes to the help Council provides with rates

Do you have any views on this?

OK with this.

Changes to user fees and charges for 2021/22

Do you have any views on this?

Generally OK with this. Increase some fees entry cost where sustainable and more reflective of costs. Crazy low prices for swimming pools. Varied fees for consents to act as stick and carrot. Higher rates for holiday homes and vacant land especially residential sites.

Changes to levels of service

Do you have any views on this?

Not clear why Council is closing facility.

Changes to policies

Revenue and financing

Do you have any views on this?

Generally OK with this.

Rates remission

Do you have any views on this?

Generally OK with this. Would this be applied to businesses that were struggling and how would you assess them?

Development contributions

Do you have any views on this?

Needs rethink to encourage objectives sought by Council. More stick and carrot. e.g. lower fees for affordable housing. Reductions for climate change measures incorporated etc.

Significance and engagement

Significance and engagement

Yes

Do you agree with the thresholds we apply to help determine if a matter may be significant?

Yes

Do you understand our framework for determining how and when we seek community feedback on key activities?

No

Rates for 2021/22

Which of the below best indicates your views?

☒ I accept it and I support the proposals

Do you have any views on Rates for 2021-22?

First should be looking at Councils staffing and overheads. (which Council never does--WHY NOT?). Outside regulatory service should adopt a project management approach forming teams as and when needed rather than just take on more staff. Awards bonuses only for outstanding achievement (rarely). Review all salaries.

Do you support Council exploring other ways to generate income?

☒ Yes

Do you have any views on Council exploring other ways to generate income?

Some scepticism in CCO/CCTO actually turning a profit when really Council not set up to run certain businesses efficiently being bureaucratic and slow and subject to political interference. NEEDS CONSIDERABLE CLARITY.

Other feedback

Do you have any other feedback about the proposed long-term plan?

Impressed at scope of document! Climate change measures need to follow through in changes to the District Plan to promote improvements. Council needs to put much more effort into community consultation not just the minimum but there needs to be a culture change not just in Council but among those being consulted and a decent facilitator/s employed and a different system to engage people. Drastic change needed in the format of Council meetings to encourage involvement from the public. Drastic changes in the way Council meetings are recorded and run. All Councilors need considerable training in running meetings and understanding about public consultation. Drastic overhaul and simplification required in District Plan. Drastic overhaul required of staff (from the top down) culture generally to adapt to more inclusive and response approach to the public particularly around engagement. If you want to make a change in housing you need a clear VISION, a clear STRATEGY and a clear ACTION PLAN lead by committed people with the right knowledge and skills required. This particularly around the formation of a CCO or CCTO. I would like to see qualifications (!) required of anyone standing for Council that they are up to the job and that they devote sufficient time to their allotted tasks, maybe they actually have to turn up at an office for work?

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

☒ Yes

What area do you live in?

Paraparaumu

Response ID

3349993



Long-term plan 2021-41: Securing our future

First name Peter

Last name Ryan

Are you providing feedback

☒ as an individual

Our direction

Our financial and infrastructure strategies

Our big issues

What big issues would you like to give your views on to help guide our direction:

☒ Access to housing

COVID-19 recovery

Access to housing

Do you have any views on access to housing generally?

This is my area of greatest concern. Since I became a member of the St Vincent de Paul Society I have come to know some of the homeless in Kāpiti by name. It is very difficult to find housing for a wide range of people. My wife and I have taken individual action in purchasing land from He Tangata Charitable Trust so that we can build two dwellings for social housing rental.

I strongly support Council in taking a stronger role in housing as outlined in the Long Term Plan.

I further urge Council to support individuals, trusts and companies who are endeavouring to build and provide social housing by streamlining the consent process and, if possible, reducing costs of consents for housing that is genuinely social housing. There may be other ways in which Council can work together with others to provide social housing.

Responding to climate change

Managing growth

Strengthening our resilience

Government changes impacting Council: three waters services

Key decisions

Key project 1: Should Council take a bigger role in housing?

Do you agree with the Council's recommended option?

☒ Yes – Council should take a bigger role in housing

Key project 2: Should we renew the Paekākāriki seawall a different way?

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Significant proposal 2: Should Council explore ways to have a role in the airport?

Do you agree with the Council's recommended option?

☒ Yes – Council should explore ways to have a role in the airport

Do you have any views on this?

I support this exploration. I would urge Council to advocate on behalf of the iwi who were the original owners of the airport land and to seek a just solution on their behalf.

Major projects and initiatives

Rates & Policy

Changes to rating system

Changes to the help Council provides with rates

Changes to user fees and charges for 2021/22

Changes to levels of service

Changes to policies

Revenue and financing

Rates remission

Development contributions

Significance and engagement

Rates for 2021/22

Other feedback

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

☒ Yes

Response ID

3342191



Proposal from Ngā Manu Nature Reserve to the Kāpiti Coast District Council for consideration as part of its Review of the Long-Term Plan

Introduction

Ngā Manu Nature Reserve seeks the support of the Kāpiti Coast District Council (Council) as a key community stakeholder in the on-going development of Ngā Manu as a regional visitor attraction that will provide employment opportunities, contribute to the region's economy, and continue to restore lost habitats and ecosystems.

We understand that Council has under consideration the inclusion of \$250,000 as a contribution to capital development at Ngā Manu. We welcome the opportunity to make our case to Council for this support.

Proposal

We seek Council's support with:

- Our immediate plans to improve the existing Visitors Centre – up to \$150,000 over 2021-22 and 2022-23; and
- A Feasibility Study regarding a proposed Forest Canopy Walkway - \$100,000 over 2022-23 and 2023-24.

We also want Council to consider partnering with Ngā Manu by investing in the development of a Forest Canopy Walkway should, through the Feasibility Study, it proves to be a valuable, enduring addition to the visitor experience at Ngā Manu bringing economic value to the Kāpiti District through increased employment opportunities and tourism spend.

Executive Summary

Ngā Manu Nature Reserve seeks the support of the Kāpiti Coast District Council as a key community stakeholder in the on-going development of Ngā Manu as a regional visitor attraction that will provide employment opportunities, contribute to the region's economy, and continue to restore lost habitats and ecosystems.

Ngā Manu has committed to increasing staff by 2.3 FTEs and to make improvements to existing facilities. These changes are focused on the visitor experience and improving operating revenues.

Additional personnel costs will be met by additional revenue and underwritten by Ngā Manu's cash reserves originally set aside should the Ngā Manu Trust be wound-up.

Having considered several major developments in the context of Provincial Growth Fund applications, Ngā Manu believes that the development of a Forest Canopy Walkway will bring greatest benefit to Ngā Manu and the Kāpiti Coast District by significantly increasing the attractiveness of the Reserve and the Kāpiti Coast to national and eventually (once borders are reopened) international tourists.

Council's contribution of \$250,000 will go towards anticipated capital improvements to facilities, and a Feasibility Study on the Forest Canopy Walkway.

Our proposal anticipates that Council will be a financial partner in the development of the Forest Canopy Walkway.

Background

Proposals to the Provincial Growth Fund (PGF) in 2019 and 2020 for a major capital development that included a new Visitors Centre and the Forest Canopy Walkway followed by a revised proposal for a Visitor Centre and Café were unsuccessful. These projects focused on improving the amenities for visitors and adding attractions which would build on the intrinsic values of the Reserve.

Prior to making the PGF applications Ngā Manu had developed a plan to upgrade the Visitors Centre which was an extension and refurbishment of the existing facility. Developed design had been completed and Building Consent issued. This did not proceed because of the intervention of the PGF process and advice received, that the PGF would not consider a refurbishment for funding.

COVID 19 has also radically changed the operating environment for visitor attractions that rely on visitation for revenue. It has promoted a rethink of priorities and a refocus on the domestic market.

In Ngā Manu's case the combination of the PGF disappointment and the need to build local and regional visitation in the short-term has led to a reprioritization on staffing and capital investment whilst retaining the objective of investment in the visitor experience in the medium to long-term.

Staffing

Ngā Manu relies on volunteers, most of whom are deployed in the Reserve itself providing essential resource for maintenance, pest control and animal care. Volunteers are also used as interpreters and guides and as hosts in the Visitors Centre. We could not operate without our volunteers; but we have also determined that we have insufficient paid employees to realize the visitor and revenue potential of Ngā Manu.

We currently employ 4.5 Full-time equivalent (FTE) including the Reserve Manager. Under our PGF proposal we expected to increase staffing by at least 2 FTE to increase our visitor services including retail and venue hire. Despite our PGF disappointment we plan to increase staffing to implement our business development objectives.

Accordingly, in August 2020, the Board agreed to increase staffing levels by 2.3 FTE all of whom will be focused on growing visitation and operating revenue. The new roles are: Business Development Manager; Marketing and Communications; Fundraising and Office Support. Our expectations are that these new positions will:

- Lead to increased visitation and consequently improved revenue based on visitor spend (admissions and retail).
- Increase revenue from venue hire, programming and events.
- Place a major focus on fundraising including personal giving as well as via charitable trusts.
- Increase visibility with locals and regional/national visitors leading to increased visitor numbers.
- Improve business systems and back-office functioning.

We have commenced an organization development process and expect to recruit these positions in the New Year.

Financial Forecast

The Board has agreed to use its limited cash reserves to underwrite the annual budget to ensure a break-even position. There is a gap between realistic budget expectations and break-even as follows: (\$126,633) in 2021-22; (\$85,586) in 2022-23; and (\$43,706) in 2023-24. This will be underwritten by Ngā Manu's cash Reserves set aside as a wind-up fund.

Our 3-year financial forecast is attached as Appendix One.

The increased salary and wages budget is offset by increased revenue achieved through increased retail, admissions, memberships, donations and grants.

Capital Investment

Immediate improvements already underway

Our immediate priority is to improve the Visitors Centre building to accommodate staff; to provide a more welcoming reception area for visitors; and to increase the footprint for retail. We have started this work with upgraded toilet facilities; improved heating and cooling and have recently upgraded our power-board. The next phase is the configuration of the space.

We also plan to secure better accommodation for our volunteers in the form of a relocatable building which will be repurposed to provide a lunchroom and other amenities for the comfort of our volunteers.

A third project is the upgrade of Robin's Nest to provide better conference and catering facilities.

We regard these projects as essential developments to improve the comfort of staff and visitors and to support our business objectives.

These improvements will be completed with the assistance of benefactors, other fundraising, and if it sees fit, a contribution from Council.

Investment in the visitor experience

There are many opportunities to add value to the Reserve for visitors. In our first PGF application we scoped a Forest Canopy Walkway as a key visitor attraction and now consider this the best option to significantly increase the attractiveness of the Reserve to national and eventually (once borders are reopened) international tourists. The following is an extract from our first PGF application:

"A 7-11 metre high canopy walkway 200 metres long traversing through rare, 400-year-old kahikatea with puketēa and swamp maire, offering a unique experience of the forest tree tops and canopy. This will be only

the third aerial walkway through significant forest in New Zealand. The educational value and varied, memorable experience for visitors will elevate the status of Ngā Manu as a major attractor for visitors, return visitors, and education and community groups to the Reserve. The canopy walkway will be accessible, adopt cost effective structural systems and minimise environmental impact on the forest floor and trees through careful siting.”

The estimated cost of the Forest Canopy Walkway in 2019 was \$3 million.

The Forest Canopy Walkway will be an attractive proposal for funders and Council’s support will be essential to secure major funding from organisations such as NZ Lotteries and charities focused on improving amenities with an educational and community focus as well as the as a boost to tourism and the local economy.

The proposal will require thorough assessment through a feasibility process that will assess the walkway’s viable scope (E.g., is there opportunity to extent the walkway into neighboring land such as Jack’s Bush?) as well as the economic, environmental, and social impacts of the project on Ngā Manu and the Kāpiti Coast’s economy.

Ngā Manu is not able to undertake a Feasibility Study without the support of the Council which may be financial as well as in-kind.

Our proposal anticipates that Council will be a financial partner in the development of the Forest Canopy Walkway.

Further Background on Ngā Manu

Appendix Two is an extract from our PGF application.

Matu Booth
Ngā Manu Reserve Manager

Pat Stuart
Chair, Ngā Manu Board of Trustees

Monday, December 21, 2020

**Ngā Manu Nature Reserve
74 Ngā Manu Reserve Road,
Waikanae, 5391**

	Excludes Depreciation							
31 Mar 20		YTD Actual	Budget	Forecast	Forecast 20-21	Forecast 21-22	Forecast 22-23	Forecast 23-24
	Income							
\$9,870	Total Grants	\$10,400	\$2,040	\$0	\$12,440	\$25,000	\$40,000	\$60,000
\$217,962	Total Investment income	\$107,078	\$84,770	\$0	\$191,848	\$197,603	\$203,532	\$209,637
\$13,463	Total Members	\$11,422	\$6,268	\$0	\$17,690	\$21,000	\$26,400	\$31,350
\$19,031	Total Sponsorship and donations	\$38,972	\$2,440	\$0	\$41,412	\$43,000	\$55,000	\$56,000
\$230,091	Total Trading income	\$113,329	\$115,059	\$0	\$228,388	\$265,589	\$296,186	\$325,476
\$490,416	Total Income	\$281,201	\$210,577	\$0	\$491,778	\$552,193	\$621,117	\$682,463
\$8,663	Total Other Income	\$193,209	\$0	\$0	\$191,699	\$5,150	\$5,305	\$5,464
	Less Operating Expenses							
\$25,053	Total Administration	\$15,649	\$10,698	\$0	\$26,347	\$32,336	\$32,626	\$32,439
\$317,270	Total Employee costs	\$190,602	\$100,044	\$18,000	\$307,137	\$468,323	\$481,223	\$495,039
\$16,624	Total Marketing & Promotions	\$3,683	\$4,000	\$0	\$12,648	\$15,150	\$20,305	\$22,464
\$74,999	Total Occupancy Costs	\$40,488	\$52,550	\$45,000	\$94,045	\$124,157	\$132,524	\$135,000
\$17,735	Total Professional Fees	\$12,528	\$1,660	\$250	\$14,438	\$16,204	\$16,690	\$17,191
\$29,308	Total Reserve Costs	\$14,921	\$9,900	\$0	\$26,557	\$27,807	\$28,641	\$29,500
\$480,989	Total Operating Expenses	\$277,870	\$178,852	\$63,250	\$481,171	\$683,976	\$712,008	\$731,633
\$18,090	Operating Profit	\$196,540	\$31,725	-\$63,250	\$202,307	-\$126,633	-\$85,586	-\$43,706

Ngā Manu Nature Reserve - a hidden taonga of the Kāpiti Coast

- Our purpose is to promote the conservation and preservation of New Zealand's flora and fauna and to provide a place where people can deepen their connection with nature.
- Visitors including school groups to Ngā Manu have memorable, remarkable experiences with a rare coastal swamp forest ecosystem and iconic New Zealand animals such as kiwi, kaka, kea and tuatara.
- 20,217 people visited Ngā Manu in 2019-20 an increase of 2,275 on 2018-19 largely due to the addition of the Kiwi Encounter Experience introduced in 2019.
- Locals and New Zealand travelers make up 80% of our visitors suggesting that we are well placed to strengthen our appeal as a tourist destination in the post-COVID environment
- We undertake critical animal recovery and breed for release programmes and we protect a precious remnant of wetland kahikatea, pukatea-tawa-swamp maire forests, which once covered the coastal plain.
- Ngā Manu is an important haven of an almost lost natural ecosystem and is highly regarded by the wider conservation sector for its work and as a site for supported ecological and scientific research.
- Ngā Manu Nature Images which is a collection created by Peter McKenzie and David Mudge is a national treasure containing iconic images of our native fauna and is used extensively in publications and promotional material.

Conservation Activities

Ngā Manu:

- Participates in Department of Conservation (DOC) Recovery Programmes for Brown Kiwi, Tuatara, Whio, Pateke/Brown Teal and Yellow Crowned Kakariki which have resulted in numerous releases into the wild.
- Participates in significant local conservation programmes which include the nationally endangered Whitakers Skink, the breed-for-release of Wellington Green Gecko, and re-establishment of threatened plant species such as Dactylanthus, and New Zealand mistletoe species.
- Is a member of the Zoo and Aquarium Association (ZAA) and meets the standards for captive animal welfare accreditation. We participate in captive programmes run in conjunction with ZAA and DOC which have species advocacy as one of their cornerstone outcomes.
- Has provided husbandry expertise and facilities to support Greater Wellington Regional Council (GWRC) and DOC in recent reptile salvage projects such as the Transmission Gully expressway, and in Whitby which resulted in over 900 skinks being temporarily housed.
- Worked with Ngāti Koata, Victoria University of Wellington and DOC between 1989 and 2017 to raise over a thousand tuatara which were incubated and hatched at the University, then raised and cared for at Ngā Manu until they were large enough to be released on predator-free islands.
- Is at the forefront of plant conservation efforts for Dactylanthus and mistletoe and has assisted other restoration projects such as Zealandia with technical advice.
- Collaborates with the Takahe Recovery Programme and Wildbase Massey University to provide a short-term stay enclosure when birds are transferred on or off Mana Island, Kāpiti Island, and other sites.
- Fosters research on site via scholarships through Victoria University of Wellington and Massey University, and supports scientists who wish to use the Reserve for aspects of their study.
- Operates insect nurseries comprising facilities where live insects and larvae are cultivated and prepared as supplementary food for captive fauna.
- Has a long history for taking in injured or orphaned native birds brought to us by our local community. We are supported in this by a retired volunteer vet and have a dedicated hospital space, rehabilitation and quarantine aviaries.

Tourism:

- Ngā Manu Nature Reserve is in a part of the Wellington Region which is on the cusp of significant change and which seeks economic development opportunities to build local resilience and as expressions of the Kāpiti Coast identity.
- An enhanced Ngā Manu is a natural complement to Kāpiti Island visitation adding to Kāpiti's commitment to environmental sustainability and its connection to nature. It will also stimulate other tourism developments e.g. guided nature tourism throughout the wider Kāpiti Coast and it contributes to the region's ecotourism potential.
- Ngā Manu is accessible by road and 5 minutes' drive from State Highway 1. It is therefore accessible to all New Zealanders, international tourists and on the doorstep of 50,000 locals.
- It is a reminder of what once was, and a model for what could be. By its presence and ready visitation, it can stimulate visitor reawakening in natural values and of a lost spiritual connection. From a mental health perspective its regional influence will become increasingly evident.
- Added to this are the economic and environmental benefits to Kāpiti Coast and the Wellington Region offering additional employment opportunities that will grow as the attractions within the Reserve are developed.

On average, approximately 45% of the visitors to Ngā Manu Nature Reserve are locals from the Kāpiti district, 20% are from surrounding areas within Wellington Region and international visitors make up 19% of the visitation to Ngā Manu.

- In the year to 31 January 2020:
 - International visitors spend in the Kāpiti Coast District was \$38.75m (5.2% growth from previous year).
 - Domestic visitors spend in the Kāpiti Coast District was \$134.5m.
 - Australian visitors spent almost \$11m in the Kāpiti Coast and according to the International Visitor Survey, the Australian market enjoys outdoor activities, such as walking and tramping, national parks and beaches.
- Tourism (Post COVID-19):
 - Restrictions on international travel will continue until a vaccination is freely available.
 - Government's focus and resources will be on encouraging New Zealanders to see their own country.
 - Projected local population growth (locals are currently the largest users of Ngā Manu) supports the development of destination Café and improved visitor amenities at Ngā Manu.
 - Improved connectivity (a signage) to main population centres via State Highway 1 has meant better awareness of Ngā Manu and significantly improved access to the Kāpiti Coast and Ngā Manu.
 - The completion of Transmission Gully has the potential to deliver a greater day-tripper audience to Ngā Manu.

Our connection to regional (and sector) stakeholders and frameworks

- **Kāpiti Coast District Council (KCDC)** We have a Memorandum of Understanding with the Kāpiti Coast District Council recognising Ngā Manu Nature Reserve for the unique environment and experiences it offers; it considers it a draw-card for national and international visitors to the Kāpiti Coast district, and that it creates economic and community benefits for Kāpiti. In this context it regards Ngā Manu as an important exiting asset with potential to contribute economic benefit to Kāpiti and the Wellington Region. It is described in the Kāpiti Coast District Plan as "one of the largest and best examples of swamp forest within Foxton ED."
- **Greater Wellington Regional Council** Ngā Manu contributes to the catchment and tributaries of the Waimeha Stream, which is regarded as a significant indigenous ecosystem. As such the area is part of Greater Wellington's Key Native Ecosystem (KNE) that stretches to the south and includes Jack's Bush and various private, covenanted properties; the area is therefore recognised as an important area for conservation by DOC.
- **Mana Whenua** Ngā Manu aspires to be a model of environmental knowledge and practice – kaitiakitanga - particularly in relation to our conservation effort; we have identified collaborative opportunities with local iwi to integrate mātauranga Māori into the experience of visiting Ngā Manu. Contact has been made with Te Atiawa of Whakarongotai and we have enlisted the support of Kahu Ropata, Iwi Partnerships Manager, KCDC to facilitate this process. We are also collaborating with the cultural engagement and education teams of Zealandia and Pūkaha National Wildlife Centre to develop a Rangatahi/Youth programme. Through these initiatives we will continue to develop our commitment to Te Ao Māori and to develop our tikanga.

- **Private donors** The Philipp Family Foundation and the Deane Endowment Trust are supporters of the Visitor Centre and Café development and have pledged \$80,000 each and a further \$80,000 has been pledged by the Ngā Manu Trust.
- **Nikau Foundation** we have established an endowment fund with the Nikau Foundation for legacy giving.
- **Kāpiti Island Nature Tours** We complement Kāpiti Island Nature Tours and the Kāpiti Island Eco Experience by offering an alternative nature experience when weather conditions prevent travel to the island.
- **Department of Conservation (DOC)** We are recognised and respected for longstanding contributions to DOC led recovery programmes for Tuatara, Brown Kiwi, Blue Duck/Whio, Brown Teal/Pateke, Kaka, Wellington Green Geckos, and Whitakers Skink. Animals bred at our site have helped re-establish or support populations of these species nationally
- **New Zealand Transport Agency (NZTA)** We have an ongoing relationship with NZTA to undertake a range of projects that help to facilitate its work including salvage of native species and management of wetlands. Examples include the construction of the Waikanae Expressway, the Ngā Manu Reserve Road and now Transmission Gully, and the long-term management of the wetlands adjacent to Ngā Manu, including the Kakariki stream and associated riparian areas which contribute to the catchment of the Waimeha Stream.
- **Wildbase – Massey University** We have a longstanding relationship with the Wildbase Massey University through which we receive veterinary support for our captive holdings. Ngā Manu supports postgraduate students in ecology, zoology and veterinary science through short-term placements at our facility.
- **Universities** We have long-standing relationships with New Zealand’s universities since the founding of the Ngā Manu Trust and the establishment of the Ngā Manu Nature Reserve. Early researchers, advisors and Trustees included Sir Robert Falla, Sir Charles Fleming, Professor John Salmon and David Mudge. We also offer one-year scholarships worth \$3000 to students from both Massey University and Victoria University of Wellington, for research aligned with our vision.
- **Royal Society of New Zealand Te Āparangi (RSNZ)** The RSNZ supports our Winter Lecture Series by meeting the travel costs of speakers. We also host a teacher placement for the Science Teaching Leadership Programme (STLP) through RSNZ.
- **Zealandia Eco-Sanctuary** We enjoy ongoing collaborations with Zealandia most recently involving our common interests in mistletoe recovery and the Wellington Green gecko conservation efforts
- **Partner conservation organisations** We work closely with other organisations throughout New Zealand which are involved with DOC recovery programmes and breed for release programmes in which we are involved, most notably Pūkaha Mt Bruce, Rainbow Springs, Willowbank, and Otorohanga Zoo
- **The Mahara Gallery** We have a partnership with Mahara Gallery in Waikanae through a science-art collaboration which has been funded by the Philipp Family Foundation; a long-term supporter of Ngā Manu. The programme involves Kāpiti Coast primary school children visiting Ngā Manu to learn about nature and then visiting the Mahara Gallery where different artists work with the children to create artworks based on their experience at Ngā Manu.
- **Volunteers** – We provide a range of conservation focused opportunities for over 50 volunteers who in return gave approximately 9,000 hours which is the equivalent to 4.5 FTE in the 2019-20 financial year.

The following assesses benefits of the project against the PGF outcomes.

Outcome	How will the project positively or negatively impact this outcome in the region(s) identified?
Increase economic output	<ul style="list-style-type: none"> - The project will enhance eco-tourism in Kāpiti by increasing awareness of what Ngā Manu has to offer resulting in lengthening stays in accommodation, attracting new visitors; and generally increasing employment opportunities within Kāpiti. - The opening of the Visitor Centre and Café will increase employment at Ngā Manu by 5 FTE (2 Visitor Services Hosts and 3 café staff). The overall headcount (people employed) is likely to increase by 8. - The number of jobs will increase as further stages of the Development Plan are completed.

	<ul style="list-style-type: none"> - We expect that spend per visitor will increase because of the café and the new retail operation.
Enhance utilisation of and/or returns for Māori assets	<ul style="list-style-type: none"> - The Ngā Manu Nature Reserve is protected under the Reserves Act 1977 and is specifically identified as a protected natural area in the Kāpiti Coast District Plan. - The development of the asset will benefit all New Zealander and we will seek guidance from Mana Whenua to ensure that it is aligned with their values and aspirations.
Increase productivity and growth	<ul style="list-style-type: none"> - Ngā Manu Nature Reserve, with its location, just off State Highway 1 at Waikanae, is well positioned for local and international tourism. - Post COVID-19 the focus will be on building local tourism and we expect that our planned developments will rapidly place Ngā Manu amongst the “must see” visitor attractions of the Wellington Region. We expect that the completion and opening of Transmission Gully will see increased day-trippers from other parts of the region. - As international travel rebuilds Ngā Manu will provide an accessible adventure with nature. Visitor projections are modelled on increases in visitors and spend per visitor as developments are completed. - With the opening of the Visitor Centre and Café we expect visitation to increase to 25,000 by 31 December 2023. - Visitation milestones will be achieved as new experiences are opened with an expectation that visitation will be between 44,000 and 50,000 by 2030 (from a base of 22,000 in 2020).
Increase local employment and wages (in general and for Maori)	<ul style="list-style-type: none"> - The construction stage of the project will provide a total of 20 FTE for a minimum of 10 months. We commit to using local tradespeople wherever possible. - With the opening of the Visitor Centre and Café an additional 5 FTE and a headcount of 8. - Employment opportunities will be realised as the Development Project is implemented and as visitor numbers increase. - Most of these positions will be Visitor Services Hosts and specialist guides. E.g. the interpretation, guiding and imparting the values of kaitiakitanga will require specialist knowledge and will be filled by iwi Māori.
Increase local employment, education and/or training opportunities for youth (in general and for Māori)	<ul style="list-style-type: none"> - Ngā Manu's education services will be expanded as resources allow. Ngā Manu is collaborating with the cultural engagement, and education teams of Zealandia and Pūkaha National Wildlife Centre to develop a Rangatahi/ Youth programme. - Through this initiative the opportunity will arise for our three local iwi to participate in the expression of Te Ao Māori tikanga to enable Ngā Manu to fulfil its aspiration to be a model of environmental knowledge and practice.
Contribute to mitigating or adapting to climate change	<ul style="list-style-type: none"> - Ngā Manu Nature Reserve is an exemplar of what can be done to preserve and enhance coastal swamp land ecosystems on the Kāpiti Coast and demonstrates effective carbon capture by vegetation. - The integration of a passive solar design, natural light and ventilation within the new Visitor Centre and Café will ensure Ngā Manu is a leader in sustainable architecture.

	<ul style="list-style-type: none"> - As the Ngā Manu Development Project continues a major focus will be to establish efficient building service systems through design which will minimise ongoing energy costs.
Increase the sustainable use of and benefit from natural assets	<ul style="list-style-type: none"> - Ngā Manu's outstanding natural asset is its lowland swamp forest which is representative of much of the forest that clothed the Kāpiti Coast before human occupation. - The remnant forest is the only example of such a forest remaining on the Kapiti Coast today. - It provides visitors with a window to the past, and what is possible in terms of restoration.
Enhance well-being, within and/or between regions	<ul style="list-style-type: none"> - As urban sprawl overtakes the Kāpiti Coast (and much of New Zealand), the Ngā Manu Nature Reserve will become increasingly important as a place to enjoy the benefits of nature. - Ngā Manu will continue to ensure that hard- won conservation objectives and aspirations continue to be there for future generations.

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

9 May 2021

From Kapiti Climate Change Action Group

WHO WE ARE

We are a group of people living on the Kāpiti Coast who are concerned about the present and looming impacts of climate change on the Kāpiti coast, NZ as a whole and on the world, who are prepared to challenge decision makers who can, but don't, prioritise climate change response actions. We support initiatives to mitigate and adapt to climate change as well as emerging projects to reduce atmospheric greenhouse gases to pre-industrial levels.

Kāpiti Climate Change Action Group (KCCAG) was established in mid-2019 with the express purpose of advancing community and Council discussions and actions to address the impending threat of climate change. We have been pro-actively engaging with Council since that time, both formally and informally.

We are dismayed at the council's lack of progress in developing a vision, substantive policy direction and strategic thinking to address climate change as evidenced in your draft Long Term Plan 2021-41.

The next decade has been described as "...the most consequential decade for humanity. Between 2020 and 2030 the choices we make will determine the future that our children, and theirs, will inhabit, - Christiana Figueres, former head of the UNFCCC that delivered the 2015 Paris Accord on climate change.

It is deplorable that Council has not made more of this opportunity to share a powerful vision and well-considered plan for addressing climate change in the district.

Christiana goes onto say: "We know what is needed to tackle the climate crisis – all that remains is for us to take action, collectively and individually, starting now.

A number of members of KCCAG have made individual submissions which we support. We also support the submission of Low Carbon Kāpiti.

GENERAL COMMENTS

Just before you finalised the 2018-2021 Long Term Plan, KCDC also declared a climate emergency. It was a trendy thing to do in response to the first School Strike for Climate and the run-up to the local body elections. But what did it mean? We would perhaps not have expected to see the emergency reflected much in the 2018-21 plan, but we would certainly have expected to see concrete evidence that the council was facing up to the implications of having declared an emergency over the ensuing three years.

What have we seen? Very little. The so-called Sustainable Transport Strategy, and the Economic Development Strategy both missed the mark, evidencing that key parts of the council have little comprehension of the intersection of their functions with climate change and of the opportunities they have to make a difference to our futures.

Why have there not been more signs of genuine commitment to making a real difference?

You surely cannot say that the science is weak, or that local government has no responsibility in this matter. The problem is, we think, that while some councillors and some staff get it, as a whole you do not understand that responding to climate change is not a discrete activity, the equivalent of roads, or community facilities. This is evidenced by a failure to mention climate change at obvious points in the consultation document and the quarantining of climate change under the environment rubric. The challenge is to integrate climate change thinking into all your activities and all your policy decisions. We don't think it is so terribly hard. We have to conclude that the real decision makers at council do not have the will to drive the transformation in how you think about your role and how you operate so that addressing climate change is at the heart of everything, as your climate emergency declaration might lead us to expect. Your focus is elsewhere, with an on-going belief that wealth rather than well-being and our current - rather than later - generations' futures are what is important.

We see that this proposed LTP contains a Strategic Framework to guide council decision-making around climate response. But why has it taken three years? It didn't need to wait for an LTP, surely? It is all fair enough, but it reads like a defensive and limiting move, rather than any stirring to action.

So where is the evidence of climate responsiveness in this LTP? It is missing. Sure, the word climate appears often enough, sprinkled about with little evidence of strategic thinking and genuine integration of climate awareness. At other times, when we would expect the identification of opportunities to address climate within other issues, there is silence about climate implications and opportunities.

We want every section of council to be making all policy decisions that contribute now and in the future to the ability of human communities, the environment and biodiversity to thrive in the face of climate change challenges.

YOUR KEY DECISIONS

Your list of key decisions amazes us. Are these the most important decisions you as a council should be facing when you have declared a climate emergency, or that you should be asking ratepayers to comment on? Surely not.

Nevertheless, we have responded to your questions. As you will see, we put a climate lens over these questions. We would have expected you to do the same, but you have not, except to a very limited extent on the housing issue.

Housing

We are pleased to see KCDC considering whether and how to step up to contribute to addressing New Zealand's housing crisis. In our view, the urgent need is for affordable housing. We would like to think that any rate payer money used to increase housing availability is deliberately targeted to affordable housing for low and middle income households.

We are also pleased to see that the council acknowledges that "adapting to climate change includes considering where our future development of housing is best placed to support sustainable living

We would like to think that your focus would be medium density housing with good access to transport. Medium density housing near railway links could be built above current car parking areas.

We would like to think that any additional housing, whether provided by council or by partners, would be built with climate change issues in mind and to low energy consumption standards. Likewise, council should find ways to incentivise independent developers to use climate friendly building practices. It is important that every effort is made to minimise the emissions impact of necessary and inevitable population growth.

We would also like to think that any land you acquire for housing development

- is not currently prime horticultural/agricultural land
- does not involve draining or building over wetland that might allow carbon sequestration
- does not occur on land at risk of climate change sea-level rise effects, including rising groundwater levels and flooding
- does not result in large life-style mansions that exacerbate urban sprawl.

We support the proposals made to

- review older persons' housing with a view to redeveloping existing housing to provide for additional numbers
- look for partnering opportunities to increase housing
- support and incentivise a wider range of housing, particularly affordable housing
- review the development contributions policy.

We would also like to see council partner with existing households whose property would lend itself to subdivision and in-fill housing.

Paekākāriki seawall

It would be indefensible to spend \$27 million on a seawall which in a relatively short time becomes insufficient to hold off the effects of climate-induced sea level rise and which would be likely to exacerbate the erosion of beaches.

It is barely defensible to spend \$17 million on less than 1 kilometre of wall but at least this gives time for the council and impacted residents to see the reality that beach-side living on this coast is not sustainable or affordable in the longer term and to develop managed retreat options. It is likely that there will be central government guidance on this issue that will support the hard decisions to be made.

Airport

We do not support the council having any role in the Kāpiti airport and therefore do not support putting aside operational funding to explore options for involvement.

We are highly dubious about your claim that the airport has social and economic benefits for the district. By your own admission the calculation of benefits compared with travelling from Wellington mainly consists of travel time savings which are benefits mostly realisable by individual travellers not by the population of the district as a whole. There is good evidence that the airport is barely self-sustaining economically. And yet the LTP implies that to support the airport, Council may enter into some sort of ownership arrangement or provide

subsidies. This is crazy. The district has other transport options which could be further improved rather than sinking money in a deep pit of assets likely to become stranded over time. Keeping the airport open will benefit the best-off in our community. Expanding other transport options would benefit the community more widely.

On the other hand, the airport land could provide a site for affordable, medium density housing in pleasant surroundings with open space and wetland/flood plain restoration, all of which are pieces of the puzzle to make living in Kāpiti more climate-friendly and sustainable. How is it that this does not seem a more viable option than maintaining an airport which will almost inevitably fail?

We urge the council to put its efforts into restoring the land to iwi ownership and inviting and encouraging iwi into a partnership to provide environmental, housing and transport benefits to the district's people.

We are in full support of Dr Paul Callister's submission to the council regarding its interest in supporting the continued existence of a Kāpiti airport, with its climate change and environmental implications, its social inequities, and its financial risks. We also support the alternative uses of the land that might become possible should iwi agree, assuming the land is returned to its rightful owners.

Setting up a CCO

We accept that the council would wish to see how they could access funding beyond rates funding, as many wealthier councils do. Fortunately, it appears that central government is beginning to accept that smaller councils cannot do what they need to do with rates funding alone. The recently announced review of local government includes a consideration of funding sources. This in itself should make the council pause before embarking on the establishment of a CCO.

We are not inclined to agree that KCDC should set up a CCO which, it must be assumed, would then go in search of some business operation. There are circumstances in which CCOs are suitable, but CCOs also have potential problems. The profit imperative of council trading organisations is frequently an impediment to achieving a council's non-commercial objectives with the same activities.

While not entirely opposed to CCOs for some enterprises, we are somewhat horrified at being asked to comment on a KCDC CCO/CCTO without any indication of the business activity it might be designed for.

What might you be thinking, we wonder? Is it possible you see a CCO as being required to hold airport assets? We do not support any degree of council ownership of the airport. If it is a Housing CCO/CCTO, we would not want to see profit being the motive of any council housing operation. If perhaps you had in mind to bring waste management back under council control (a highly desirable direction to take) again a CCO/CCTO structure would not give the council the control it would need to shape the development of practice that adequately protects the environment and supports positive climate action.

Or what do you have in mind? Absent clarifying detail, this is a meaningless consultation.

ADDITIONAL ISSUE

Growth

We accept that population growth is inevitable on the Kāpiti coast. We note with dismay however that your section on managing growth has nothing to say about how the council will manage and respond to growth to minimise climate change impacts and maximise opportunities for building climate-friendly and sustainable communities.

We sincerely hope that the Growth Strategy being developed for consultation later this year addresses these issues squarely.

Transport

The critical element in this area is ensuring mode shift to reduce the community's emissions. Transport contributes 57% of Kāpiti's GHG emissions and this must reduce by at least half by 2030. This reduction will not occur if our love affair with cars is not vigorously discouraged. We would like to see the Council work actively alongside the regional council to ensure a far greater uptake of public transport. It will need to be more than just convenient if it is to entice residents in large numbers to break their habits of a lifetime. GWRC will need to be a great deal more creative in its provision of services. Kāpiti has the tools to create disincentives through parking charges, speed limits and street design. The design and location of subdivisions will also play a major part. If it is easier to walk, cycle or take public transport than to hop in the car, the shift will occur. Not otherwise.

Consequently, we would like to see more funding go to cycling infrastructure, alongside the push to improve footpath quality.

We are not convinced that the Link Road is a high funding priority, given that it will not discourage car use for local trips and that it will be built in a prime area for wetland restoration, which would sequester considerable carbon emissions.

There seems to have been no further consideration of how to support the lock-down practice of working from home which would offer the co-benefit of having more economic activity in Kāpiti, alongside lowering emissions.

Waste minimisation

We support your commitment to making a 30% reduction in solid waste to landfill by 2026 and look forward to seeing how this is achieved. We strongly believe that a circular economy approach will be essential to a future in which we can all thrive. Reuse and recycling of current waste streams, including construction, green and food waste are a feature of a circular economy. We continue to believe that the current out-sourcing of rubbish collection and disposal is an unnecessary source of emissions and has resulted in very negative impacts on the Hokio Beach environment. Exporting our waste does not absolve us of these impacts.

Conclusion

We believe that the failure of this LTP to adequately address the climate crisis is due, at least in part, to the lack of an overseeing council committee which could have advanced an appropriately strategic approach to delivering on the promise of the emergency declaration.

Without such a committee structure, councillors, the majority of whom we know support the kaupapa of climate action, have few levers to enable them to deliver on that promise.

Submission on Kāpiti Coast District Council's Long Term Plan 2021-2041 – Rachel Barwell

Background

Ko Rachel Barwell ahau. Kā noho ahau ki Raumati, Kāpiti.
My name is Rachel Barwell, and I reside in Raumati, Kāpiti Coast.

My background is in adult education, in the corporate, Wānanga and prison spaces. I now work as a dyslexia educator. I have been a Kāpiti resident for over 12 years. I was raised on a South Canterbury farm and for a few years in Tanzania, and have maintained an interest in farming practices and growing food throughout my life. I have had a keen interest in climate change for several decades. I am an active member of Kāpiti Climate Change Action Group (KCCAG) and a member of Low Carbon Kāpiti. I have engaged both formally and informally with your council, including with Councillors, managers and members of staff over the past three years.

I also participate with an international virtual team alongside the African Leadership Transformation Foundation and the University of Zambia, in shifting the climate leadership narrative in Zambia, where survivability for her people is now being severely impacted by climate change-induced effects of droughts, flooding and pestilence. I also participate in global teams and events to cause a transformation in matters that have historically remained 'stuck' for millions of people, such as addressing food and water security, poverty, child trafficking, social and economic inequities and environmental degradation. I am co-presenting a workshop at the Conference for Global Transformation later this month, and have co-designed this video clip on potent climate action with a colleague, Rose Grant [Missing Links: The evolution of a climate commitment](#).

I want to share my vision for 2050:

Humanity has halted climate change through collective change and climate and ecosystem restoration activities. All planetary ecosystems are flourishing, the atmosphere is once again safe and stable and all people are thriving in a state of sufficiency.

While it may seem radical to some, this vision is consistent I believe with what the majority of people want for their future, and that of their family and their descendants.

To have any chance of halting the addition of further CO2 emissions to our atmosphere, begin the task of drawing down and sequestering excess CO2 to achieve safe levels of 350 ppm CO2, avert the very worst impacts of climate disruption for ourselves, and the rest of humanity, we must be taking potent climate actions now.

If a relatively affluent and well-functioning community such as Kāpiti baulks at taking decisive and effective actions now, how will other countries, such as our Pacific neighbours, feel about making similar concessions, let alone when their very way of life becomes untenable on their islands inundated by rising seawaters? On that basis, I make my comments on the Long-Term Plan (LTP) 2021-41.

Overall Views

I want to acknowledge Kāpiti Coast District Council in making an early Climate Emergency declaration in 2018, and diligently reducing the Council's own GHG emissions by 77% between 2008 and 2019. However, what is proposed in this LTP, specifically on addressing climate change and building a resilient community is completely insufficient for what will be the most challenging decades ahead, ever in the history of humanity. If we do not wish to consign ourselves and our descendants to lifetimes of dealing with successive climate and ecological emergencies near and far, and a flood of Pasifika and Australian climate refugees on our doorstep in the near-term, we all must prepare to do a lot more, immediately.

1. Underwhelming response to climate change:

I was dismayed to see how little **responding to climate change** features in this LTP – a whole four

pages, if you count the photo. Compared to the current LTPs of Wellington City Council and Greater Wellington Regional Council, there is a concerning **lack of an overarching climate change lens**. Other similar-sized councils around Aotearoa have put addressing climate change front and centre of their LTPs. Given the imminent threats climate change poses to all in our community, I would have expected Council to have prioritized addressing climate change – it's not even featured in your top four "big issues/key decisions" on your website and cover of the LTP.

Governments at all levels are being exhorted to do a much better job of [proactively and honestly engaging the public](#) in both better understanding climate change and its near-term implications for them, with a view to increasing public buy-in to what will soon be drastic policies required to avert the worst climate outcomes, and prevent catastrophic climate events. Council missed an important opportunity to start that community dialogue in this LTP.

Having **climate change be mandated as an overarching lens** through which all Council decisions are considered, is something KCCAG and other groups and individuals have consistently advocated for with Council over the past three years, apparently to no avail. The fact that climate change issues rarely, if ever, appear on Council agendas for public engagement, is further testament to this Council's apparent unwillingness to 'grasp the nettle' and engage proactively and productively with these critically urgent matters at a governance and community level.

2. **Insufficient climate ambition:**

In this LTP, Council has failed to show sufficient ambition in its focus and proposals around climate action. Ambitious action by all levels of government, industry and the general public is what is most sorely needed over the next decade. As Christiana Figueres, former head of the UNFCCC that delivered the 2015 Paris Accord on climate change, and co-founder of [GlobalOptimism](#) states:

"This is the most consequential decade for humanity. Between 2020 and 2030 the choices we make will determine the future that our children, and theirs, will inhabit. We know what is needed to tackle the climate crisis – all that remains is for us to **take action** [emphasis added], collectively and individually, starting now."

She also notes that ecologically we have gone beyond key climate tipping points where we can 'solve' climate change. We must take urgent and comprehensive action to limit global warming to the smallest of increases, and transform the way we use energy, resources and grow food, to ensure the survivability of our species in future decades.

This LTP falls well short on the necessary comprehensive and collective [actions](#) required to either match Council's Climate Emergency declaration, or achieve Council's stated goal of net-zero emissions by 2025. It also missed the mark on engaging proactively and productively with the community on the collective actions and behaviour-change which will contribute to the deep cuts in personal, business and public sector emissions required to halve our GHG emissions by 2030, and eliminate them by 2050.

3. **Transport mode-shift:**

I support the submissions made by KCCAG, Low Carbon Kāpiti and Dr Paul Callister on Council's recent 'Un'-sustainable Transport Strategy. Transport generates 57% of Kāpiti's GHG emissions, the vast majority of which come from motor vehicles. This needs to become the biggest area of de-carbonization in our community. Encouraging and incentivizing the public to switch from using private vehicles to electric buses and trains for commuting, and buses and active modes such as bikes, trikes, scooters and walking for shorter local trips must become a central public leadership role of Council. Getting Greater Wellington Regional Council to implement affordable, zero-carbon, efficient, reliable and integrated public transport options all the way to Palmerston North must also be a key organisational priority.

4. **Where's the circular economy?**

I was encouraged by the Climate Change Commission's **vision statement** in January 2021 and the idea that we need to transition to a **circular economy**. Unfortunately, I do not see any reference to adopting a circular economy for Kāpiti, despite the challenges we face as a district and region with disposing of our considerable waste, and creating local business and employment opportunities that are circular in nature. Given our present way of life is unsustainable and under increasing threat, the opportunity to envisage, create and build a future where we live within our [planetary ecological boundaries](#) and ensure ALL people have the opportunity to thrive cannot be passed by.

This is our generation's opportunity to **address a number of intersectional challenges** at the same time, such as equity of access to housing, health care and education, the rights of vulnerable populations and the restoration of our most precious home - the environment - including of course our climate. I believe Council need to provide visible and tangible leadership in this kōrero within our community, at a time when other economic forces, such as the profit and growth imperatives, seek to prevail, to everyone's detriment.

5. **Lack of support for the most vulnerable amongst us:**

Relative to many communities in Aotearoa, we are a lower-income community. We are physically and economically vulnerable to climate change effects, such as flooding, rising groundwater and sea level rises impacting housing viability in low-lying areas in places such as Ōtaki, Otaihangā, Waikanae and Paekākāriki, and changing weather patterns affecting water supplies and food production throughout the district. There appears to be **little consideration given to those in our communities most vulnerable to climate, employment and economic shocks**, yet rather more focus given to those members of the community who own foreshore properties, who one could argue, are in a more robust economic position to deal with impending climate events.

6. **Increasing local employment opportunities:**

Many Kāpiti residents continue to commute to work in Wellington, at considerable financial and climatic cost, despite many well-documented productivity and well-being gains made with working remotely during the Covid lockdowns. I see few proposals around creating new **climate-friendly economic models and opportunities for people to work from home, or at least locally**, to reduce private travel costs and GHG emissions. Kāpiti is well-placed to become a hub for satellite government department offices or collective co-working spaces, at comparatively lower commercial rents that currently available in Wellington. Council could take a lead in promoting these ideas across the Wellington region.

7. **Generating local energy:**

The transition to an affordable low-carbon future will depend on us **generating** far more **local energy** from solar and wind. Kāpiti, being the sunshine capital of the greater Wellington region, is well-placed for rolling out medium-sized solar arrays as community and commercial enterprises. Solar power is now the [cheapest form of electricity generation](#) in the world, and its uptake is growing exponentially worldwide. [Solar 'shades'](#) are being installed in many carparks in Australia, providing much-needed shade in an increasingly hot climate, while harvesting free sunshine and generating solar PV power for commercial or community consumption. This type of initiative could be pro-actively promoted by Council with Coastlands, schools, large commercial premises such as Mitre10, New World and Placemakers, sports clubs and retirement villages, all of which have either large carparks, or large roofing structures, or both. Such an initiative could make Kāpiti self-sufficient in electricity generation, and would provide considerable employment opportunities in the new low-carbon economy.

Feedback on Council's Key Decisions:

As noted earlier, I am dismayed that rapidly responding to climate change does not feature in these 'top Four' priorities, but I respond to them from that kaupapa or lens.

1. **Council having a bigger role in housing.** I support Council in having a greater role in the development and provision of social, low-cost and affordable housing in Kāpiti. Regardless of which population increase projections you believe, there is insufficient social, low-cost and affordable housing for rent or purchase in Kāpiti right now, with long-term residents already having to leave the district in search of cheaper housing. But we must envision housing provision differently, in a more joined-up and higher-density way, with good linkages to low-carbon public transport and services provision. Council needs to lead planners, developers and the public in the necessary mindset-change from sprawling, isolated, car-dependent, single-family suburban dwellings, to higher-density, multi-occupant dwellings in walkable village surrounds with integrated public transport and convenient services. Key to this will be:
 - Council to have a key role in identifying and procuring key pockets of land suitable for medium-density low-cost housing development, that are unlikely to be impacted by either sea level or groundwater level rises.
 - Council protecting (ringfencing) and supporting the regeneration of our remaining food-producing rural land. We're going to need to produce vastly more of our food locally in the near future, as current food-exporting regions in Aotearoa and abroad hit their climatic and ecological limits and world food production plummets.
 - Council partnering with iwi and community housing groups to increase the volume of low-cost housing provided to vulnerable populations.
 - Supporting existing property-owners to consider infill housing options, to address the increasing need for smaller, affordable individual homes for both an aging and oft-single population.
 - Stopping the sprawl of 'lifestyle' and semi-rural 'McMansions', stretching our infrastructure further up the coastal strip towards Levin.
2. **Renewing the Paekākāriki Seawall.** Given the increasing likelihood of storm surges and sea-level rises continuing to impact Kāpiti's coastline of some 45kms, it is ethically highly questionable whether our community should invest any money in upgrading or replacing 1km of seawall. The money would be better spent moving existing coastal Council infrastructure away from the shoreline, upgrading storm water and water supply infrastructure across the district, and preparing coastal residents for a managed retreat in the near future.

If it must come down to a choice between options, I support Council's proposal to fund a timber replacement seawall at an estimated cost of \$17M over 5 years, for the following reasons:

 - Supporting local contractors to build the wall will increase local employment and keep ratepayers' funds within the community.
 - Concrete and rock seawalls have been shown to increase beach erosion, and often result in the rubble created from eroded walls being deposited back onto formerly sandy beaches, as we have already experienced at Raumati South beach.
3. **Council setting up a CCO** There has been insufficient information provided on this proposal for me to provide informed feedback. For example, what type of business enterprise would Council establish, how would they be managed, what type of transparent public accountability would be provided. I do not support the proposal, as it stands.
4. **KCDC having a role in the airport.** I do not support Council having a role in the airport. Airports at the best of times have not been good investments for a number of smaller NZ councils. While Covid-19

Submission on Kāpiti Coast District Council's Long Term Plan 2021-2041 – Rachel Barwell

uncertainty continues to prevail, and aircraft continue to be fuelled by fossil fuels, airports are likely to be seen as at best marginal and unethical sunset investments; at worst deep and bottomless sinks for investors' funds and likely to become 'stranded assets'. It is estimated that the airline industry lost [US\\$118B and around 40 smaller airlines in 2020](#), and there are more closures to come. There is a growing trend to [limit or reduce the carbon footprint of airports](#), and I believe Kāpiti will be no exception.

Kāpiti's airport directly benefits only a very small, affluent slice of our community who can afford to fly. With all government departments being required to become carbon-neutral by 2025, air-travel by bureaucrats will soon be severely curtailed. Likewise, many businesses will follow suit, either through increased climate change compliance costs and risks, or by dint of consumer opinion.

Rather, I support the proposal put forward by Dr Paul Callister to return the airport land to its traditional iwi owners, and foster the **development of low-cost, medium-density housing** for iwi and other vulnerable members of our community, surrounded by managed wetlands and recreation areas. The airport location is within easy walking, cycling, scootering and bussing distance from the shops and services around Coastlands, **reducing people's dependence on private cars and increasing opportunities for active mode transport**. Wetlands will act as carbon sinks, increasing the district's capacity to **sequester legacy CO2** from the atmosphere.

This proposal could be a productive avenue for Council to be more actively involved in supporting and promoting **low-cost and affordable housing initiatives** [see comments above under Housing] for the anticipated increase in Kāpiti's population.

What I think needs strengthening:

Getting on with it and accelerating the pace of transition away from a fossil-fuels based economy

1. We are already seeing measurable changes to NZ's climate, and consequent impacts on our precious farmland and biodiversity as a function of climate change. Looking out globally, it is clear the pace of climate change-induced weather events is rapidly increasing – I won't detail them here. Science tells us we are approaching certain climatic tipping points, beyond which liveability for humans will be very difficult, if not impossible. Reducing our emissions by 50% by 2030 only provides a *50% chance* of reaching net-zero by 2050 – these are not good enough odds for ourselves, or future generations. The [Centre for Climate Repair at Oxford University](#) in the UK has stated:

"The 1.5°C threshold [of the Paris Accord] may itself be insufficiently ambitious in light of new understanding regarding the risks of climate change to human and natural systems... New evidence about risks to food security, water resources, drought, heat exposure, coastal flooding and biodiversity, and about economic impacts has increased concern regarding the distribution of impacts as well as their global aggregate effect."

2. NZ's rapid and effective response to containing the spread of COVID-19 has won admiration around the world. We need our governments at all levels to adopt *exactly the same, comprehensive approach* with addressing the **existential** threat of climate change: **Go hard and go fast**. There remain no acceptable excuses for not taking bold and comprehensive actions to:
 - a. **Rapidly and deeply reduce** GHG emissions in our district in the focus areas of transport, waste, and industrial and commercial power.
 - b. Develop capacity, capability and investment in already-proven carbon sequestration and **climate restoration** and repair solutions

- c. Commencing **resilience-building** planning and work in the most vulnerable of our coastal communities.
3. We owe it to our children, our grandchildren and future generations to take every conceivable action now to both reduce emissions and draw-down CO₂, rather than wait for some utopian future moment when it will seem easier, more palatable or more comfortable to make such changes – that moment will never come. The moment to take decisive and sustained action is **now**, while we can.

Transport mode shift

Kiwis have one of the highest rates of personal car ownership in the world, especially fuel-guzzling SUVs. This love affair with cars is oft justified by our rural geography, urban sprawl and ready access to affordable second-hand imported petrol and diesel cars. Economically a shift to EVs will not be possible for many families, given even second-hand EVs are considerably more expensive to purchase than petrol or diesel-fuelled vehicles. A further consideration is our current electricity supply will not be adequate to power an all-electric fleet. Council could provide much more leadership and advocacy on the following matters:

1. What is needed is a **comprehensive shift away from private vehicle transport** (PVT) to a range of public transport (PT) and active modes (AM). Central, regional and local governments need to be pro-active in funding, developing, promoting and incentivising modern, efficient, timely and accessible public PT; while developing safer tracks and paths for AM transport, so many more people are encouraged to take these alternatives and ditch their cars. Additionally, councils need to find ways to disincentivise people bringing cars into cities and town centres, by decreasing the number of car parks and making them more expensive, making PT a more financially attractive option.
2. City planners needs to make urban areas safer and more walking and biking accessible, **increase housing density within existing urban boundaries** and allow for excellent, affordable PT provision for a whole host of good reasons, but primarily so people can make the shift to PT and AM modes for the majority of their daily transport needs.
3. There needs to be an **increase in the electrification of road and rail PT**, and an extension of regular commuter train services, for example between Waikanae and Palmerston North.
4. New Zealand's **regional PT system needs a major overhaul**, so it is both convenient and affordable for people to take ground-based transport, rather than fly around our relatively small country, creating unacceptably high CO₂ emissions. Some examples include **night trains between Wellington and Auckland**, and re-instating regional passenger train networks to the likes of Hawkes Bay and Gisborne. Provision needs to be made for transporting bikes, surfboards and other recreational equipment on regional bus and train networks, to enable Kiwis and tourists to get out and about in our wonderful country, without using private fossil-fuelled vehicles.

Agriculture's role in addressing and reversing climate change

1. **Reducing agricultural methane and nitrous oxide emissions from farming, horticultural and gardening activities in the district.** Conventional agricultural practices are contributing significant GHGs in the form of methane and nitrous oxide emissions. These emissions can be rapidly reduced through a shift away from chemical nitrogen fertilizer use and heavy tillage (all GHG emitting activities), to [regenerative agricultural practices](#). These have also been shown to be better for water retention, flood control, soil health, water quality and increasing biodiversity, not to mention the profitability of farming businesses, both here and overseas. Additionally, feeding kelp and other seaweeds as supplements to cattle has been shown to reduce the production of methane, a point I will return to later.
2. **Farming Carbon.** We need to create a national mind-shift away from 'blaming' farmers, to working alongside them, and funding the costs of converting our largest industry, which has a huge potential to

not only reduce emissions, but to draw-down excess atmospheric CO₂ and literally '[farm carbon](#)'. We need to remunerate farmers who can demonstrate CO₂ sequestration in soils over time – a practice already taking hold in Australia and [the USA](#). There are other co-benefits to regenerative agriculture, such as producing nutrient-dense food, better mental health for farmers and improving our nation's food-security for a very uncertain future. I support the Green Party's campaign to create a \$1B fund to support farmers to make the transition to regenerative farming, as well as Greenpeace's call for the rapid ban on using artificial nitrogen fertilizers. Again, this is an area of advocacy Council could contribute to, both at a governmental level, and within our community.

3. **Protect our remaining Class 1 soils.** As previously mentioned, as hedge against food-insecurity, our best productive soils must be protected from being built on through urban sprawl, as our capacity to feed our population will become increasingly vital as global food production capacity reduces. Council can support this by ringfencing our remaining quality food-production land from housing and roading developments, and working with councils across Greater Wellington to do the same.

What I think is missing:

Further Sequestration Opportunities

I have touched on some of these above in the section on Agriculture's role. I do think there are further promising opportunities to draw-down excess 'legacy' CO₂ from the atmosphere into permanent, or at least long-lived natural or manufactured 'sinks', that NZ is well-placed to take up, and needs to be actively exploring and implementing, if we are to halt the worst effects of climate change. These include:

- a. Use, expansion and preservation of existing wetlands as carbon sinks
- b. Sequestration of CO₂ into concrete products
- c. Establishment of near-shore kelp farm for carbon sequestration, and livestock and human consumption
- d. Biochar production from forestry waste.

1. **Wetlands restoration, expansion and protection.** [Forest & Bird](#) freshwater advocate Annabeth Cohen stated in early February 2021:

"Peat wetlands in particular are super carbon sinks. They hold twice as much carbon as all of the world's forests combined, yet cover only about 3% of earth's land surface. We could save as much as two million tonnes of carbon dioxide every year if we re-wet the peat. Coastal wetlands such as mangroves, salt marshes, and sea grasses are also excellent at sequestering carbon, known as blue carbon. On average, they can trap carbon 35-57 times faster than tropical forests.

As a district with substantial historical wetlands, we need to be maximising opportunities to re-wet, reinstate and preserve them for their GHG sequestration and other environmental services potential.

2. **CO₂ Sequestration into concrete products.** While we don't think of ourselves as a huge concrete manufacturing country, we use considerable tonnages of concrete in our roading, infrastructure and commercial building industries. The [Global Construction Review](#) commented in October 2019: "if the construction industry were a country it would be the **world's third largest emitter**." Low-embodied-carbon cement and [CO₂ derived synthetic concrete aggregate is being successfully mandated](#) and used in states across the USA. This reduces emissions of CO₂ during concrete manufacture, and increases the long-term sequestration of atmospheric CO₂ within concrete structures. By drawing CO₂ out of the atmosphere to create synthetic aggregate in-situ at building sites, there is a reduction in CO₂ emissions from mining and transportation of aggregate and wet concrete to construction sites. Again, Council could start to incentivize or mandate construction projects use low-

embodied carbon concrete through its planning and consenting processes.

3. **Kelp and seaweed farming – ocean permaculture.** Establishing and managing [near-shore kelp forests](#) – kelp grows at 0.5m per day and is one of the most efficient plants at [sequestering atmospheric CO2](#) – it seems like an obvious sequestration opportunity for such a coastal district. Dead kelp drops to the bottom of the seabed and remains undisturbed for millennia. [Kelp and seaweed feed supplements for cattle](#) have been shown to reduce methane production in cattle, and reduces our dependence on unsustainable imported cattle feed such as palm kernel. Kelp is also a mineral-rich food source for humans, and a natural fertilizer for horticulture and gardens. Kelp farming represents incredible employment and economic opportunities, and provides ecological co-benefits of creating nurseries to restore our depleted fish stocks. Again, Council could take a lead in fostering exploration of this opportunity within Kāpiti.
4. **Biochar production.** The production of [biochar](#) from organic waste from forestry, horticulture and agricultural operations is a massive opportunity to draw-down and sequester CO2 for many hundreds or thousands of years in soils. The [Biochar Network of New Zealand](#) state: “One tonne of fixed carbon in biochar can hold up to 3.26 tonnes of CO2 in the soil for hundreds to thousands of years. Biochar provides many other co-benefits, including its capacity to improve soils’ capacity to retain moisture and nutrients for the long-term, improve plant growth rates, and as a bio-remediation tool for contaminated water and soils, and to convert liquid wastes such as manure and sewage. Again, Council could take a lead in fostering exploration of this opportunity within Kāpiti, both as a commercial operation, and to support residents in dealing with green waste effectively.

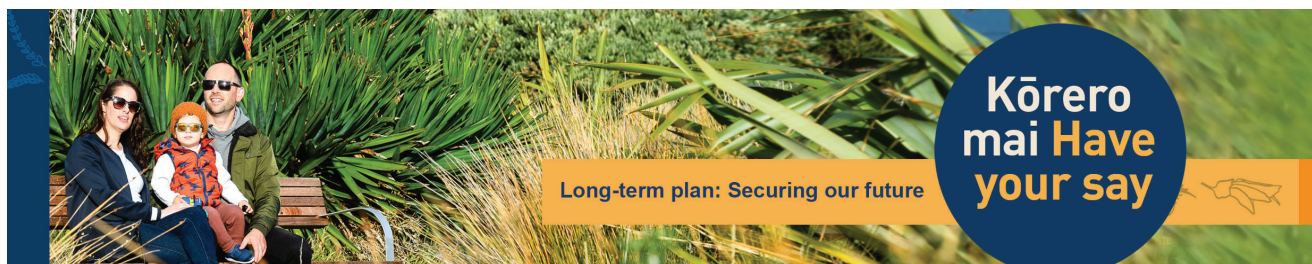
Finally, I want to address the need for **organizational leadership**. As a citizen advocate engaging for the past three years with your council on how to elevate climate action within your organisation and encourage community members to take similar actions, it has been extremely frustrating in trying to get meaningful action underway. It's not a lack of hard work or competence by Council staff, nor even a lack of will from elected Councillors, but it's that as an organization you lack clear leadership and have not directed the necessary resources to your various teams to do the strategic thinking and co-ordination to achieve the necessary changes internally, and to encourage everyone in our district to do the same. This was evidenced by the diabolical quality of the so-called Sustainable Transport Plan and the Economic Development Plan, both of which failed to put climate change response front and centre.

Conclusion

New Zealand's COVID response is instructive as to the value of a clear-eyed, focused, centrally co-ordinated and regionally integrated approach to dealing with a major emergency. Addressing climate change is no less an emergency. If we do not respond with a similar level of urgency and focus, science and the experience of our Pacific neighbours and my colleagues in Africa tells us climate change will have exponentially harsher, wider and irreversible consequences than the current COVID situation. Our opportunity as a district, in taking rapid and comprehensive action now, is to reduce the severity of those consequences, for ourselves and future generations. It's really our one shot at a viable future for humanity. I implore you to stand strong for a future where all species including humans, and natural ecosystems flourish and thrive in harmony, for millennia.

I request the opportunity to speak to this submission in front of Council.

Rachel Barwell, 50 Dale Road, Raumati South, 5032, Mob: 022 435 6688



Long-term plan 2021-41: Securing our future

First name

Last name

What area do you live in?

Are you providing feedback

☒ as an individual

Our direction

Our direction: Council has developed four community outcomes to contribute to our community's wellbeing.

Do you think these are the right priorities for Council at this time, and why?

I feel that the Kapiti airport issue is intrinsically linked to the communities ability to remain profitable. There are a significant number of jobs that rely on the airport and associated businesses. So loss of this critical community asset will have a devastating impact on many local family incomes; not to mention the knock-on effects for local business. We must also consider the environmental impacts associated with more people driving to Wellington or Palmerston North instead of flying out of Param, not to mention the health and welfare benefits associated with rescue flights and disaster relief in the event of a large scale natural disaster.

Do you think investing for resilience and growth is the right approach for Council to take at this time, and why?

Yes, but once again I stress the importance of a local airport for the community cities ability to remain resilient and grow.

Our financial and infrastructure strategies

What do you think?

I am happy with this approach

Our big issues

What big issues would you like to give your views on to help guide our direction:

- ☒ COVID-19 response and recovery ☒ Responding to climate change ☒ Managing growth
☒ Strengthening our resilience ☒ Government changes impacting Council: three waters services

COVID-19 recovery

If there's a COVID-19 resurgence, are there particular things you'd like Council to do – are these the same things we did previously, or are there other things?

We should consider a localised lock-down like many other communities did during the last major lockdown. We appear to have many transients parking campers and busses at or near our beaches during the last lock-down. These transient people increase local risk, so perhaps we should consider closing 'freedom camping areas' during lockdown.

What are the positives that have come out of the pandemic you would like us to keep doing or support in the community?

Our community is closer and more aware of issues like environment etc as working from home has exposed all of us to the environmental and health benefits of reduced commuting and more time with families etc.

Access to housing

Responding to climate change

We have made good progress on reducing Council's emissions, however, achieving further gains will cost more. Should we continue to prioritise emissions reduction within Council?

Another way to make the airfield environmentally and financially viable would be to build a relatively comprehensive solar array in unusable land around the runways etc. This would reduce our overall carbon footprint while creating jobs and potentially even reducing local power costs for all.

The effects of climate change are being experienced in different ways across the district, for example, for our coastal communities and infrastructure such as the seawall in Paekākāriki. As climate change impacts become more severe and costs to respond increase, how do we ensure equity across the district?

Although I completely support the need for enduring expenditure on coastal protection measures, these should merely be fit for purpose and not made 'beautiful' - at significantly greater cost - in order to please the wealthy with coastal properties. I also note that many coast dwellers are building their own walls (take a walk along the beach from Param to Raumati Beach), some of which are glorified rubbish piles! So, I suggest that there are strict standards applied to the erection of any such walls.

We have developed a strategic framework to guide our decision making and we want to know if you think we've got it right. What are your views?

I think that the entire council presents a very professionally image that we should all be proud of.

Managing growth

As our district grows, what do you think good growth looks like?

The electrification and automation of aviation within NZ will require an increase in the number of local airports (I speak as an internationally respected expert in this field). Further, many advanced aerospace companies are currently looking for bases of operation and all will bring education and job opportunities for the communities they settle in. So growth in terms of education, job opportunities and a better local carbon footprint all require the Council to remain focused on keeping our airfield. Further, I recommend that the Council look to actively encourage these aerospace companies to base themselves in Param - I would be happy to discuss this concept with Council; as the CE of a high-tech aerospace company looking for an operational base in NZ.

Strengthening our resilience

What else can Council do to help build community resilience?

We should find other ways to foster local industry and education opportunities for our young people. This should be the subject of a dedicated survey in my view.

How can Council encourage households' emergency preparedness?

Why not run a Disaster Preparedness gala event - bring the community together for a family fun event with stands on how to be prepared, volunteer for community support etc - Nudge peoples thinking through a fun and engaging event that could become something for the community to work towards / look forward to on an annual basis.

Should we explore different options for how we insure our assets? We could: reduce our cover/increase our excess? self-insure more/increase our reserves?

Yes, a combination of both should be explored.

Government changes impacting Council: three waters services

What's important for you about Council's role?

Community engagement, regulation of local business, maintaining and building infrastructure and safe drinking water for all.

What should we advocate for?

1. Better hospital / ambulance support for the community (have you tried to get an ambulance here lately?) 2. Keeping the airfield as a viable component of our communities future in terms of growth, education and jobs. 3. A fair approach to NZ water regulation where communities like ours, who have maintained good investment in safe drinking water, aren't financially disadvantaged in order to support the repair and rebuild of water infrastructure in communities that have not made the investment.

Key decisions

Key project 1: Should Council take a bigger role in housing?

Do you agree with the Council's recommended option?

☒ No – Council should not take a bigger role in housing

Do you have any views on this?

Social housing is a central government issue that should be funded and supported.

Key project 2: Should we renew the Paekākāriki seawall a different way?

Do you agree with the Council's recommended option?

☒ Yes – replace it like-for-like in timber at an estimated cost of \$17 million

Do you have any views on this?

Spending an additional \$10m to beautify a coastal erosion prevention wall just because it will look nicer for those privileged enough to live on the coast, would be gross negligence on behalf of all councillors in our post-covid environment. Imagine how that additional \$10m could be spent of education, health and other environmental enhancements for the region like solar power and electric busses.

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Do you agree with the Council's recommended option?

☒ Yes – we should set up a CCO

Do you have any views on this?

I strongly support this initiative, especially if a CCO could increase local job and education opportunities within our community.

Significant proposal 2: Should Council explore ways to have a role in the airport?

Do you agree with the Council's recommended option?

☒ Yes – Council should explore ways to have a role in the airport

Do you have any views on this?

I have made comments on this topic throughout my feedback on this plan. In summary, National plans for the electrification of aviation and greener transport for goods and people rely on more domestic airfields not less. Encouraging some of these aerospace tech companies to join our community will benefit all through job and education opportunities, better access to health care and greener transport for all.

Major projects and initiatives

Which of the following key projects would you like to comment on?

☒ Waikanae Library ☒ Indoor sports centre ☒ Drinking water safety and resilience

Waikanae Library - share your views.

Why do we still have libraries in a digital age? I would rather we invest in other community projects that have far greater benefits to health and wellbeing such as sport centres and footpaths.

Indoor sports centre - share your views.

A great initiatives, perhaps we could redistribute the extra \$10m proposed for the Paekak sea wall toward this project.

Drinking water safety and resilience - share your views.

We have a fantastic drinking water system that has been very well managed for many years. We need to protect this asset and ensure that we don't start paying for other community issues when water management centralisation occurs. KCDC should remain actively engaged with the centralised water management policy programme.

Rates & Policy

Changes to rating system

Do you have any views on this?

I trust the Council to set rates, but I don't want to learn that my rates are being spent unnecessarily on 'nice to haves' such as a better looking Paekak sea wall!

Changes to the help Council provides with rates

Do you have any views on this?

I am happy with the proposed approach.

Changes to user fees and charges for 2021/22

Do you have any views on this?

No comment

Changes to levels of service

Do you have any views on this?

Great idea

Changes to policies

Revenue and financing

Do you have any views on this?

I am happy with the proposal outlined in the draft plan.

Rates remission

Do you have any views on this?

I am happy with the proposal outlined in the draft plan.

Development contributions

Do you have any views on this?

I am happy with the proposal outlined in the draft plan.

Significance and engagement

Significance and engagement

Yes

Do you agree with the thresholds we apply to help determine if a matter may be significant?

Yes

Do you understand our framework for determining how and when we seek community feedback on key activities?

Yes

Rates for 2021/22

Which of the below best indicates your views?

☒ I accept it, but I will find it hard to manage

Do you have any views on Rates for 2021-22?

Have household incomes increased sufficiently to cover rates increases? If the answer is yes, then this increase is still unmanageable for many as our overall living costs continue to grow! We can't simply continue to increase rates to cover costs.

Do you support Council exploring other ways to generate income?

☒ Yes

Do you have any views on Council exploring other ways to generate income?

This is a great initiative that I feel would benefit from further exploration / discussion with the community.

Other feedback

Do you have any other feedback about the proposed long-term plan?

A well written and professionally presented document. The feedback and review process is also easy to follow and appreciated. It is nice to know that the Council seeks community input in this way and I know that we are heard. Thanks.

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

☒ Yes

What area do you live in?

Raumati

Response ID

3324145

Submission on Long Term Plan

Kāpiti-Mana Branch of Royal Forest & Bird Protection Society of New Zealand Inc

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This is a submission on behalf of Kāpiti-Mana Branch of the Royal Forest & Bird Protection Society of New Zealand Inc (Forest & Bird). Sent by email

Kāpiti Mana Forest and Bird Branch

The branch covers the Kāpiti district plus an area of Porirua. We currently have 597 members with about half of them in Kāpiti. Our reason for being is the preservation of native flora and fauna. Climate change is such a serious threat to native flora and fauna that mitigation of it has become a primary focus.

We are particularly concerned when we see significant adaptation proposals because while they may temporarily protect people, and particularly comparatively rich people, they will not protect our flora and fauna. Our belief is that if biodiversity is not protected, and in today's world restored, then it will become a significant threat to humanity and the ecosystem services that we rely on. Further, we need to give back to nature in terms of land, fresh water, wetlands, estuaries, and seas. We need to make them functional, native, and diverse ecosystems. Fortunately restoring nature is complementary to mitigation of climate change.

6 May 2021

The Kāpiti long term plan

1 Introduction

The Kāpiti Long Term Plan for 2021 -31 talks about climate change mitigation but has very few and small actions to back that up. It does talk about replacing its aging transport fleet but says that will cost more indicating that replacement has little to do so with carbon reduction reasons.

Climate scientist are saying that these ten years are the crucial years to act to avert climate change disasters. They are talking about mitigation (reducing and sequestering carbon) not adaptation (trying to protect Kāpiti residents from the effects of climate change by building seas walls and pumping stormwater out faster). If we fail to act now, given the stark scientific evidence, future generations will rightly call us the greedy generation. This intergenerational conflict is already here. Our young people are striking. It is not enough to cheer them on, we must take action to support what they're striking for and we feel the proposed plan does very little, and must do more.

Climate change and biodiversity are the nuclear issues of our time. If we don't get them on the road to recovery in this ten-year period, the future for people and life in general will be bleak. It is possible that we will not have acted within the allowable lead time and so cannot avert a full-scale disaster. We need have both these subjects - climate change and biodiversity, leading the long-term plan. The good news is that they are synergistic.

The scientific international community is saying that humans have to give back 30 percent of the land to nature. It is possible that Kāpiti has a quite high percentage of natural capital because of our topography – but not of our coast. We should in that case strengthen any connections we have between those steep natural areas and the sea. These are generally along rivers and streams. They should be naturalized or rewilded as soon as possible rather than being mowed. In some places additional wetlands could be created. Remaining wetlands need to be protected, even those on private land.

It looks like the council has not undertaken the required research to devise significant and practical mitigation strategies, so they are given lip service in the plan. Climate change is happening quickly and Government, in concert with international requirements, will put demands on councils within the ten-year period that will require local governments to reduce and sequester – to mitigate climate change. This could be of such a scale that adaptation is not affordable.

2 Reduce carbon emissions

Carbon reduction is the first and most crucial issue. I accept that council has done some of this in the past, but it shouldn't rest on its laurels – the council should do all that is possible to reduce carbon emissions. Reduce unnecessary activity.

- Busses often run empty so is there a way of only driving to bus stops that have someone waiting.
- Many areas are mown but not used – Could they be reduced, planted or rewilded except weeded for gorse and blackberry.
- Maximize the use of Zoom meetings and work from home.
- Electrify everything – lawnmowing, busses, council vehicles. (Not only does the fuel change but the transport of that fuel. Diesel and petrol come from around the world to Kāpiti. Electricity has almost no transportation cost.)
- Ditch the airport. Support GW to get rapid transport to Wellington Airport or better rail to Palmerston North. We might require a helipad.
- Advise suppliers and contractors to Council that carbon footprints are required and will be considered in future.
- Install solar panels on council-owned buildings
- Support local conservationist's call for GW to rewet the rest of the peat in Queen Elizabeth Park thereby saving a further 1800 tonnes of carbon per annum.

Carbon reduction needs expert advice, and the council should seek this and budget for the advice, and outcomes of the advice.

3 Sequestration

Sequestration is the second important method to mitigate climate change and soon enough we will have to match our carbon footprint to what we sequester or buy NZ carbon credits.

Currently sequestration, from what I see is done on a shoestring budget often by planting trees and often by volunteers with the help of two staff from council. It is a strategy with a long lead time and therefore requires starting immediately. It is mainly related to land use. How can we change the land to absorb more carbon?

- Speeding up the planting of our rivers and streams is obvious.
- Pushing “Go” on the wetland planned for Otaraia Park in Waikanae and restore the stormwater wetland on the northern side of Waikanae river just above the expressway.
- Investigating every park and wherever else that could be planted. E.g., There are areas of swamp in Waikanae Park that need fencing and planting.
- Enriching planted areas with long lived plants
- Keeping predators and herbivores numbers down so those areas of forest perform better. Find out what volunteer trappers need to maximize their efforts and provide it. Employ a single staff member to help our trappers and encourage others if necessary.
- Being strict about developments and farm “improvements” with respect to protecting natural areas (such as wetlands).
- Employing two more volunteer staff to increase and maximize the efforts of volunteer planting groups.

Another way that the council could look at this is:

Imagine that we are living in Kāpiti in 2036 where the sequestered carbon is less than the carbon we emit. (That is a realistic scenario). How did we achieve that? What elements did the 2021 long term plan have in it that allowed us to solve the problem in 15 short years?

4 Adaptation

Adaptation is;

- an admission of failure – a method we had to use because we have failed to mitigate
- a strategy to protect the lifestyles of the local well-off at the expense of the global and local poor,
- a commitment to further adaptation in the future (because climate keeps on getting worse unless we mitigate and an action that will require adaptation on top of adaptation – even higher sea walls in future)
- A selfish personal point of view rather than an ethical global one which we require the rest of the world to mitigate in order to solve climate change while we don’t and instead try only to protect ourselves.

- a method of throwing our problem and our expense to the next generation. When they get to deal with it, it will be a much bigger and more difficult problem. In fact, it may be irreversible. A significant problem will be that the Council will have loaded itself up with debt to build walls to protect its current population from the problem (adaptation), rather than deal with the problem itself (mitigation).

Council is proposing to spend millions on adaptation while a pittance is spent on mitigation. In the draft plan, adaptation will be done by professionals while volunteers are expected to do the mitigation work. This sends a message to the population – *We are going to protect our people and the rest of NZ and the world will be ignored.*

If equal money was spent on mitigation and adaptation, we would feel more positive.

5 Offsetting

Offsetting, instead of reducing, is hardly valid because for example taking a plane trip from our airport then planting trees to offset the carbon cost only offsets the carbon that has been emitted once those trees have lived for 50 years, in other words, decades after they are planted.

6 The gap between the rich and the poor

Adaptation favours the rich, those living beside the sea or river, those with lifestyle. Failure to mitigate will cause misery on the poorer in the community – those who can no longer afford to pay insurance, repair storm damaged houses, pay the increasing cost of vegetables, or petrol, or afford newer modes of personal transport or indeed pay the increased rates required for adaptation.

7 Biodiversity

As said in Para 3, biodiversity is the other nuclear issue of our age. The stark facts of biodiversity are:

- 1 in 8 species under threat of extinction
- Human use 70% of the earth's ice-free surface and that is becoming increasingly degraded.
- COVID-19 is probably the result of our disregard for nature (Not proven yet, perhaps)
- Very small areas of sea and fresh water protected
- Water quality is reduced to where you could not drink it, let alone swim in it.
- Soil degradation and loss of fertility is rampant.
- Overfishing occurs throughout the world.

What does this have to do with the long-term plan?

Sequestration and biodiversity improvements are complimentary. If you consider each of the items under 3 Sequestration,

From 3 Sequestration above	Climate change	Biodiversity
Revegetation of rivers and streams	Vegetation sequestration	Increase native areas, enhanced native fish habitat plus fauna corridors. Chemical and animal waste absorption. Silt minimization
Press Go on Otarua Wetlands	Wetland sequestration and possibly peat formation	Survival of wetland flora and fauna – 2% of Wellington's wetlands remain
Ecological improvements to every park	Vegetation and wetland sequestration	Increase native areas and survival of wetland flora and fauna
Enriching pioneer plantings	Much longer sequestration period	Long lived trees valuable to many native fauna
Controlling herbivores and predators	Higher rate of sequestration	Improved survival of native fauna
Strict observance of development and farm "Improvements	Maintain or enlarge native areas therefore sequestration	Maintain areas that support native flora and fauna

Employing more volunteer support staff	Improve success rate of sequestration planting	Increase area and quality of native flora
--	--	---

While improving the chances of getting off lightly with climate change in New Zealand (unlike other parts of the world) they are all beneficial to biodiversity. If we are not to further degrade our biodiversity record in New Zealand, then council should undertake those items based on biodiversity alone. New Scientist Issue of 20 Feb 2021 says every dollar spent on ecosystem restoration will accrue between \$3 and \$75 of economic benefits.

8 Conclusion

It is so important to plan for the future because there are unprecedented long-term threats out there and those threats have not been taken seriously to date. Council should reconsider the Long-Term Plan based on these threats. Start with carbon reduction, then sequestration to get the future safer and after that consider if urgent work must be done to keep the Kāpiti population safe and undertake the minimum needed. Record, publish and consider the money spent of mitigation compared with adaptation because the urgency of mitigation is going up and the ability to undertake it is going down.

Thank you.

Russell Bell

Chair

Kāpiti-Mana Branch of Forest and Bird



Long-term plan 2021-41: Securing our future

First name Sarah

Last name McMurray

What area do you live in? Paraparaumu

Are you providing feedback

☒ as an individual

Our direction

Our direction: Council has developed four community outcomes to contribute to our community's wellbeing.

Do you think these are the right priorities for Council at this time, and why?

NO. you have put all the "add ons" and "aspirational" goals ahead of the "let's not [redacted] the basics up" REAL goals. You have implicitly assumed that KCDC by its own actions can achieve outcomes that are actually only FACILITATED (or quite frequently, impeded) by council. A more realistic and healthy set of goals would acknowledge reality instead of flying off into self-aggrandizing fantasy. So, eg 1. KCDC is here to provide infrastructure and regulatory services to SUPPORT THE COMMUNITY towards resilience, safety, health, belonging and wealth.

Do you think investing for resilience and growth is the right approach for Council to take at this time, and why?

NO. Better to FIRST STOP spending on things that actively reduce resilience and growth.

Our financial and infrastructure strategies

What do you think?

STOP WASTING MONEY [redacted] - you're like a teenager "more more more" - DO YOUR HOUSEWORK, STOP double-spending, STOP waste, PROVE that you are committed to STOPPING BULLYING your ratepayers (yes, extorting money is bullying). And then when you have done that for AT LEAST 3 YEARS, only then, even consider asking us for more money.

Our big issues

What big issues would you like to give your views on to help guide our direction:

☒ COVID-19 response and recovery ☒ Access to housing ☒ Responding to climate change

☒ Managing growth ☒ Strengthening our resilience

COVID-19 recovery

If there's a COVID-19 resurgence, are there particular things you'd like Council to do – are these the same things we did previously, or are there other things?

Collect the rubbish (oh yes, stop outsourcing this); keep the water flowing clean and safe; then just quietly get OUT OF THE WAY

What are the positives that have come out of the pandemic you would like us to keep doing or support in the community?

yup, close the pools when you are supposed to. Then stop the big 'I am" boasting.

Access to housing

Do you have any views on access to housing generally?

We would have more, better, safer, lower cost housing if council would properly empower your town planning team to 1. design an EFFICIENT road/path/dwelling/business layout, modelled basically on lungs (I can take you slowly through the math but your planners should know this stuff) 2. put cul-de-sacs everywhere - that's like the alveoli on the lungs, and cul-de-sacs with efficient connectivity make safe, thriving neighbourhoods 3 make a CLEAR and ABIDING set of boundaries between town and country and allow/encourage higher density building in the town - if Japanese Shogun could manage this 400 years ago, and thus ensure that Japan has maintained a healthy countryside and bustling thriving metropolis, we can manage it now 4 GET OUT OF THE WAY when people are ready to make positive contributions

Responding to climate change

We have made good progress on reducing Council's emissions, however, achieving further gains will cost more. Should we continue to prioritise emissions reduction within Council?

well, kind of, but building a better local infrastructure for efficient and minimal transport (shopping, schools and viable work near homes, broadband everywhere) will do far more for reducing emissions than again, your own, self-aggrandizing "what we do is the most important thing in the world" madly solipsistic targets will.

The effects of climate change are being experienced in different ways across the district, for example, for our coastal communities and infrastructure such as the seawall in Paekākāriki. As climate change impacts become more severe and costs to respond increase, how do we ensure equity across the district?

anyone next to the sea, like myself, can just suck it up and deal with it - stop molly-coddling us. The warnings on the Titles can come back, even though [REDACTED] and his mates whine about it.

We have developed a strategic framework to guide our decision making and we want to know if you think we've got it right. What are your views?

The sea will rise, the quakes will make the land rise, its a race - ok, good luck on strategy for that - sometimes the best strategy is just tactics....

Managing growth

As our district grows, what do you think good growth looks like?

Back to the Shogun - clear town/country boundary that DOES NOT MOVE; bio-mimicry in our road planning; closer housing with LOTS of hyper-local open /wild space; cul-de-sacs. Clean industry and business - business ok in any town area subject to NO dirty outputs (water, air, more than domestic rubbish) - get those Town Planners to real work.

Strengthening our resilience

What else can Council do to help build community resilience?

1. get out of the way 2. encourage local empowerment, local food growing & sharing, - there's a million good things to do, but NOT SPENDING MY MONEY on your own castle-building would be better.

Should we explore different options for how we insure our assets? We could: reduce our cover/increase our excess? self-insure more/increase our reserves?

have less stuff, then insure less stuff. Then ask a sane professional.

Government changes impacting Council: three waters services

Key decisions

Key project 1: Should Council take a bigger role in housing?

Do you agree with the Council's recommended option?

☒ No – Council should not take a bigger role in housing

Do you have any views on this?

ONCE Council have stopped making it so [REDACTED] hard for developers to do a good job, THEN consider becoming a developer yourselves.

Key project 2: Should we renew the Paekākāriki seawall a different way?

Do you agree with the Council's recommended option?

☒ Yes – replace it like-for-like in timber at an estimated cost of \$17 million

Do you have any views on this?

or better yet, let it go ...

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Do you agree with the Council's recommended option?

☒ No – we should not set up a CCO

Do you have any views on this?

STICK TO THE GODDAM KNITTING. Water. Regulations (WITHOUT time-wasting, self-referential, navel-gazing waste and frustrations please). Parks and Gardens, Pools and Libraries. The END.

Significant proposal 2: Should Council explore ways to have a role in the airport?

Do you agree with the Council's recommended option?

☒ No – Council should not explore ways to have a role in the airport

Do you have any views on this?

this whole debacle is coz the Airport was sold to [REDACTED] The only the council should do now is help make sure the airport is given back to Puketapu iwi/etc - time for some compulsory acquisition in the other direction - maybe we could loan the iwi the \$1.6m to buy it back at the price was sold to [REDACTED] for

Major projects and initiatives

Which of the following key projects would you like to comment on?

☒ Maclean Park

Maclean Park - share your views.

how about loving the stream a bit - get rid of the hideous chunks of metal in the middle of it and the hideous wooden box that the stream is in - get [REDACTED] from Horowhenua to design it for you (he did Waikanae river works 20 years ago or so)

Rates & Policy

Changes to rating system

Changes to the help Council provides with rates

Changes to user fees and charges for 2021/22

Do you have any views on this?

[REDACTED] Be good if council apologised for the [REDACTED] work it has done over the years on building inspections, forcing people to pay for them then failing to deliver inspections that find the very real faults, sigh. other than that - ok maybe someone somewhere in these departments has sometime done some good work - but I have literally never heard of it ...

Changes to levels of service

Do you have any views on this?

really - all the retirees - you really want to annoy them?

Changes to policies

Revenue and financing

Rates remission

Do you have any views on this?

ok

Development contributions

Do you have any views on this?

stop wasting money on "economic development" haven't achieved anything useful EVER why would that change now - then take similar scalpel to all other vanity projects. Then reduce our rates.

Significance and engagement

Significance and engagement

No

Do you agree with the thresholds we apply to help determine if a matter may be significant?

No

Do you understand our framework for determining how and when we seek community feedback on key activities?

No

Rates for 2021/22

Which of the below best indicates your views?

☒ I don't accept it and I think that Council should find a different way to deal with cost increases

Do you have any views on Rates for 2021-22?

pull your heads in, cancel all vanity projects, be ruthless assessing what is a vanity project, do the core REALLY well but DO NOT gold-plate, and reduce the rates.

Do you support Council exploring other ways to generate income?

☒ No

Do you have any views on Council exploring other ways to generate income?

STICK TO YOUR KNITTING. STAY ON THE FIELD. STOP POKING YOUR RATE-PAYER FUNDED STICKY FINGERS WHERE THEY DO NOT BELONG. I hope you get the drift.

Other feedback

Do you have any other feedback about the proposed long-term plan?

navel-gazing, solipsistic, self-aggrandizing nonsense. Can we please have a humble, reliable, diligent, SMALL council to: deliver clean water; safely manage waste waters and waste goods; provide small but powerful and fair regulatory frameworks for town planning and activities; and steadily provide some core community resources (libraries, pools, parks and gardens). let the community members get on with saving the whole world.

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

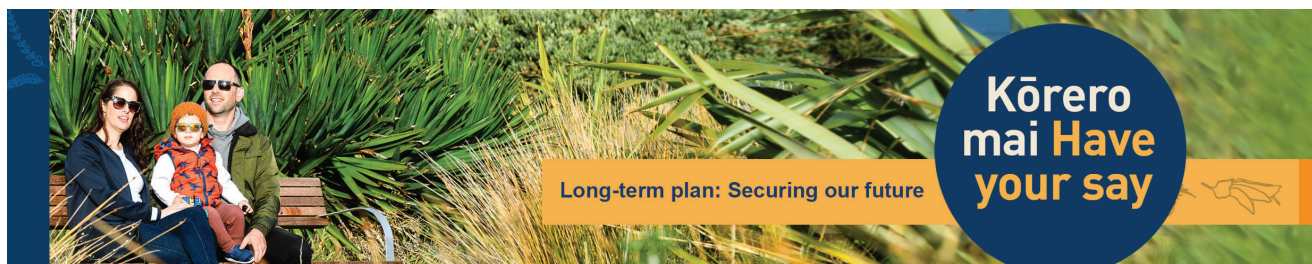
☒ Yes

What area do you live in?

Paraparaumu

Response ID

3355661



Long-term plan 2021-41: Securing our future

First name Deirdre

Last name Kent

Are you providing feedback

☒ as an individual

Our direction

Our direction: Council has developed four community outcomes to contribute to our community's wellbeing.

Do you think these are the right priorities for Council at this time, and why?

Yes, appropriately general, acceptable.

Do you think investing for resilience and growth is the right approach for Council to take at this time, and why?

Yes

Our financial and infrastructure strategies

Our big issues

What big issues would you like to give your views on to help guide our direction:

- ☒ COVID-19 response and recovery ☒ Access to housing ☒ Responding to climate change
☒ Managing growth ☒ Strengthening our resilience

COVID-19 recovery

What are the positives that have come out of the pandemic you would like us to keep doing or support in the community?

The importance of the very local people and places and the low emissions from less travel.
 The emergence of Zoom, discovery of all the things we can do without travel.

Access to housing

Do you have any views on access to housing generally?

Yes - you had a Mayors Task Force on Housing. Please tell us what it recommended and which of its recommendations you have implemented.

Responding to climate change

We have made good progress on reducing Council's emissions, however, achieving further gains will cost more. Should we continue to prioritise emissions reduction within Council?

Yes but let it expand to emissions from food. Show that Council takes a lead in reducing red meat consumption and dairy.

Managing growth

As our district grows, what do you think good growth looks like?

Not onto elite soils eg. Otaki.
Not with deforestation.
Upward not outward.
Not requiring more loss of wetlands.

Strengthening our resilience

What else can Council do to help build community resilience?

'Appoint appropriate staff members
- we once had several
- they seem to be gone

How can Council encourage households' emergency preparedness?

By publishing a map of emergency water supplies in the event of an earthquake.

Government changes impacting Council: three waters services

Key decisions

Key project 1: Should Council take a bigger role in housing?

Do you agree with the Council's recommended option?

☒ Yes – Council should take a bigger role in housing

Key project 2: Should we renew the Paekākāriki seawall a different way?

Do you agree with the Council's recommended option?

☒ Yes – replace it like-for-like in timber at an estimated cost of \$17 million

Do you have any views on this?

And acknowledge publicly that Council has a policy of managed coastal retreat. Also for vulnerable properties up remote roads.

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Do you agree with the Council's recommended option?

☒ No – we should not set up a CCO

Do you have any views on this?

The CCO at Auckland Port has not been accountable enough to Auckland Council. Ditto the Chch Airport

to Chch City Council

Significant proposal 2: Should Council explore ways to have a role in the airport?

Do you agree with the Council's recommended option?

☒ No – Council should not explore ways to have a role in the airport

Do you have any views on this?

I believe if it did, then it would encourage flying which is not in line with the Climate Emergency it has declared. A helicopter pad only is needed.

Major projects and initiatives

Which of the following key projects would you like to comment on?

☒ Waikanae Library ☒ Waste minimisation

Waikanae Library - share your views.

Please advance Waikanae Library.

Waste minimisation - share your views.

Take notice of the Mayors Waste Force 2019 which made comprehensive report. Otherwise waste of money. I was a member. Time for GOVT to fund all councils for organic waste collections and composting.

Rates & Policy

Changes to rating system

Do you have any views on this?

Disagree. Land based rating systems prevent urban sprawl and are more socially just. Put them as a higher percentage not lower.

Changes to the help Council provides with rates

Changes to user fees and charges for 2021/22

Do you have any views on this?

These constitute too high a proportion of Council income. Govt should allow councils more income from land-based value rates or add a land tax themselves for social justice.

Changes to levels of service

Changes to policies

Revenue and financing

Rates remission

Development contributions

Significance and engagement

Rates for 2021/22

Do you have any views on Rates for 2021-22?

Councils should be able to take more income from unimproved land value. Too much reserve for central govt, not enough for councils.

Do you have any views on Council exploring other ways to generate income?

I'd be wary of this. Charging for use of more and more makes Council look more like a business when it should be a government.

Other feedback

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

☒ Yes

Response ID

3330541



Long-term plan 2021-41: Securing our future

First name Sue

Last name Lusk

Are you providing feedback

☒ as an individual

Our direction

Our financial and infrastructure strategies

Our big issues

COVID-19 recovery

Access to housing

Responding to climate change

Managing growth

Strengthening our resilience

Government changes impacting Council: three waters services

Key decisions

Key project 1: Should Council take a bigger role in housing?

Key project 2: Should we renew the Paekākāriki seawall a different way?

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Significant proposal 2: Should Council explore ways to have a role in the airport?

Major projects and initiatives

Which of the following key projects would you like to comment on?

☒ Waikanae Library

Waikanae Library - share your views.

We are delighted that you have voted to give the Waikanae library priority in the Long-Term Plan. Jane and Lorraine visited many many community groups and the feeling was the same everywhere. We want our library back as soon as possible and we are very grateful indeed that you have accorded it the same priority for our residents –

I freely acknowledge I was more in favour of refurbishment rather than a purpose-built library, partly because of our experience of a 2015/2016 design suddenly being deemed to be too expensive and ditched.

However, now funds have been allocated in the draft Plan for a purpose-built building, may I reiterate that the old site still makes more economic sense to a large proportion of Waikanae residents

1. You own the site. You will not have to spend possibly 10-15% of the budget just acquiring a site and, by doing this, compromising the quality of the build by reducing the available building funds straight away

2. Extending of timeline:

Requiring Council staff to investigate and cost two locations will incur additional design costs and consultation time and more delays. Negotiations and the acquiring of another site and – presumably – the disposal of the old site, will add significantly to the timeline and inevitably to the costs, as building materials increase in cost from year to year. Work on the existing site can begin immediately.

3. Operating costs extended by delaying building:

Correct me if I am wrong here but I believe council is spending more on the cost of renting the Artel space plus the cost of storing Waikanae library's books than it did running the old Waikanae library. The longer it takes to build the new library, the longer these costs sit on your books

4. The landscaping is done!

The landscaping – with its already designed library plaza – is already in place, so there will be minimal extra costs when the building is completed

5. Complement Mahara Gallery design:

The entrance to Waikanae Town Centre from the Countdown car park has been a huge blank wall and a toilet block for decades. With Mahara Gallery about to undergo an Ian Athfield design make-over, we should be poised to build something to complement this striking design to welcome people into the attractive new square.

6. Damage to pedestrian traffic if new site chosen:

Those of you who live in Waikanae and visit the town centre know how catastrophic the loss of the library has been for our businesses – some have closed, and some have relocated because the foot traffic has reduced so much. If we end up with a skeleton at the north end of Mahara Place and a demolition site at the other end, I fear for the survival of the remainder of the retail businesses in the town centre.

7. Option to return to refurbishment option:

Will councillors undertake to go back to the option refurbishing the old building if costings escalate? We had a brilliant proposal in 2015/2016 that combined the library and the gallery, and sadly the costs were double what had been budgeted and the proposal was voted down. We can't let this happen again.

Waikanae needs its community hub back as quickly as possible.

To conclude:

We know the proposal is to cost two sites and we firmly believe the existing site, opening out onto the already built library plaza, is the best location, and can be reimagined to be as exciting as Te Awahou Nieuwe Stroom in Foxton, Te Kakare in Levin and the Johnsonville and Christchurch Libraries just recently opened.

Rates & Policy

Changes to rating system

Changes to the help Council provides with rates

Changes to user fees and charges for 2021/22

Changes to levels of service

Changes to policies

Revenue and financing

Rates remission

Development contributions

Significance and engagement

Rates for 2021/22

Other feedback

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

☒ No

Response ID

3361339

SUBMISSION TO: Kāpiti Coast District Council (KCDC)

SUBMISSION IN RESPECT OF: KCDC Long-Term Plan 2021

SUBMISSION BY: Templeton Kapiti Limited (TKL)

Summary

- A. The land on which Kāpiti Coast Airport is located is a valuable resource for the Kāpiti community and for local hapu. Development of that land is constrained by inadequate transport connections.
- B. For over 20 years the KCDC District Plan has included a Notional Road linking the Kāpiti Coast Airport land underneath the Mackays Expressway to Ihakara Street. That connection is essential to realise the economic and community potential of the Kāpiti Coast Airport land, but this Notional Road has never been designated and has never been included in the KCDC Long-Term Plan.
- C. Achievement of this essential roading link depends upon KCDC acquiring two small parcels of privately owned land which would also enable connection to the proposed East West Link (connecting Arawhata Street to Ihakara Street) which is included in the Long-Term Plan.
- D. KCDC must make provision for this essential roading link in its Long-Term Plan.

Supporting detail

- 1 TKL recently purchased the land on which Kāpiti Coast Airport is situated (**TKL Land**). TKL intends to develop the TKL Land, either as currently enabled under the Airport Zone or as enabled by future zoning. TKL anticipates that future development of the TKL Land will require increased transport capacity. A potential solution to future transport demand is proposed through provision of a link between Ihakara Street and the TKL Land (**Ihakara Extension**).
- 2 TKL requests the Council to include provision for the Ihakara Extension in the KCDC Long-Term Plan 2021.
- 3 The need for the Ihakara Extension has been anticipated for over two decades:
 - (a) **Operative District Plan 1999:** This identified the Ihakara Extension as an important link road in the network, and demonstrates that the road has been anticipated for over 20 years as a solution to increases in traffic caused by increased development in the Airport Zone.
 - (b) **Mackay's to Pekapeka Expressway Project – Assessment of Environmental Effects (AEE) Report March 2012: Expert Conferencing Joint Witness Statement to the Board of Inquiry – Traffic and Transportation November 2012:** This Joint Witness Statement provides a more detailed explanation of how the road may be intended to function and the kind of movement that is anticipated, and notes that this is based on the intentions of KCDC. The AEE records that KCDC "*intends to extend Ihakara Street through to link with Waikare Road to create an additional east-west link to ease traffic congestion on Kāpiti Road. This would provide an opportunity to use Ihakara Street for the purposes of either a single full interchange or a split interchange with access/egress onto Kāpiti Road*". This is in the context of alternatives to the expressway alignment plans. The AEE also notes that this would need to integrate with KCDC's town centre plans, which were yet to be finalised at the time of writing. Other points to note from the AEE are:
 - (i) The report indicates the Ihakara Extension is out of scope of the expressway designation.
 - (ii) The report indicates that length and clearance of the proposed bridge over the Wharemauku Stream was predominantly derived from the need to accommodate a future local road underneath (being the Ihakara Extension).
 - (c) **Proposed District Plan as notified November 2012:** Ihakara Street was identified as a "Major Community Connector", suggesting the extension was still anticipated at this stage and

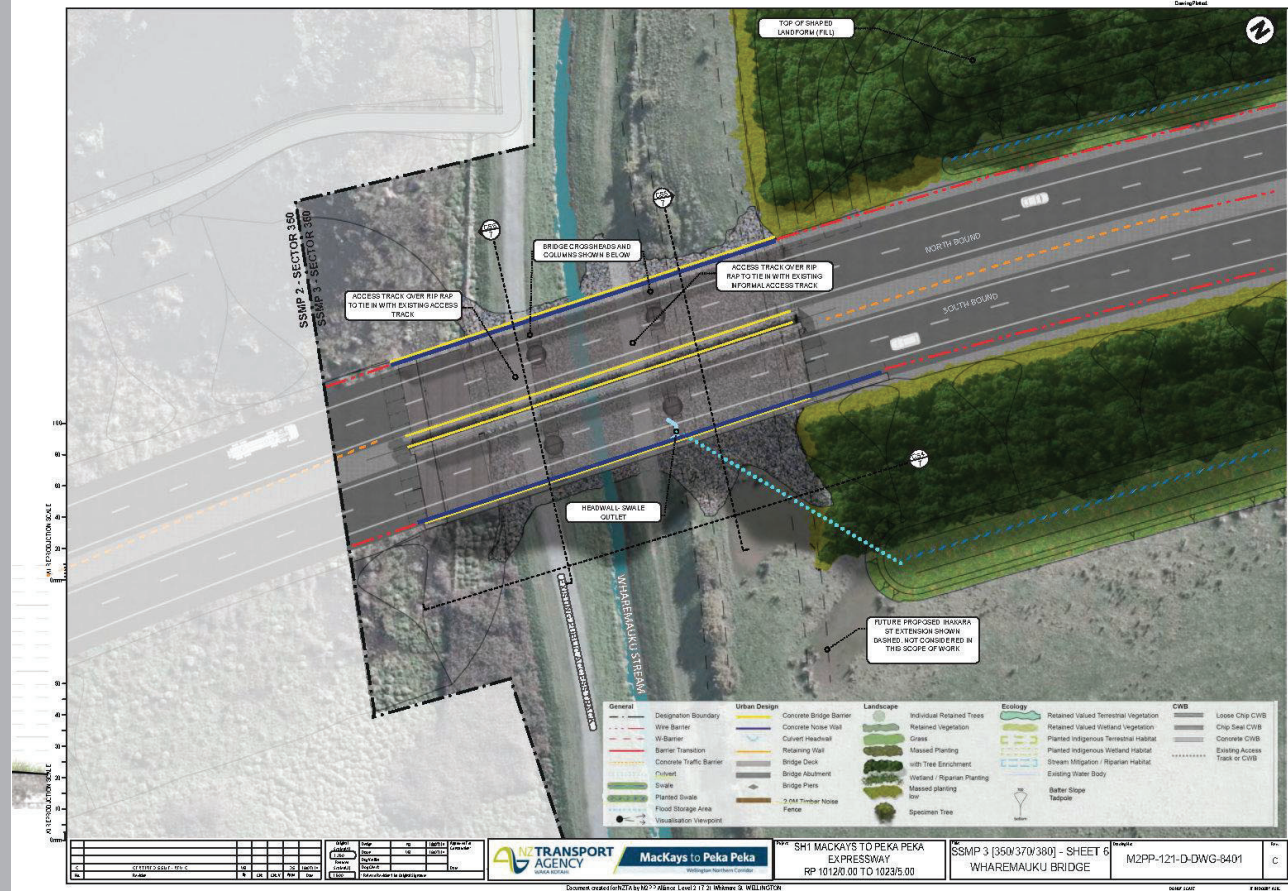
may have indicated KCDC was going to include the Ihakara Extension as a legal road in the plan. The notified version of the Proposed District Plan aligns with comments in the AEE that the Ihakara Extension was likely dependent on future development, and that it was anticipated as a reactive piece of infrastructure.

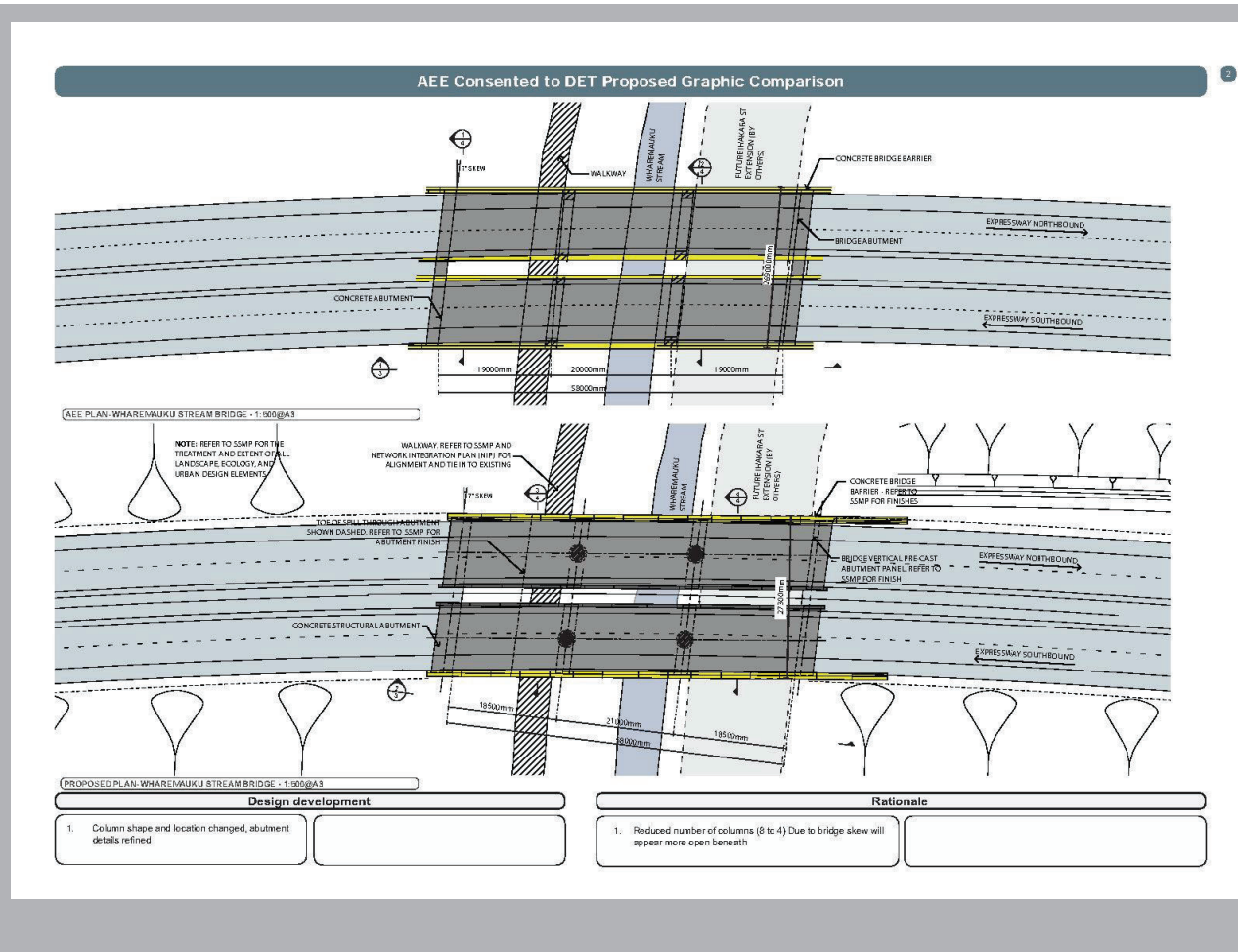
- (d) **Board of Inquiry Report on Mackay's Expressway April 2013:** The Board of Inquiry expressly considered whether the Ihakara Extension was required as part of the project, and stated that *"the effects of any future roading proposal will need to be assessed, developed and mitigated as part of that proposal"*. While ramps at the location of Ihakara Street were not included in the expressway design, experts agreed that the ability to add these, at a later date, was needed.
 - (e) **Conditions of Designation April 2013:** Conditions require Site Specific Urban Design Plans (SSUDP) to include detailed design for the benefit of others using the local road network, and identify the Ihakara Extension as a future local road. A specific SSUDP was required for the Ihakara Extension / Wharemauku Stream area.
 - (f) **Expressway - Site Specific Management Plans September 2014:** The relevant SSUDP clearly show the Ihakara Extension is out of scope. However they also clearly show the designation can accommodate the Ihakara Extension (refer attached Site Specific Management Plans).
 - (g) **PC84 s42 report December 2016:** This report suggests further airport development is dependent on road improvements outside the Airport's control (suggesting this is within KCDC's control).
 - (h) **PC84 Memo from Don Wignall in response to Hearing Panel questions March 2017:** This document indicates that the Ihakara Extension would not just be for the purposes of serving development in the airport area, but for easing traffic on Kāpiti Road generally. Don Wignall sees this as a long term measure to respond to development in the airport area of a high traffic generating nature, and also notes that the expressway has left scope for the Ihakara Extension.
 - (i) **PC84 Decision report October 2017:** The decision on PC84 suggests any roading improvements will be contemplated at the consenting stage of development at the airport.
 - (j) **Proposed District Plan appeals version January 2018:** The Ihakara Extension is expressly recognised in the plan (definitions and maps – refer attached Design Guidelines for the Airport Zone), and is included as a Notional Road. The Ihakara Extension is a key element of the Structure Plan for the City Centre (refer attached Structure Plan). The Structure Plan aims to achieve outcomes including:
 - (i) increased connectivity (the road, cycle and walkway network) throughout the area which does not impede proposed link roads and desired connector roads shown on the Structure Plan; and
 - (ii) a link road between the Kāpiti Road/Arawhata Road intersection and the Ihakara Extension that provides a strategic east-west transport and freight connection, alleviates traffic issues on Kāpiti Road, and enables connections to desired connector roads.
- 4 Achieving the Ihakara Extension will require acquisition of two small parcels of privately owned land. Including provision for the Ihakara Extension in the Long-Term Plan 2021 will support that acquisition.
- 5 TKL wishes to attend the relevant KCDC meeting to speak to this Submission.

TKL's address for service is: Templeton Kapiti Limited
 Attention: Murray Smith
 Email: murray.smith@templetongroup.co.nz
 Mobile: 021 701 985

1
September
2014

Expressway - Site Specific Management Plans



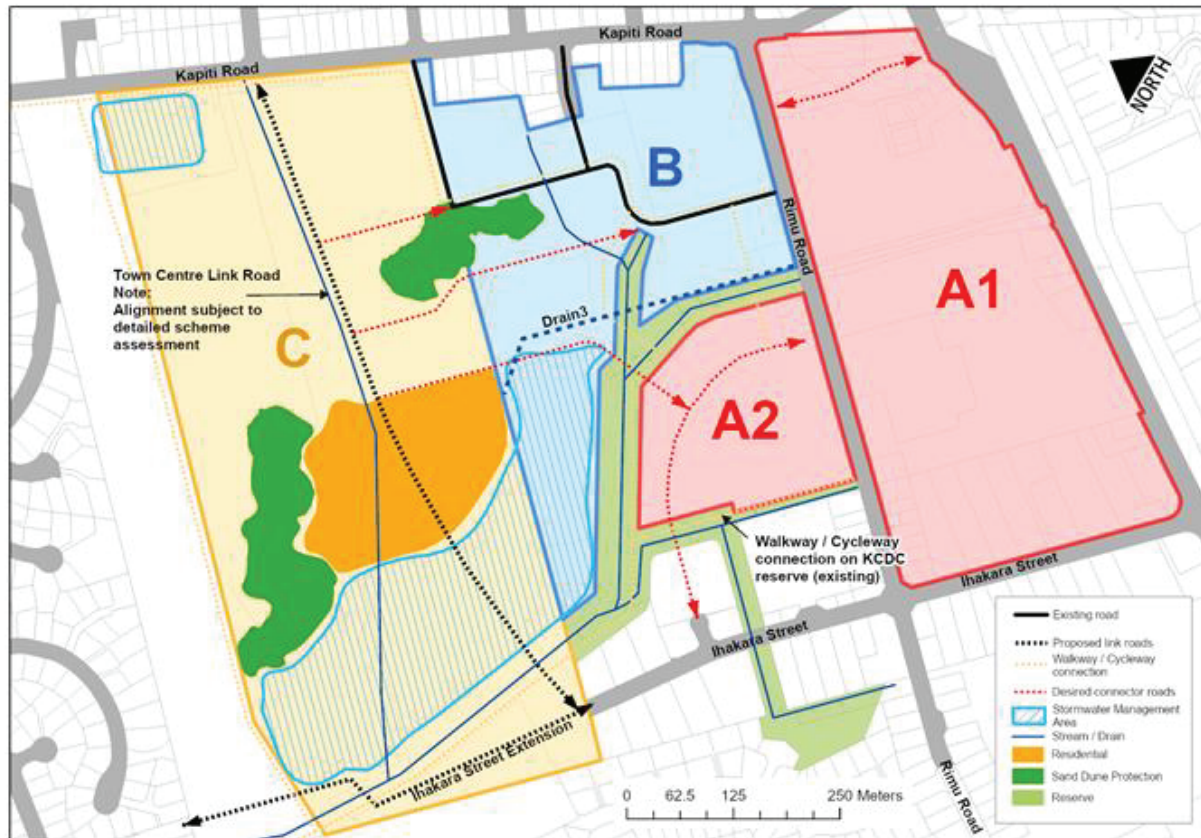


25 January
2018

Proposed
District Plan
appeals
version
(operative)



Structure plan:





16 December 2020

Stuart Kilmister
Parks/Shared Pathways Officer
Kāpiti Coast District Council

Re: Letter request for a collaborative solution to the safety concerns in and around Paraparaumu College, specifically near the Mazengarb Road/Guildford Drive roundabout

Dear Stuart

Firstly, my apologies for the delay in sending you this information that follows on from a discussion we had a couple of months ago about potential safety improvements near the intersection of Mazengarb Road and Guildford Drive. This letter is to further clarify the background to Paraparaumu College's request, and to suggest potential solutions that both parties could collaborate on.

Current issues

The College has been aware of growing safety concerns regarding pedestrians, scooters and cyclists in the vicinity of this intersection, and within the road corridor (including the footpath area) on Mazengarb Road. This is particularly at peak hours, at the beginning and end of the school day. All exits from the college go on to Mazengarb Road so at peak times there is a convergence of buses, cars, pedestrians, scooters and cyclists. We have had a number of complaints from the public about these safety issues, particularly about the volume of movement on to Mazengarb Road through exit point A (see attached map). We have also had incidents where scooter riders have been hit by cars at this exit. Thankfully, we have not yet had a major incident, but that potential remains with the current layout.

There are general trends that are exacerbating the volume of traffic including pedestrians and cyclists at these times, and the consequential conflicts and safety concerns, including:

- The impact of other schools such as Paraparaumu Beach School, and Kenakena Primary School finishing a little earlier to Paraparaumu College. This increases the number vehicles, pedestrians and cyclists around this intersection at the time our school finishes (3.15pm)
- We have noticed an increase in traffic since the opening of the motorway
- Increased volumes of parents/caregivers picking up students from our college at the end of the school day

In terms of the College, currently many of our students heading north, west and south exit the school grounds on mass through point A on the attached map. The majority of our bicycle and scooter parks are sited within the College car park at points B, exacerbating the congestion, traffic mode conflicts and the situation of overcrowded movements through narrow pinch points. This is all occurring in close proximity to a busy road.

Another factor over and above the current issues, is that Paraparaumu College's roll is growing. It is currently at 1400 students, but is forecast to grow to approximately 1800 within 10 years. It is likely that along with this specific growth for Paraparaumu College, other nearby primary schools will also experience roll growth. Overall, this will mean that the existing safety concerns will increase should the status quo remain and worsen with no logistical changes in design or approach.

Potential options to reduce safety concerns

As per the initial discussions, the College makes the following suggestions, which would require a collaborative approach from the College and the Council, but could deliver much greater safety improvements to address our areas of concern.

Given that the significant pedestrian, scooter and cyclist movements heading north on the path between the Jolly Pub and Kitchen establishment, and the College, we propose the following:

- Moving the existing bike stands and scooter parks, from point B on the attached aerial plan, to point C (to be undertaken by the Paraparaumu College/Ministry of Education)
- The Council to consider
 - Installing a path on the eastern side of the water channel on Council-owned land adjacent to the college, as marked in red as option 1 on the attached aerial plan (figure 1) all the way to the bridge at Wood Leigh Road;
 - or install a part path along this Council-owned land, and install a pedestrian bridge over the water channel to connect with the existing gravel path on the western side of this water channel/drain
- Should this new path go ahead, Paraparaumu College would commit to taking the lead on promoting and directing its students through this new safer channel

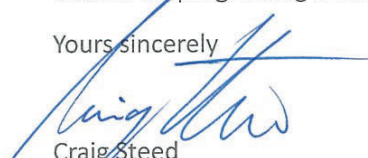
Benefits to progressing one of these options

The changes noted above would have the following benefits:

- Reduce the number of students exiting the school grounds through the narrow corridor at point A, the current numbers which are creating road and footpath hazards;
- Improve the safe flow of students heading north into the Kōtuku area of Paraparaumu Beach, or further north to Waikanae Beach;
- Delivery of both immediate safety benefits, as well one which incorporates future growth into the solution;
- Has the potential to add to the cohesive use and awareness of the existing shared pathway network that the Council has developed within Paraparaumu, and particularly within close proximity to this area (e.g. on Mazengarb Road);
- Kāpiti Coast District Council has distinct goals regarding both traffic safety and connectivity within the district.
 - In the Council's Annual Plan of 2020/21, a specific parks and open space focus was to "continue developing cycleways, walkways and bridleways, including improved accessibility"
 - In the same Annual Plan, the access and transport focus for 2020/21 was to "continue to deliver the minor safety improvements programme", and with a substantial increase in footpath maintenance, quality pedestrian outcomes have been given high importance by the Council
- Delivery of a solution of this nature would be a great example of collaboration between both the College and the Council, to achieve a tangible and practical result.

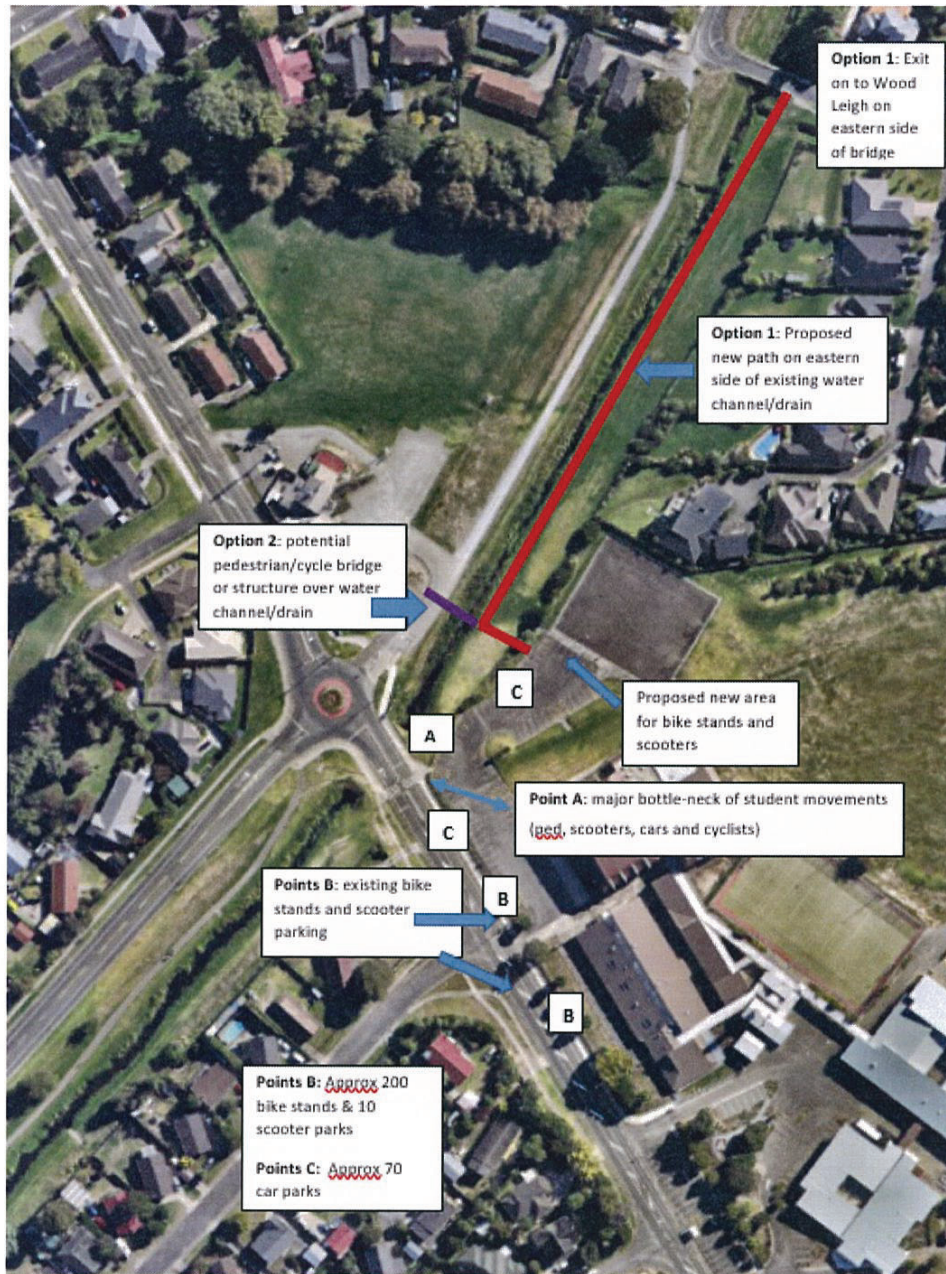
I am happy to discuss this letter in more detail, and look forward to working with Kāpiti Coast District Council on progressing a solution that achieves a safe and sensible community outcome.

Yours sincerely



Craig Steed
Principal

Attachment 1: Aerial Plan of existing layout and potential options adjacent to Paraparaumu College



From: [Paul Hughes](#)
To: [Mailbox - Kapiti2041](#)
Subject: Submission on KCDC Community Long Term Plan
Date: Monday, May 10, 2021 12:41:24 PM

I would ask that the following be incorporated in our community long term plan:

1. Purchase the Paekakariki water supply catchment to avoid construction/subdivision/development and soil disturbance from logging pine trees to protect and enhance the ecological health of the Wainui Stream, and maximise quality minimum flows for the Paekakariki community water supply - this is importance for Paekakariki community resilience as climate change is predicted to result in greater droughts in the future
2. Implement minimum ecological flows in the Paekakariki community water supply take from the Wainui Stream to protect and enhance the regionally important freshwater ecosystem and iwi cultural values - protecting and enhancing freshwater ecosystems is a primary objective of the RMA, Grow Paekakariki, Ngatitōa/hapu, and Wainuiwhenua
3. Purchase the land under St Peters Village Hall as a Reserve to ensure that this vital community facility is always available to the Paekakariki and wider community in the future
4. Pause the Paekakariki seawall refurbishment and wait for national guidance on climate change and the sea level rise engagement about to happen - look at managed retreat as the preferred option as GW and NZTA have implemented, along with ensuring gravel inputs from local streams and along SH1 to Pukerua Bay to feed into the longshore drift - I can think of more important projects to spend \$20+m on in the Paekakariki community, such as others listed here
5. Purchase the Tilley Rd Triangle Park area for a Recreation Reserve and community garden, and the Paekakariki Scarp for a Scenic Reserve, as approved by the Paekakariki community, Paekakariki Community Board and full Council in about 2013 - as documented in the GROW PAEKAKARIKI website at <http://www.opengeo.co.nz/GrowPaekakariki/info.htm> and report at <http://www.opengeo.co.nz/GrowPaekakariki/GrowPaekakarikiFinal.pdf>
6. Support the Project Kakariki request to the Minister of Conservation to retain the Perkins Farm in public ownership as a Reserve to benefit district/region ecology, amenity and natural hazard management for landslides and flooding of transport corridors and Paekakariki - <http://opengeo.co.nz/ProjectKakariki/ProjectKakarikiNZTAToDOCCrownBalanceSheetTransferApplication2.pdf>
7. Change the District Plan to avoid further housing construction/subdivision/development within the Wainui Stream catchment to protect and enhance Wainui Stream because of its regionally important freshwater ecosystem and iwi cultural values including mahinga kai - protecting and enhancing freshwater ecosystems is a primary objective of the RMA, Grow Paekakariki, Ngatitōa/hapu, and Wainuiwhenua Working Group. It also will retain the water supply resilience of the Paekakariki community that would be diminished if any additional housing is built that is connected to the limited Paekakariki community water supply. It will also avoid any new harm caused by new septic tanks in the Wainui catchment adversely affecting water quality.
8. Clear Paekakariki beach of all redundant constructions such as concrete, pipes, railway irons and beams, posts and walls. This will restore the natural character of the beach which we all treasure.
9. Council complete a Housing Needs Assessment, while ensuring that it addresses how we can meet any needs sustainably indefinitely, and avoid harm to native ecosystems particularly Wainui Stream, and social values including mahinga kai and Paekakariki water supply resilience. Council ensure that central government is meeting the housing needs of those that need emergency, social, and affordable housing.
10. Council transfer the four pensioner flats in Wellington Road to iwi or the Paekakariki Housing Trust, to ensure that they are used for the benefit of people with a strong social connection to the Paekakariki community.
11. Extend the Te Ara o Whareroa shared path south through the Tilley Triangle to SH1 and the Paekakariki Railway Station and Beach Rd as recommended by Council shared path staff.
12. Fix the flooding problem behind the houses at the north end of Tilley Rd as this has been aggravated by Council and others building de facto stopbanks during times of excess gravel management, that force homes to be flooded.
13. Purchase the old Paekakariki Post Office as a Community Centre as proposed by the Paekakariki Community Board
14. Ensure that NZTA upgrade the current SH1 Beach Rd intersection to improve safety and better connect Paekakariki with the eastern side of the village, comprising residences, parking, Paekakariki Hill Rd, the Paekakariki Scarp, and Waikakariki Stream
15. Council develop a plan to promptly move to zero greenhouse gas emissions, and adapt to climate change including sea level rise, increased flooding, and droughts

I would like the opportunity to speak to my submission

Kind regards

Paul Hughes

Individual

0274925399

Submission on the Kāpiti Coast District Council Long Term Plan

Dr Paul Callister

88 The Parade, Paekakariki

paul.callister@outlook.com

I wish to speak to this submission.

Summary

As part of the Long Term Plan consultation, the council started a conversation that suggested it could assist the airport to stay open. However, this is a mistake for a number of reasons. Instead KCDC should be working towards closing the airport and facilitating the creation of medium to high density housing, more usable open space close to the city centre and restoring nature. The reasons for this are:

1. A study undertaken on behalf of KCDC in 2018, suggested relatively low benefits to Kāpiti district in keeping the airport open. Most benefit went to private individuals and not to the wider community. The study also provided no estimate of the potential benefits of alternative land uses.
2. The airport is currently not economically viable. Various economic, social and environmental pressures point to the airport becoming even less commercially viable over time. Very few small airports worldwide are viable without subsidies.
3. That based on overseas research, it is those in higher socio-economic groups who fly the most so any subsidy will be a transfer from the wider community to higher income residents. This promotes inequality. This is also noted in the KCDC funded study of the benefits from the airport.
4. That the council has declared a climate emergency and should not be using ratepayer money to support a high emissions form of travel. As climate change impacts intensify KCDC should instead financially plan for climate adaptation.
5. Low carbon tourism will increasingly become the norm supported by travel options such as a night train from Auckland.
6. We have a housing emergency and the key to solving it is by building more houses, including papakāinga and affordable housing. The airport would be better used for a mix of medium to high density housing, open space and wetland/flood plain restoration. This will help reduce inequality and improve biodiversity.
7. Being close to the town centre such housing would make transport emission reductions easier. The alternative, continued expansion on the edges of urban areas, will lead to increased transport emissions, is costly for the council to provide the necessary infrastructure and encroaches onto prime agricultural land.
8. In emergency planning the airport is not a key asset.

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Background

In an online consultation prior to the full formal consultation two issues were especially highlighted.

1. *The airport is an asset*

Many commented on the importance of keeping our airport. There was a plea for Council to do more to ensure it remains open for business.

• *People can no longer afford to live here*

A lack of affordable housing is a concern to many. There is particular concern for those residents who can no longer afford to live here, forced to leave the district. People feel Council could be playing a more active role in working with central government, iwi and other parties in finding solutions.

In more recent consultation publicity KCDC noted “our four key decisions: *our future role in housing*, options for replacing the Paekākāriki seawall, setting up a council-controlled organisation, *and if we should explore ways to have a role in the airport* (emphasis added).

Subsequently, through social media KCDC had been promoting the idea of on-going involvement in the airport without providing any estimates of the costs of doing so, the possible benefits nor the costs and benefits of alternative uses of the land.

The problematic history of the airport

In a 2020 Stuff investigation the complex history of the airport was laid out. The article goes on to state:

“Kāpiti’s Mayor has vowed to take leave from office and join an occupation - if it comes to it – as local hapū battle to get ancestral land back by hook or by crook.

Descendants of the families whose land – now Kāpiti Coast Airport – was acquired by the Government under the Public Works Act in 1939 are divided in how the land should be returned but are united on one point: They should have been offered it back in the 1990s and they should get it back now.”

It is vital that past injustices are resolved. However, this submission does not focus on ownership of the land but the best use of the land in helping solve rather than exacerbate climate, housing and biodiversity loss emergencies.

The economic viability of the airport

It is well known that the airport in itself is not a commercially viable business. In order to attract Air Chathams to provide services, KCDC provided ratepayer funding support. The amount provided remains opaque. Currently, on weekdays there is only one flight to Auckland in the morning and one flight back in the evening.

International data shows that around two thirds of airports make a loss, with small airports like ours being especially unprofitable.¹ Last year New Plymouth airport required a major ratepayer bailout.²

In 2018, the firm TDB Advisory undertook a study of the economic benefits of the Kāpiti airport for the district.³ No data was provided on the costs to ratepayers of subsidising its operations.

The study took a very narrow perspective, looking primarily at the costs to passengers if they had to travel to an alternative airport and some estimates of the profits/wages generated by the airport and the benefits from visitors. By far the main benefit was from travel time saved at \$3.4m. The benefits for recreational users was estimated to be \$400,000, profits/wages \$200,000 and visitors \$200,000. These latter benefits are very small.

The study was undertaken before Zoom had started to replace some business meetings.

¹ <https://www.portcalls.com/66-worlds-airports-losing-moneyreport/>

² <https://www.stuff.co.nz/business/121952736/new-plymouth-airport-needs-a-multimillion-dollar-bailout>

³ TDB Advisory (2018) Kāpiti Airport: An estimation of its economic value to the Kāpiti District, Wellington.

A major flaw of the study is that no benefits were estimated for an alternative land use, such as housing. Just on rates alone, the benefits from housing are likely to be much higher. Climate change was also not mentioned in the study.

Why the airport will become even less viable

Air travel emissions in the Kāpiti region increased by 41% between 2001 and 2019.⁴ In 2019 they were estimated to be 9% of districts gross emissions. If we are to decarbonise our economy aviation emissions need to begin steadily declining. A number of mechanisms will prompt this decline including price of flying will begin to increase as we start to take the climate crisis seriously. Various factors will lead to this increase including a rise in the price of carbon and the use of higher priced lower emission fuels such as biofuel or 'Power to Fuel'. In a submission to the Climate Change Commission Local Government NZ, representing all 78 district and city councils, stated "We recommend the Commission consider making the 'pain' of climate change policies bite earlier, principally through raising the carbon price. This will spur action sooner, and may indeed mitigate the need to undertake unpopular and risky policies in future.". Modelling by the Productivity Commission suggests a higher price of carbon will suppress overall demand. As part of the [declaration of a climate emergency](#) by the government there is a commitment that all of government (including schools) will be carbon neutral in just 4 years from now (ie 2025). Offsets must be purchased in New Zealand for any emissions remaining after 2025. This will suppress business flying by those who work for government. It is likely key businesses in the private sector will follow this lead.

There are also various subsidies to aviation which are likely to be removed or at least reduced in the future again leading to an increase in the cost of flying. These include no GST on international flights (or connecting domestic flights); no excise tax on jet fuel and whether some government ownership and subsidy of airports is compatible with fighting climate change. As yet international transport is not included in greenhouse gas targets or the emissions trading scheme but will be in the future; "radiative forcing", the non-CO2 effects that triple the climate impact of flying are not generally included in emission calculation but are likely to be in the future.

Another risk is that in the short-term Wellington, and increasingly Palmerston North, airports will continue offer a better range of services at often lower prices. Already many people choose to fly out of Wellington due to cheaper flights. In addition, Auckland is the only main destination from Kāpiti. With the completion of Transmission gully expressway and, to the North the expressways to Ōtaki and beyond, it will become even easier to travel to Wellington and Palmerston North airports.

In the short term there is potential for a regular high quality bus service to link Kāpiti with Wellington and Palmerston North airports. A 'Gold Ultra' service, with onboard toilet, was trialled by InterCity early in 2021. This ran from Palmerston North to Wellington airport but did not stop in Kāpiti.

⁴ <http://www.gw.govt.nz/assets/Climate-change/GHG-Summary-Report-Wellington2019KCDCFinal.pdf>



In the longer term regular fast rail will link Kāpiti directly with Palmerston North airport which could potentially serve as an international airport. KCDC's submission to the Climate Change Commission pushes for improved rail links to Palmerston North potentially supporting a greater use of Palmerston North airport.⁵ The main trunk line runs next to the airport making it an easy connection. A fast train could reach the airport from Kāpiti in less than an hour.

In its study of the benefits from having a local airport, the main gains were seen as being a savings in travel time to reach an airport. This is a private benefit that goes to those having shorter commute times and does not benefit the wider community directly. With the opening of Transmission Gully, and with the eventual provision of fast rail to Palmerston North this benefit will reduce.

Low carbon tourism will be the future

There is a strong push by many communities to develop low carbon tourism.⁶ The attractions in Kāpiti tend to be nature based. A visit to Ngā Manu or Kāpiti island, or a walk along the escarpment track. The domestic and international tourists attracted to these activities will increasingly be attracted to low carbon forms of travel.

The draft Kāpiti Destination Management Plan, published in April 2021, highlights the importance of 'nature' attracting visitors. It also argues that low carbon sustainable tourism has to be a goal for the region. The report also notes (pg 1) that the current air offering to and from Auckland suits business travellers better than tourists and that locals are increasingly complaining about noise from the airport.⁷

⁵ https://www.kapiticoast.govt.nz/media/39221/kcdc-submission-to-the-ccc_-24-march-2021.pdf

⁶ As an example <https://www.stuff.co.nz/travel/green-travel/124804033/nelson-launches-first-of-its-kind-zero-carbon-travel-package>

⁷ <https://waikanaewatch.org/2021/02/16/Kapiti-locals-complaining-more-about-noisy-aircraft/>

As KCDC will know, eighteen mayors and chairs of councils on the main trunk line, along with KiwiRail, are working on a business case for a regional passenger rail service - initially as a 'connector' between Hamilton and Palmerston North then joining up with regional trains including those between Kāpiti and Palmerston North.

In addition, and probably more importantly for Kāpiti, it is likely there will be a reintroduction of a night train between Wellington and Auckland. Kāpiti is in an ideal position to use this overnight service. Passengers heading to Auckland could catch such a train at about 9pm and wake up in Auckland. Equally those coming from the large tourism markets of Auckland, or Hamilton, will arrive at Kāpiti in time for breakfast. All of these new services further undermine the viability of a Kāpiti to Auckland air service- plus reduce our district's emissions.

Why a subsidy is an unfair burden on low income ratepayers

Research across a range of countries shows that a small number of people fly the most. In addition, a significant part of the population rarely fly. It is the wealthier section of the community that are frequent fliers. As an example, in the United Kingdom suggests that around 70% of flights are taken by 15% of the population.⁸ In Kāpiti, as in the rest of New Zealand, Māori are concentrated in the lower income groups. 2018 census data show that while less than a third of Europeans living in the Kāpiti District had incomes under \$20,000 over 40% of Māori and Pacific peoples were in this group. On that basis, Māori and Pacific peoples are less likely to be frequent users of the airport.

This inequality issue was mentioned by the airport study undertaken for KCDC (pg 30).

6.2 Distribution of benefits

It is important to note that the benefits to the district that we have identified in this report are likely attributable to a small segment of the local population (ie, airport users, affected businesses). Therefore, we suggest that these distributional affects are considered when evaluating the equity of any future action.

A subsidy to the airport is effectively a transfer from all members of the community, including those poorest groups, to a small group of higher income residents.

⁸

<https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/605a0951f9b7543b55bb003b/1616513362894/Elite+Status+Global+inequalities+in+flying.pdf>

Why there will be legal challenges in the future for subsidies to high emission sectors such as aviation

If KCDC supports activities that increase rather than decrease GHG emissions it risks facing legal challenges. Overseas airport expansions have been challenged through the legal system and in its submission to the Climate Change Commission Lawyers for Climate Action set out ways that the law will support challenges to actions that do not result in emission reductions.⁹ Lawyers for Climate Action are already supporting a challenge to the building of Mill Road in Auckland.¹⁰ They are also threatening to challenge Auckland's Long Term Plan.¹¹

There is also potential for central government to bring in regulations that mean all local body spending has to be considered through a climate change lens.¹² If it lends support to the airport, it is possible that KCDC may become responsible for the airport's emissions.

Why the airport is not a vital civil defence asset

I regularly donate to the Life Flight Trust and the Palmerston North Helicopter Trust. Our wider family has used an air ambulance. So I am aware of the need for these services. But the airport is not a vital piece of infrastructure for emergencies.

The Wellington Earthquake National Initial Response Plan 2018 shows that Kāpiti airport is not considered important for a fixed wing response (pg 76).¹³ This view is also stated in the draft Kāpiti Destination Management Plan. No value as a civil defence asset was given in the KCDC study of the economic benefits of the airport.

It should be noted that the whole area is a level 4, high risk area in relation to earthquakes, with liquidation being a major issue. If there was a major earthquake in Wellington, it is hard to imagine that the airport would not be impacted and also rendered unusable.¹⁴

⁹ <https://static1.squarespace.com/static/5cf303912690500011c02b0/t/60582ad62998f4194f095ad7/1616390878157/2021-03-22+LCANZI+Submission.pdf>

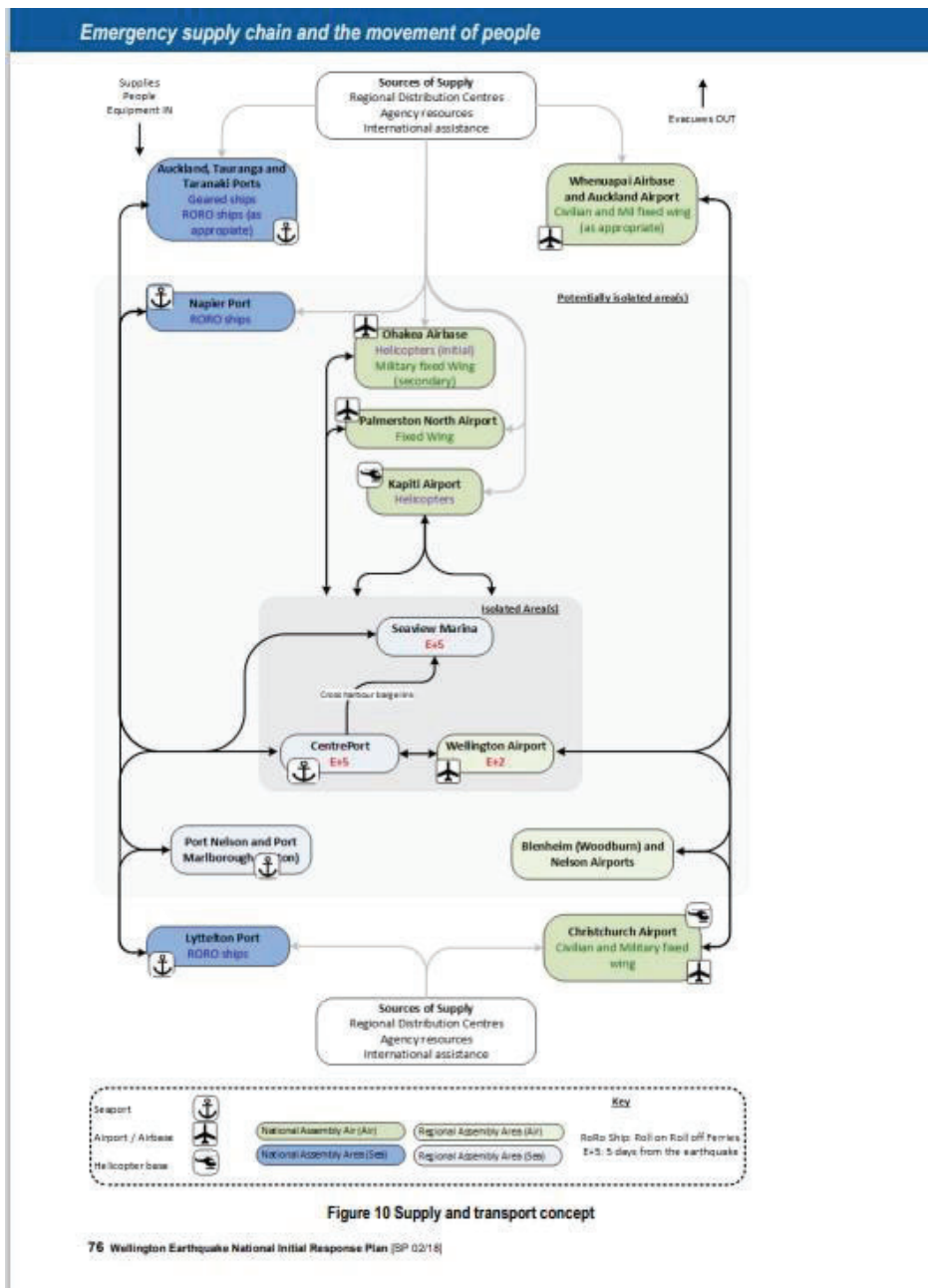
¹⁰ <https://www.lawyersforclimateaction.nz/news-events/all-aboard-files-judicial-review-of-mill-rd-project>

¹¹ <https://www.stuff.co.nz/environment/climate-news/125029759/climate-change-lawyers-say-auckland-plan-is-unlawful-and-emissionsboosting>

¹² <https://environmentaldefence.ca/2021/03/12/faq-a-climate-change-test-for-canada-aligning-infrastructure-reviews-with-climate-commitments/>

¹³ <https://www.civildefence.govt.nz/assets/Uploads/WENIRP-2.0-Final-for-publication.pdf>

¹⁴ This is an issue housing plans would also need to address.

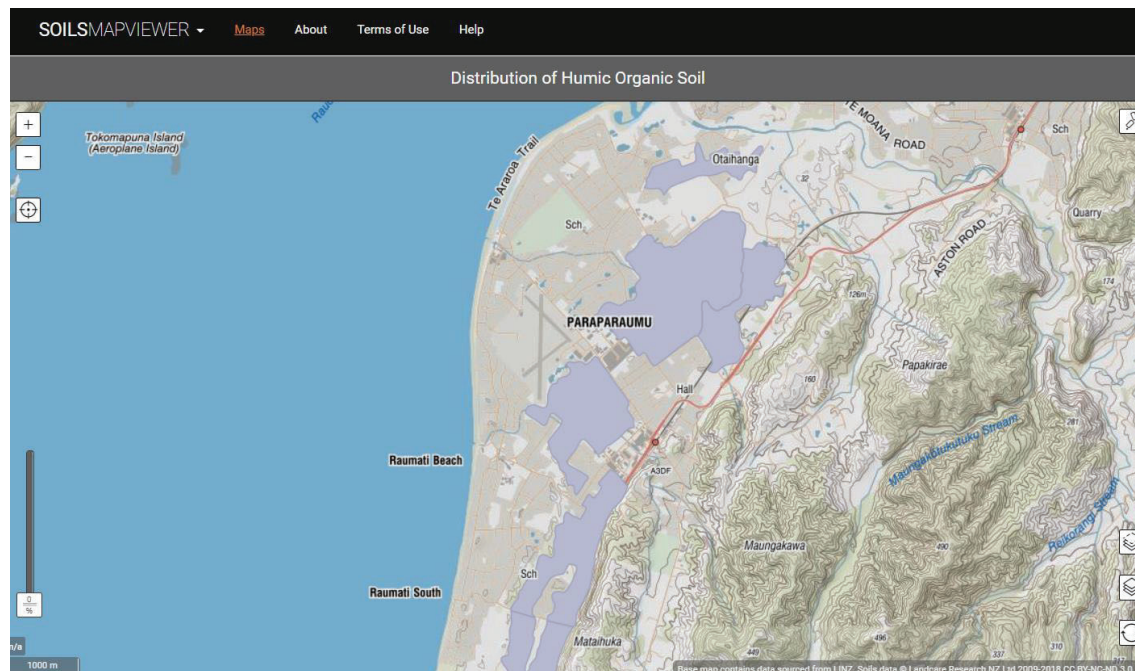


If it is important to have an emergency helicopter base a small area of land could be set aside. Rescue helicopters land on roads, in parks and on small landing zones at both Palmerston North and Wellington hospitals (on the roof).

In terms of overall public health, the provision of affordable warm housing will save more lives than retaining an airport.

Why medium to high density housing, open space and wetlands is a better land use

Much of Paraparaumu is built on peatlands (Humic organic soil). Many of these areas are not only subject to flooding but as they dry are releasing carbon. In contrast, while there are some small wetlands around the airport it is mainly on sand dunes.



The southern end of the airport borders the Wharemauku stream. This stream is subject to flooding as historically there would have been wetlands and a wider flood plain in the area to absorb large floods. It is proposed the Wharemauku is restored and paths along it improved so potentially will provide an important link between Raumati and the Coastlands area.

As part of this restoration, wetlands could be recreated at the southern end of the current airport.

But more importantly, the airport could be repurposed for housing thus helping solve the housing crisis. This is not prime horticultural or agricultural land that needs to be protected.¹⁵

While overall home ownership rates in Kāpiti are higher than many other areas in New Zealand, 2018 census data show that Māori in Kāpiti are less likely than the dominant European group to own a house. Over the district 16% of Europeans did not own a home compared with 27% of Māori.

¹⁵ <https://thespinoff.co.nz/food/15-04-2021/new-report-warns-that-were-building-over-our-food-basket/>

The airport, once Māori owned land, could once again house Māori through the provision of papakāinga and affordable housing. There are already calls to use Māori land for temporary housing.¹⁶

It is clear that a key solution to the housing crisis is to build more houses. This requires more land to become available. Both the Climate Commission and the government emphasise the need to focus on compact development and especially avoid sprawl into prime agricultural and horticultural land. To assist intensification, the government has removed unnecessary building restrictions last year with its National Policy Statement on Urban Development. When implemented by Councils this will remove car parking minimum requirements and allow buildings six stories high within walking distance of rapid transit and frequent public transport.

Kāpiti is unique in New Zealand in having a large underutilised piece of land at its centre.

A housing development would earn rate income.

A housing model that could be used is the Unitech development in Auckland.

The Unitech housing model

The latest population projections issued by Statistics New Zealand suggest, that the population could grow from 55,200 to 60,900 by 2033.¹⁷ This is an increase of 5,700 residents. Housing built on the airport could potentially accommodate all of this increase.

The Unitech site is approximately 50 hectares, the Kāpiti airport site is estimated to be about 124 hectares. These are the key metrics for stage 1 of the Unitech development.¹⁸

The site development starts with 26.5 hectares of land which are the core-landholdings, with an additional 9.3 hectares under negotiation.

The base plan is fully compliant with the Auckland Unitary Plan. It delivers:

- 11.3 hectares (41%) of open space (including road reserves)
- 12.3 ha of developable land
- ~ 2,500 – 3,000 dwellings across nine Precincts (individual neighbourhoods)
- building heights of between 2 stories in the South rising to 8 stories in the centre and North

¹⁶ [National Māori Authority Offers Marae Land for Temporary Housing | Newsroom](#)

¹⁷ Kāpiti District Council suggests “we need to plan for approximately 30,000 new residents over the next three decades.” This is in contrast to Statistics New Zealand projections that suggest under a high growth scenario that the population will increase by 16,400 residents by 2048.

¹⁸ https://www.hud.govt.nz/assets/Urban-Development/UNITEC/Unitec_Plan_and_strategic_framework_June_2020.pdf

- *density of between 94 and 113 dwellings per hectare gross or 204 per hectare net*
- *a ratio of 0.95 carparks to each dwelling*

As indicated in just 27 hectares up to affordable 3,000 dwellings could be built. These are some of the drawings of this development. If 50 hectares was developed this could add 6,000 dwellings. This would allow for a considerable amount of open space to be set aside.

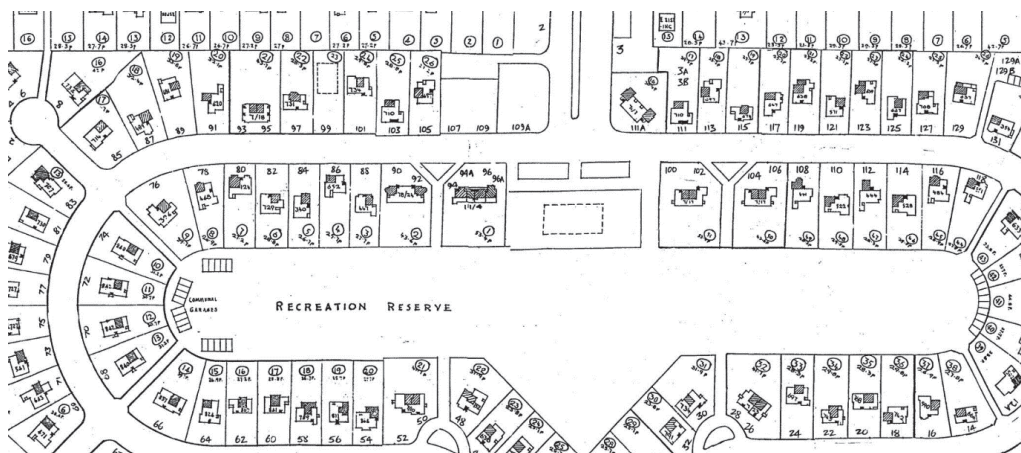


Such a development would create a '15 minute neighbourhood' with easy bike and public transport access to shops, cafes, the library and swimming pool, the beach, schools and the train station. Children could walk and bike safely to both primary and secondary schools.

Internationally “15 minute neighbourhoods” are a key way to maximise mobility while minimising transport emissions.¹⁹ A key access point to the central area of Paraparaumu would be walking and cycling tracks up the proposed Wharemauku restoration site.²⁰



In the past governments and councils have worked together to solve housing needs. An example is the Savage Crescent state housing precinct in Palmerston North. This was built in the 1940s.²¹ This was central city housing using the best design ideas of the time which included open spaces and walking/bike tracks to schools.



¹⁹ <https://www.smarttransport.org.uk/insight-and-policy/latest-insight-and-policy/what-is-a-15-minute-neighbourhood>

²⁰ <https://www.whalesong.kiwi/wharenui-Kāpiti>

²¹ <https://manawatuheritage.pncc.govt.nz/item/3546bb62-48eb-43de-9886-0773e8ec3a17>

The alternative is to support continued strip development housing up the coast with its associated high transport emissions. As the result of this spawl there is an additional 'cost' of loss of productive, food-producing land, such as that around Levin and Ōtaki.

Greenhouse gas emission reductions

Detailed modelling would need to take place to determine both short term and long term greenhouse gas reductions that would be achieved through closing the airport. The following factors would need to be taken into account.

- Overall trends in aviation given the price of flying is likely to increase.
- What modeshift will occur in regional travel. For example how many people will use a night train service.
- The number of people who travel into Wellington or Palmerston North to catch flights if they cannot fly from the local airport. On current use, this would be approximately one plane load per day. The emissions will depend on mode of transport. At one extreme if all drove large fossil fueled SUVs there might be some very small increase in transport emissions. But if most people used electric buses and trains to reach airports the extra emissions would be marginal.
- The very significant reduction in transport emissions from having compact housing reducing the need to drive long distances for shopping, work and schooling.

In the absence of a modelling exercise, it is pretty clear that the main gains in GHG emission reductions will be related to high density compact housing provision rather than aviation related.

Kāpiti Coast Youth Council Long Term Plan Submission 2021

10 May, 2021

Written by Mia Adams and Ella Harvey on behalf of the Kāpiti Coast Youth Council.

This Long Term Plan Submission addresses some core concerns of the Kāpiti Coast Youth Council for Young people living in Kāpiti.

We look forward to presenting our Oral Submission to the Kāpiti Coast District Council and thank you for your dedication to our community.

Increased Funding for Kāpiti Youth Support

Kāpiti Youth Support is a vital service to the young people in our community. We would like to begin by acknowledging the funding council already provides to Kāpiti Youth Support, but also making the importance of enhancing this funding vital. In order for the origination to keep providing their valued service, they need to see a 300% increase in their already received funding.

A key example of an area that needs urgent funding and rehabilitation on Kāpiti Youth Support part is their Ōtaki branch, which is a run-down building that is understaffed and is low on resources. The youth of Ōtaki are too often blatantly ignored and we need to address and advocate for a focus on youth health care in Ōtaki.

There are young people in the area waiting months to see councillors, and then not even being able to receive the service they need. Another area of concern for KYS is staffing. As Kāpiti's population continues to grow the demand for the service grows. The staff at KYS are already overwhelmed and lacking resources and this issue is going to continue to worsen as the population of Kāpiti continues to grow.

We'd like to ask the Council to advocate further on behalf of Kāpiti Youth Support the Ministry and District Health Board to increase Kāpiti Youth Support's funding. Further, to encourage the Council to direct extra funding additional to what they already provide Kāpiti Youth Support with.

This aligns with our joint commitments as Youth Council and Council to the Youth Action Plan for Young people of Kāpiti. Goal 5- A District Which Supports Strong Positive Youth Development – Council Actions – 1. Advocate the Central Government for appropriate resourcing for Youth needs in the district.

Our Environment

A prominent issue facing our youth population is climate change. This is why we think it is vital that our council values climate mitigation as much as it values climate adaptation. Mitigation strategies include retrofitting buildings to make them more energy efficient; adopting renewable

energy sources like solar, wind and small hydro; helping cities develop more sustainable transport such as bus rapid transit, electric vehicles, and biofuels; and promoting more sustainable uses of land. Whereas adaptation is admitting defeat, it is a method that we utilise when we have failed to mitigate, though in 2021 and over the next 10-15 years we still have time to mitigate if we start now.

Currently, Council is proposing to spend millions on adaptation while a mere cent is spent on mitigation. From our council we see adaptation schemes being developed by professionals, while volunteers are expected to produce and do our mitigation work. This highlights the ignorant attitude the council has towards climate change and sends the message to our people – “We are going to protect our people and the rest of NZ and the world will be ignored”. We are asking the council to spend an equal amount on climate mitigation as it does on adaptation to prevent more money needing to be spent in the future.

Housing

Housing is a major issue the young people in our community are facing. We understand the complexities of this crisis, including substance abuse & the greater need for support for families, not just ‘a house’ or a ‘roof’ to tick the box. Many stories and current Young people couch-surfing or sleeping and living with friends for extended periods of time, or Young people’s whose families move houses extremely regularly (within the Kāpiti Coast area) because of a plethora of reasons (expense, substance use) hence decreasing their sense of belonging and security. It’s about young people having somewhere to call home, somewhere to feel safe, respect and build a community.

The Youth Council have also spoken about Young people who need emergency housing and the issues faced by Kāpiti Youth Support in supporting these Young people in safe spaces to live suddenly then be supported long-term.

Renting and Young people being able to afford to live on the Kāpiti Coast is also another angle on this complex issue, as some members of the Youth Council raised the common issues of bad landlords, lack of knowledge around rent and rights and the idea of homeownership is not even being considered a possibility in Kāpiti.

We have highlighted housing as a theme on Youth Action\Survey focus groups with three different groups of young people who have had lived experience with this complex issue to provide qualitative data. But until then... We propose housing that is supported for Young people, eg; Youth workers, Counsellors, this is connected to the Kāpiti Youth Support conversation as they are very keen to become more involved in this space.

Electrification Of The Rail To Ōtaki

Ōtaki has been adversely disconnected in a transport sense from Kāpiti and Wellington for a long time. A major part of this is due to the lack of electrification of the rail to Ōtaki and other

frequent, affordable transport. The benefits of electrifying the rail to Ōtaki will help Ōtaki to feel more connected to the wider Kāpiti and Wellington region and vice-versa.

Enabling Ōtaki Youth to better access activities and events, or access more opportunities. Electrification of the rail would uplift the whole Ōtaki and wider Kāpiti community as it would provide a better outlet for Young people to get around easily throughout the district regardless of where they reside and makes them feel like a valued part of the wider Wellington family.

Another barrier local Young people in our community face when commuting to work, university or getting around the district to other activities or for recreation is the expense of public transport. A number of young people who are out of College or Kura Kaupapa and do not attend University or a place that gives 'Student Discount' use the train to commute to work or study at alternative education places, apprenticeships or jobs in town.

We would like to see fares for trains and buses reduced to increase accessibility for young people as young people are often earning low-income, are on minimum wage and spending a significant amount on trains especially, whether or not they have a 'Student Discount'. It is important to us that we continue to make public transport more affordable as it encourages people to move around the district in a more environmentally friendly fashion and decreases the environmental impact of our region.

This is shown in the Youth Action Plan in the Council and Youth Council's joint-commitments to Young people of Kāpiti. Goal 5- A District Which Supports Strong Positive Youth Development – Council Actions – 1. Advocate to the Central Government for appropriate resourcing for Youth needs in the district. Hence we are asking the council to advocate for this change to the Wellington regional council and ensure the values and need of youth are met. We have advocated to Greater Wellington Regional Council consistently for more equitable transport connections to Ōtaki and would love for you to continue to champion and stand for this.

Lighting

Kāpiti Coast needs an increase in outdoor lighting in public areas. Some of the main areas lacking lighting that we have found have been over the train tracks down in Paraparaumu, the basketball court by MacLean park, the park and basketball court in Raumati South and many other small parks scattered through the area. Lighting should be a priority, as when it starts to get into winter hours, people aren't able to safely use these spaces when it gets dark, as they are unable to see where they are going or if there are any obstacles. We believe that these areas will be a lot more welcoming to youth with better lighting and this way, they will be kept as safe hang out spaces.

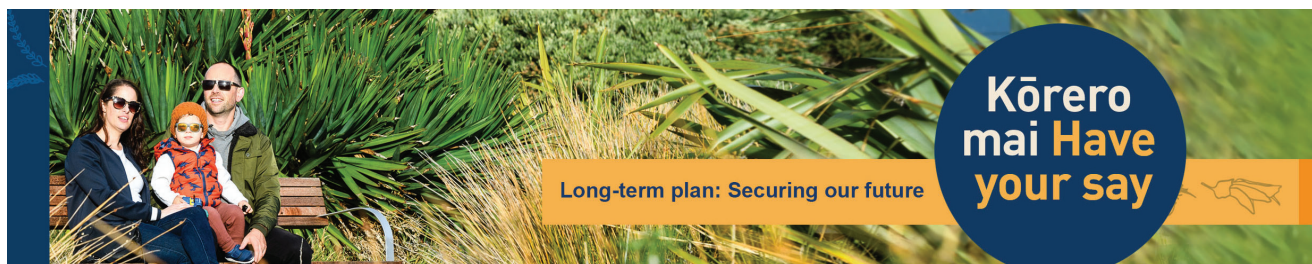
Signage

We want compulsory signage using the appropriate macrons on all signs for businesses or places in Kāpiti. This is mainly in areas such as Paekākāriki and throughout Paraparaumu. We

want these words to be spelt correctly on every building, company car and poster. Having these Māori names without their macrons is a disrespect to the culture and heritage of Māori in Aotearoa. We believe that the least we can do is to present the names of our coast with pride and hold them with the respect they deserve.

Park Upgrade Consultation

It is important that the youth of Kāpiti are involved in any major decisions when it comes to renovations of local parks, as we are the people who will be using them majority of the time. We want the Kāpiti Coast District Council to do better consultations on any future park upgrades by involving the youth voice into their design from the beginning of the process. We only want for parks to be upgraded when it is necessary. Some suggestions of park upgrades currently wanted by the youth are more basket swings, putting up a basketball court near the Surf Club in Ōtaki on the old field and getting a new skate park in Ōtaki, as the current one is not very accessible making it hard for people to get there and constantly smells bad.



Long-term plan 2021-41: Securing our future

First name Olivia

Last name Campbell

What area do you live in? Paraparaumu

Are you providing feedback
☒ as an individual

Our direction

Our direction: Council has developed four community outcomes to contribute to our community's wellbeing.

Do you think these are the right priorities for Council at this time, and why?

Yes

Do you think investing for resilience and growth is the right approach for Council to take at this time, and why?

Yes. A wise move

Our financial and infrastructure strategies

What do you think?

Agree. Investment in infrastructure is what our rates should be spent on.

Our big issues

What big issues would you like to give your views on to help guide our direction:

- ☒ Access to housing
 ☒ Responding to climate change
 ☒ Managing growth
 ☒ Government changes impacting Council: three waters services

COVID-19 recovery

Access to housing

Do you have any views on access to housing generally?

Local government should not provide social housing. This should be left to Kāinga Ora who should work in with KCDC to deliver the Districts housing needs for those with the greatest need.

Responding to climate change

We have made good progress on reducing Council's emissions, however, achieving further gains will cost more. Should we continue to prioritise emissions reduction within Council?

Yes. How can you not?

The effects of climate change are being experienced in different ways across the district, for example, for our coastal communities and infrastructure such as the seawall in Paekākāriki. As climate change impacts become more severe and costs to respond increase, how do we ensure equity across the district?

How many community assets are affected. Private property should not be the priority. They bought knowing the risk, we should not pay to protect them.

We have developed a strategic framework to guide our decision making and we want to know if you think we've got it right. What are your views?

Looks good.

Managing growth

As our district grows, what do you think good growth looks like?

Much much more medium and high density housing within 3kms of the train stations and local centres. We have to free up more land for development urgently and push landowners to develop ASAP.

Strengthening our resilience

Government changes impacting Council: three waters services

What's important for you about Council's role?

To maintain control of our own water resources.

Key decisions

Key project 1: Should Council take a bigger role in housing?

Do you agree with the Council's recommended option?

☒ Yes – Council should take a bigger role in housing

Do you have any views on this?

Leave social housing to Kāinga Ora.

Change the district plan to require minimum Affordable housing provision in every development.

Allow development contribution dispensations for developers contributing to achieving affordable housing.

Zoning more land for medium density housing (from rural, ie. Otaihangā, south of Waikanae) will increase supply and address affordability and options for locals struggling against all the Wellingtonians moving here.

Key project 2: Should we renew the Paekākāriki seawall a different way?

Do you agree with the Council's recommended option?

☒ Yes – replace it like-for-like in timber at an estimated cost of \$17 million

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Do you agree with the Council's recommended option?

☒ Yes – we should set up a CCO

Significant proposal 2: Should Council explore ways to have a role in the airport?

Do you agree with the Council's recommended option?

☒ No – Council should not explore ways to have a role in the airport

Major projects and initiatives

Which of the following key projects would you like to comment on?

☒ Link road ☒ Indoor sports centre ☒ Maclean Park ☒ Town centres ☒ Playgrounds
☒ Kāpiti Gateway/ Te Uruhi

Link road - share your views.

Fundamental to the districts growth and movement. Built it ASAP. Then allow town centre land to develop around it.

Indoor sports centre - share your views.

Not essential but important.

Maclean Park - share your views.

Fine as it is. Don't spend anymore money on it. Love the new upgrades.

Town centres - share your views.

Paraparaumu town centre land needs a huge catalyst to stimulate commencement of growth. Why is the land not being developed?

Playgrounds - share your views.

Provide for older kids too. Most upgrades are too basic and for little ones only.

Kāpiti Gateway/ Te Uruhi - share your views.

The lack of consultation and business case for ongoing maintenance and operational costs to date is a disgrace. Just because PGF funding was awarded does not mean more money should be spent for something even the island operators don't want, won't use, and the general community do not want to be burdened with the ongoing cost of. The District should not be spending money on such an unnecessary project when there are much more urgent priorities.

Rates & Policy

Changes to rating system

Do you have any views on this?

No comment

Changes to the help Council provides with rates

Do you have any views on this?

Support

Changes to user fees and charges for 2021/22

Do you have any views on this?

No problem supporting this

Changes to levels of service

Do you have any views on this?

Support

Changes to policies

Revenue and financing

Do you have any views on this?

Support

Rates remission

Do you have any views on this?

Support

Development contributions

Do you have any views on this?

Support

Significance and engagement

Significance and engagement

Yes

Do you agree with the thresholds we apply to help determine if a matter may be significant?

Yes

Do you understand our framework for determining how and when we seek community feedback on key activities?

Yes

Rates for 2021/22

Which of the below best indicates your views?

☒ I accept it and I support the proposals

Do you support Council exploring other ways to generate income?

☒ Yes

Other feedback

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

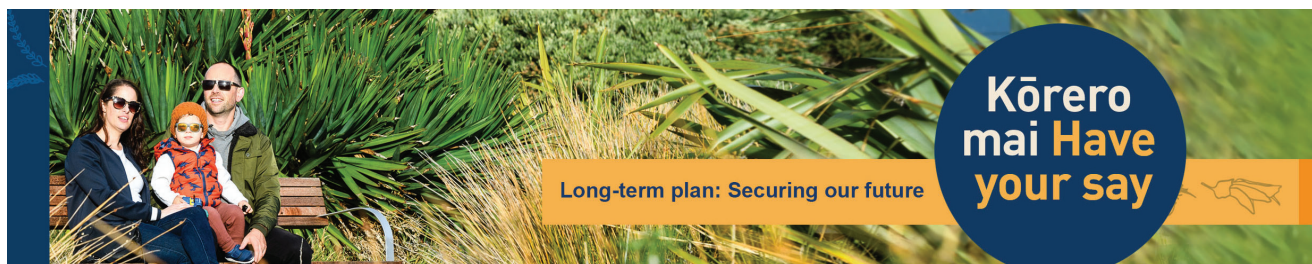
☒ Yes

What area do you live in?

Paraparaumu

Response ID

3358788



Long-term plan 2021-41: Securing our future

First name Andrew

Last name Hollis

What area do you live in? Paraparaumu

Are you providing feedback

☒ as an individual

Our direction

Our direction: Council has developed four community outcomes to contribute to our community's wellbeing.

Do you think these are the right priorities for Council at this time, and why?

I think the Council's focus is where it needs to be, developing ties with Maori and dealing with Climate change and especially supporting economic vigour is key.

Do you think investing for resilience and growth is the right approach for Council to take at this time, and why?

Absolutely, Council support across the board is key to removing barriers to make Kapiti prosperous and safe. The growth will be happening any way, Council needs to be there as a guide so the community grows in an orderly fashion.

Our financial and infrastructure strategies

What do you think?

Rates rises are an inevitable part of the times we live in, we can't have world class service with third world rates

Our big issues

What big issues would you like to give your views on to help guide our direction:

☒ Access to housing ☒ Managing growth ☒ Strengthening our resilience

COVID-19 recovery

Access to housing

Do you have any views on access to housing generally?

We need more Local Authority social housing.

Our housing market is broken, not all of it just the part that serves the most vulnerable in our society. With low interest rates and low inflation most economists don't see this changing anytime soon as we spend our way out of the Pandemic.

Building more homes is a way out that the house builders and the Government have been unable or unwilling to supply.

We take too long to build things and the shortage of labour reflects a lack of vision on the part of Government to promote real apprenticeship's and on the part of the house builders as they show no interest in meeting the market requirement of 13,000 new homes per year, I suspect they are keeping house prices up.

As Government sold off a large part of the social housing portfolio under the last National Government private landlords have had to take up the slack.

They are not equipped nor are they interested in doing this so many more people are falling through the gaps into emergency housing or adding to the huge waiting lists for a home with Kāinga Ora.

Further pressures come from a growing population at one end and a greying population at the other, Government statistics tell us that by 2036 around one in 4.5 New Zealanders will be aged 65-plus, That's 1,258,500 million people. It's an additional 547,300 over 65's, up from a total of 711,200 in 2016 or a 77 per cent increase.

The number of districts where 1:4 was 65+ was 2 in 2015 just 6 years ago and in 12 years that number will grow to 48 districts where 1:4 is 65+. The median age in Kapiti is already 47 years old.

This time scale for this growth projection is very close, and we need to act now if we are going to get any chance of being ahead of the curve, the penalty if we don't will be a great deal of poverty and depravation. The economic issues we face are different to the past and the low interest rate/inflation times we now live in are causing issues of poverty amongst older people to grow in numbers, we should not ignore the effect its having all through the age groups though. QE from central banks has sparked a boom in asset prices that is going to be hard to come off.

All of these pressures mean that we have more people without their own home when 20 years ago they would be homeowners.

Local Authorities are vital in this fight, the focus on our community's wellbeing can really only come from the likes of Kapiti Coast District Council where they can close the gap between Kāinga Ora and the private landlords and provide an important addition to the opportunities for a safe warm home for all.

Local Authorities have the social well-being of the community's at heart and they want to provide the organisational infrastructure such as tenancy advisors and maintenance teams required to work with vulnerable groups through their network of connections locally and with Government.

Funding an infrastructure build such as new social housing units is a big issue for everyone and the traditional approaches means that the rate payer is the source of the funding either directly through rates or taxes from Government grant. There are many calls on rate payers today, social housing is often at the bottom of everyone's wish list.

I have a solution that won't break the bank or cause a rate payer revolt.

Responding to climate change

Managing growth

As our district grows, what do you think good growth looks like?

We are not short of land, this resource needs to be developed and not just in high rise developments. New Zealand is as big as western Europe but instead of 500 million citizens we only have 5 million citizens

We should acknowledge this and get moving.

Strengthening our resilience

Government changes impacting Council: three waters services

Key decisions

Key project 1: Should Council take a bigger role in housing?

Do you agree with the Council's recommended option?

☒ Yes – Council should take a bigger role in housing

Do you have any views on this?

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I have a solution that won't break the bank or cause a rate payer revolt, see something new.

Key project 2: Should we renew the Paekākāriki seawall a different way?

Do you agree with the Council's recommended option?

☒ No – proceed with the design already agreed, at the revised estimated cost of \$27 million

Do you have any views on this?

Doing the work now, in the right way for the future will never be cheaper than it is now, spending money wisely is the right choice.

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Do you agree with the Council's recommended option?

☒ Yes – we should set up a CCO

Do you have any views on this?

The CCO model allows Council to invest in the communities that they serve in a more commercial way, they can develop innovations and not cause interruptions to the business of the wider Council.

The models used in NZ are varied and we should develop our own approach to meet the needs of Kapiti residents.

In 2009, the Royal Commission on Auckland Governance and the Auckland Transition Agency considered how about 40 council organisations associated with the former Auckland local authorities would fit in to the new Auckland Council structure.

The Royal Commission noted that local authorities give the following reasons for placing activities in separate entities:

- improved commercial focus – that is, operating a company with a professional board of directors with the objective of achieving greater operating efficiency.
- ring-fencing financial risk, by using an incorporated structure to insulate a local authority from financial liability for an activity or venture involving other parties (such as a joint venture);
- empowering local communities – that is, creating a trust with a set budget funded by a local authority but managed by members of the community for a specific purpose such as maintaining a community centre; and
- tax-effectiveness – local authorities can derive tax credits from commercial subsidiaries that pay dividends.
- independence – separation from political direction.
- streamlining bureaucracy, enabling nimbleness and agility – CCOs have less "process" to follow in making decisions than local authorities.
- economies of scale, where shared services CCOs combine several local authorities' similar activities.
- the ability to recruit and retain high-quality board members and staff who might not be available to be members or employees of a local authority
- access to a wider range of funding sources – a trust or similar entity with community representatives can get donations and contributions for significant community projects and may be eligible for funding that local authorities are not.

The LTP has many challenging things to do in the next 10 to 20 years and to control costs and risk we need a more commercial approach to make the most of the ways to do things while protecting the use of

public money.

A CCO can do that, be a good governor of the purse while opening the Council to the benefits of doing things a little differently.

Because commercial organisations are profit driven good social outcomes are often the last on the list of reasons to invest, however, often a commercial organisation is better placed to employ the talent needed.

A CCO is the best of both worlds, a commercial approach with Council level governance and with a people focused outcome as the driver for investment. The use of good commercial techniques to develop ideas and decision making based on.

This is an essential decision to help Kapiti deal with the challenges we face.

An example is a developer who builds 1500 homes, they are interested in the homes and the profit from the sale where a CCO will bring the community dimension looking for a development to include shops and offices, doctors and dentists and parks and schools.

Significant proposal 2: Should Council explore ways to have a role in the airport?

Do you agree with the Council's recommended option?

☒ Yes – Council should explore ways to have a role in the airport

Do you have any views on this?

The airport is an under used resource and it will be key to the development of Kapiti in the future for its hub connection to the rest of the country and the wider world. Its vital we keep the airport and Council is the right guide for its development

Major projects and initiatives

Rates & Policy

Changes to rating system

Changes to the help Council provides with rates

Changes to user fees and charges for 2021/22

Changes to levels of service

Changes to policies

Revenue and financing

Rates remission

Development contributions

Significance and engagement

Rates for 2021/22

Which of the below best indicates your views?

☒ I accept it and I support the proposals

Do you support Council exploring other ways to generate income?

☒ Yes

Do you have any views on Council exploring other ways to generate income?

Through the CCO we can develop commercial approaches and look for new ways to market Kapiti

Other feedback

Do you have any other feedback about the proposed long-term plan?

A New funding approach for Social Housing and other infrastructure

We need to build more social housing; Council has a role to play in the gap between KO And the private market.

Large scale social housing developments in Kapiti to meet the need would increase supply particularly in the retirement sector, there has to be more than Summerset.

Using fast build construction technology from overseas in developing social housing in Kapiti could be used to build a local business developed with young and Maori entrepreneurs in mind through community groups and Joint Ventures with Government.

The economic energy created will build on our wellbeing and develop economic vigour that helps all our people.

Build social housing to meet need; Build a house builder to meet that need.

Here's how we can do it!

I have a solution to the capital cost barrier of the assets we need to build to meet demand particularly for retiree homes which is the current focus of the Councils social housing team.

It's a funding model I have used in the UK for Local Authority's there to deliver world class assets for Council for a very small estimated fee of 0.5%. so, if Council wants to build \$100,000,000 of new homes the estimated cost to Council is \$500,000.

The homes would be built to Homestar Standard helping to support the Councils climate change agenda and will be built using new techniques that are not currently used in NZ but are every day in the rest of the world.

20 years ago, I saw a house built in a day, it's not innovation anymore.

We can chose from the many interesting and innovative ways houses are built overseas and bring that technology to Kapiti and build a business for young and Maori entrepreneurs to build a resilient business in the area bringing jobs and supporting people into a rewarding career.

Apprenticeships can be built into the contracts at every level and I would be pleased to support a couple of people to become construction project managers through this social housing programme.

My interest is the development of social housing and what I want to be able to be is a conduit for the development of the house building business out of this larger programme for others to develop their lives and skills to benefit this community.

I am happy to support and mentor people to build the business to meet Council's needs, I can get things started.

This will inject some innovative competition into our market which will improve economic outcomes across the board, we need more competition to lift the game.

This funding model will work well for three waters investments as well but not the roading programme.

I would like to talk to Council about how to develop this into a way to benefit Kapiti and the communities we live in through Joint Ventures and the community contacts Council has.

We can change the game, innovate and grow our local economy with help and people of vision to guide it.

Summary

Cost effective investment model for Council to obtain assets such as social housing reducing the burden on the rate payers and Council budgets.

High quality Homestar rated innovative homes built in a fraction of the time it takes today.

Business opportunity from a new way of building for young and Maori entrepreneurs with potential to be a national enterprise.

Apprenticeships for young people to get into construction at all levels.

Andrew Hollis Bio

A 45-year career in construction as an Architectural designer, Builder and Project Manager I have completed projects across the built environment and there is even a nuclear power station in there.

I have many \$100m+ projects to my name and the largest project I have delivered was a \$500m programme to rebuild 9 schools as part of Building Schools for the Future in the UK.

I was lecturing in construction law at age 25 and I recently authored a new Construction Diploma for New Zealand Qualifications Authority.

For 2 years I was coaching Downers 5000 staff in project management and contracts using NZS3910 and also training in Microsoft Project the Gantt chart maker.

I have worked with Local Authorities in the UK and in NZ with Auckland Council and Wellington City Council.

I am passionate about social housing; I love that I can use my skills and experience to make a difference. It drives my life every day.

Working abroad has given me experiences that provide a different outlook, I have seen what is possible and how it can benefit Kapiti where I make my home.

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

☒ Yes

What area do you live in?

Paraparaumu

Response ID

3359036



Long-term plan 2021-41: Securing our future

First name Mike

Last name M.Alexander

What area do you live in? Paekākāriki

Are you providing feedback
☒ as an individual

Our direction

Our financial and infrastructure strategies

Our big issues

What big issues would you like to give your views on to help guide our direction:

☒ Responding to climate change ☒ Managing growth

COVID-19 recovery

Access to housing

Responding to climate change

Managing growth

Strengthening our resilience

Government changes impacting Council: three waters services

Key decisions

Key project 1: Should Council take a bigger role in housing?

Do you agree with the Council's recommended option?

☒ Yes – Council should take a bigger role in housing

Key project 2: Should we renew the Paekākāriki seawall a different way?

Do you agree with the Council's recommended option?

☒ Yes – replace it like-for-like in timber at an estimated cost of \$17 million

Do you have any views on this?

May be risky with beach level decreasing

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Do you agree with the Council's recommended option?

☒ Yes – we should set up a CCO

Significant proposal 2: Should Council explore ways to have a role in the airport?

Do you agree with the Council's recommended option?

☒ No – Council should not explore ways to have a role in the airport

Major projects and initiatives

Which of the following key projects would you like to comment on?

☒ Community Board proposals ☒ Maclean Park ☒ Stormwater upgrades
☒ Kāpiti Gateway/ Te Uruhi

Rates & Policy

Changes to rating system

Do you have any views on this?

Do not charge ratepayers who do not use council's services

Changes to the help Council provides with rates

Changes to user fees and charges for 2021/22

Changes to levels of service

Changes to policies

Revenue and financing

Rates remission

Development contributions

Significance and engagement

Rates for 2021/22

Which of the below best indicates your views?

☒ I don't accept it and I think that Council should find a different way to deal with cost increases

Do you have any views on Rates for 2021-22?

To high

Do you support Council exploring other ways to generate income?

☒ Yes

Do you have any views on Council exploring other ways to generate income?

Rental housing

Other feedback

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

☒ Yes

What area do you live in?

Paekākāriki

Response ID

3361089

KAPITI DISTRICT COUNCIL

January 2021

Long Term Plan

Draft submission – By David Ogden

Drafted initially from the perspective of the Older Persons Council.

I refer to the Summary of the strategy of - Better Later Life – He Oranga Kaumatua.

This was published by the Office for Seniors in November 2019

Copies of the publications in different formats are available free of charge, via their website.

The Key areas of action mentioned in their Summary are –

- 1 Achieving financial and economic participation
- 2 Promoting healthy ageing and improving access to services
- 3 Creating diverse housing choices and options
- 4 Enhancing opportunities and participation and social connection
- 5 Making environments accessible

These could be described as being – (Submitter's choice)

- 1 Finances
- 2 Health
- 3 Housing
- 4 Social connection
- 5 Accessibility

It should be noted that there are a number of documents dealing with the Senior Community in Kapiti District. For example, the work started by Mayor Rowan has been built on.

The aim of the submission is to use existing thinking and add to it.

This submission is based on the premise that the funding of the cost of any policies will be one carried out by planning by the Council, and funding from other sources, mainly Government.

It is self evident that the resources of the Council, or of any council, are not great enough to fund all of the ideal solutions. Thus intellectual property and impetus should originate in the Council coupled with Best Practice as it evolves.

Basic premise of this submission –

One of the underlying drivers of this submission is that the Council seeks to establish and carry out Best Practice in respect of its Senior citizens.

It is the writer's view that the Kapiti District Council should establish a model of best practice for its dealing with its Seniors in terms of the above key points of the wellbeing of its Seniors in the areas of Finance, Health, Housing, Social Connection, and Accessibility.

Submission to the Central Government would show more logic and credibility if following on in the footprints of the strategy of - Better Later Life – He Oranga Kaumatua.

Part of the planning for the future is the body of decisions around the spatial planning of the Kapiti District and its interface with communities to the north and south. Questions as to land use must be answered now.

Housing construction partnerships with commerce and government have to be successfully initiated, managed and completed on an ongoing basis.

The writer's view is that there is a good case for advancing the Kapiti District as a Best Practice Model or test case for its benefit and for New Zealand.

Kapiti has a demographic which is somewhat loaded with Seniors, many in gated communities, and with adequate local health care. Emergency and some other medical disciplines are however sadly lacking. Some of this lack could be defined as corporate manslaughter at its most severe end.

But this lack is being covered within the Kapiti Health Action Group. Recent changes effected via previous efforts were lauded at a recent meeting at the Southward Auditorium, although these indicated 30 years of history and effort !!

Part of the successful planning for the Long Term requires successful lobbying with the Health Board and Government to acknowledge gaps in funding and agreed services. Otherwise medical misadventure will become more commonplace.

With finance now bearing historically low interest rates, and investments ensuring economic activity, now is the time to decide.

The whole of the District's Long Term Planning is tied up with the Government, the Region, and the government Ministries involving Welfare, Housing and Education. We need to engage with these intimately and successfully.

Finally, it is the view of this submitter that tied up in the whole of the Long Term Plan is a successful partnership with the District's Maori.

It is my view that progressive annual benchmarks be set, agreed upon and carried out covering any and every subject.

These could be centred on Otaki where a higher percentage of Maori population reside.

This would cover the whole of the engagement between Maori and Pakeha and move only with the fullest blessing of local Iwi and its leaders.

It is inherent that this operate using Best Practice.

Thank you

David Ogden JP CA

Mobile 0274.452.650

Former City and Regional Councillor and Mayor

Former elected member, 15 years, Hutt Valley District Health Board, which also interfaces with Capital and Coast.

Former Corporate Treasurer and Financial Controller

Chartered Accountant in public practice

Presently and recently involved with Kapiti Grey Power, and as Chair of the Kapiti Coast Older Persons' Council, and as a member of the Kapiti Health Action Group.



The Chief Executive
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By email: longtermplan@kapiticoast.govt.nz

10 May 2021

Dear Sir

Kapiti Economic Development Association (KEDA) Submission to Kapiti Coast District Council Long Term Plan

Summary

This submission represents what the KEDA committee believes to be the collective views of its approximately 200 (and growing) members and subscribers. Some individual member views may differ, but nevertheless contribute to well considered outcomes.

We provide a background to KEDA and some of its recent, current and proposed activities.

We submit some commentary and recommendation on some key and significant issues as we believe they pertain to the interests of KEDA members.

In sum KEDA believes the district needs to invest smartly for resilience and growth by increasing rates; conditionally supports the formation of a CCO to assist create growth and mitigate future rate increases; targeting and actively funding and supporting key industry sectors; agrees that council should take a bigger role in affordable housing; strongly disagrees with any involvement of operating an airport and recommends that economic development costs should be borne by the community at large and the funding managed by the independent Economic Development Kotahitanga Board (EDKB) which needs to be properly resourced, including an independent professional Economic Development Manager. However, KEDA believes the amount determined for funding economic development is well short of what is necessary to implement and deliver the districts economic development strategy (plan).

Finally, we outline our proposal to deliver on our role as Lead and Partner under the plan with a startup to commercialisation programme and a business hub, with a request for funding in order to deliver optimal results.

Background

KEDA's purpose is to contribute to Kapiti's economic development and wellbeing by helping innovators, entrepreneurs, growth and existing businesses realise their idea, or Project. It does this through its association of volunteer businesspeople, mentors and advisers



with its various programmes, extensive networks and the KEDA Business Hub at Kapiti Airport.

KEDA was incorporated in 2018 and operates from a business hub at the Kapiti Airport, offering heavily discounted hot desk and meeting room facilities for its 213 members. Its KickStart Kapiti and commercialisation programmes complement and augment other local initiatives for start-up and growth businesses such as Pop Up School and Start Up weekend by providing mentors and advisers, experienced businesspeople and investors /funding and other resources from its extensive network to help commercialise Kapiti businesses and ideas.

KEDA is a Lead in Kapiti District's Economic Development Strategy and Implementation Plan 2020-2023 (Plan) to "Develop a business investment and support matching programme to support the growth and establishment of businesses in the district". We partner with council, the independent Economic Development Kotahitanga Board and other agencies to help with other deliverables toward building a thriving Kapiti. KEDA is already beginning to deliver its plan projects.

KEDA's interest lies in supporting a healthy business eco system in Kapiti. We intend to develop programmes beyond the plan remit for existing businesses where a need exists. For example helping with mergers, acquisitions and succession planning through our member network.

We submit the following comments and recommendations on the Long-Term Plan as follows:

OUR DIRECTION PAGES 10-19

Do you think these are the right priorities for Council at this time?

These priorities are as would be expected. We would point out that few of these aspirations are achievable without a growing and thriving business community. As the next section suggests, council on behalf of its ratepayers needs to invest for resilience and growth.

INVESTING FOR RESILIENCE AND GROWTH: OUR PROPOSED DEVELOPMENT OF INFRASTRUCTURE AND FACILITIES PAGES 20-24

Do you think investing for resilience and growth is the right approach for Council to take at this time?

Yes of course. This goes without saying.

OUR FINANCIAL AND INFRASTRUCTURE STRATEGIES PAGES 25-31

Council has determined that it is appropriate to change the limits for rates, capital spending and borrowing for the 2021-2041 Long term Plan given the extra costs that need to be met and the challenges the district is facing-particularly to be able to replace vital infrastructure in the future.



Yes, in the absence of any other source of funding we have to continue to increase rates to at least maintain, let alone develop our failing infrastructure. A CCO should give the district the ability to ameliorate this predicament. Consideration should also be given to borrowing to achieve objectives now. Clearly much of the districts infrastructure is falling into disrepair and needs remediation by way of investment. Delay will increase costs. The cost of borrowing has never been cheaper. The council has a good credit rating. Leverage, spend, attract business, create employment and wellbeing.

OUR BIG ISSUES PAGES 34-49

COVID-19 response and recovery, pages 36-37

It should be noted that KEDA responded immediately to a perceived need for support to businesses affected by COVID-19, by mobilising its network to create the Business Support Network of approximately 50 volunteers, willing to help out by contributing their time and expertise free of charge. This network remains in place in the event of a COVID resurgence. That KEDA and its members did something, ready to deliver, is we believe a significant positive signifying the will and potential of Kapiti's business community.

Managing growth, pages 42-43

As our district grows, what do you think good growth looks like?

See above. Being smart / targeted with the limited resources that we have. Actively encourage and support business to the district. So much has been passing us by to our northern neighbours.

Apart from residential construction we do not have a commercial base of any significance in Kapiti. We do have many highly skilled and experienced people commuting to Wellington, many of whom work in the IT sector and would like to work in Kapiti.

We do have a relatively wealthy, intelligent, highly skilled, socially and environmentally conscious semi-retired / retired community many of whom have international, strong senior or governance backgrounds who want to and have the ability and wherewithal to continue to contribute to their community.

We have a very good internet / fibre network.

Targeting growth to a couple of winners through a CCO either establishing or acquiring, and then district supporting, (for now) such as affordable housing (keep the tradies and suppliers going-big ripple effect, particularly employment of all skill levels) and the IT sector-“the Silicon Valley of NZ”.

The district needs a unified approach to economic growth leveraging and supporting its valuable resources such as volunteer business interest groups who have the will and capability to deliver-such as KEDA.

Strengthening our resilience, pages 44-45

What else can Council do to help build community resilience?

Affordable housing, with view to ownership particularly. With ownership comes responsibility , a sense of community /taking care of each other.

Employment, via affordable housing, especially via the airport land.

Attracting and supporting the development of key large businesses or sectors, such as IT.



KEY DECISIONS PAGES 50-63

Key project 1: Should Council take a bigger role in housing? PAGES 52-54

Yes, council should take a bigger role in housing through a CCO. For example it could buy land, develop and own to lease, or sell affordable housing from the owner of the Kapiti Airport. Maybe working with /negotiating well (rather than the silly public campaign against the current owners) could result in favourable purchase terms. The council or CCO should not buy /own / develop the Kapiti Airport as such.

Council needs to increase its role in influencing the supply of affordable housing by opening up more land and incentivising higher density development.

It could look into ways of permitting /fast tracking tiny homes communities and advise and assist other community groups to develop social housing.

Continuous review of the rules and policies in the district plan should be a given.

Suggest renaming the building compliance area -Building Control- to Building Support. It's surprising how ratepayers / developers will reciprocate to this more constructive messaging.

Significant proposal 1: Should we set up a CCO (council-controlled organisation)? PAGES 58-59

Yes set up a CCO now. This makes sense on so many levels-leverage, agility, income / less reliance on rates, scaling and best use of resources. It would be an ideal structure to develop and or own affordable housing, **but with conditions**.

As mooted in the draft plan, the community would need to be consulted on its purpose and specific activities.

Whilst understanding ownership and control requirements, and that half of New Zealand councils have CCO's , we are mindful that not all attempts at CCO's have been successful. We are concerned about "independence", governance, purpose and obtaining a suitable return on investment. Therefore, careful consideration, diligence, transparency and communication with the community are critical.

We suggest a CCO focus its efforts on a few manageable smart investments, such as affordable housing and establishment of an IT sector around a centre.

Significant proposal 2: Should Council explore ways to have a role in the airport? PAGES 60-61

No. That is to say, council (or its CCO) should have no role in owning and operating an airport. Retaining an airport would not "support the growth and establishment of businesses in the district". We do not accept council's contention that it is an important asset to the community particularly when compared to alternative options such as much needed housing-the development of which would have a significantly greater butterfly effect on both the residential and business community -than the status quo, which benefits so few, many of who it is noted, are from out of the district.

Moreover it seems that the council would not have the support of central government who have quite clearly stated their position to not support acquisition of an airport. They do not regard it as



necessary for civil or medical emergencies. Central government's interest and support would unquestionably lie in affordable housing. Why beat a dead horse?

We suggest the council does need to continue consultation with the owners to explore options other than operating an airport. For example the CCO could buy some land from the owners to develop /own affordable housing. It is difficult to imagine council or its CCO on its own would have the capacity to properly develop what is a very valuable area in its entirety.

Our purported under resourced council, lowly populated district that lacks an industry or employers of any significance (apart from council) needs to focus its efforts on a few more manageable smart objectives, such as affordable housing, targeting and attracting business for example the IT sector and supporting volunteer business interest groups that can deliver its plan, such as KEDA.

[Changes to Rating System , Pages 76-78](#)

[Change proposed to the commercial targeted rate](#)

Where has the support been?

The district has palpably lacked any interest from its local authority by way of funding or infrastructure to attract or support business. Unfortunately, we constantly hear of or are witness to business opportunities bypassing the district to our very proactive northern neighbours, because it is "too hard in Kapiti", "not business friendly" or the council is interested in retirement villages and cafes only.

We are unsure where these targeted rates have been spent in the past and are concerned about transparency and accountability.

One result appears to be a lack of coordination and communication between the council and its relatively small business community that has resulted in some dysfunctionality and scepticism about council intent, consequently potential for counterproductive activity.

Better business benefits all ratepayers. They should pay.

The commercial ratepayer levy seems to apply to commercial property owners only. Many Kapiti businesses work from home, yet are not contributing. Moreover any growth in the business community accrues to the entire community. Economic development should be funded by the entire community.

EDKB a good start, but where is the material help?

The council with the help of a number of volunteers from the business community seems to have acknowledged some of these deficiencies with its moot for a CCO and the districts strategic development and implementation plan and consequent appointment of an "independent" Economic Development Kotahitanga Board (EDKB) to implement it. A number of the business community's interest groups including KEDA have been slated to deliver a number of objectives under the Plan however, despite assurances to the working group, no funding or resources have been made available to help KEDA effect delivery. It is understood this is so for other volunteer groups asked to help the council support its economic development.



Is \$650,000 enough?

We are left guessing as to where this \$225,000 would go. We don't know where the \$425,000 went. However a 50% increase to a \$650,000 targeted fund still seems to be woefully inadequate to support the EDKB and the implementation of the strategic plan.

It is difficult to form a view if the fund is sufficient and where it is allocated without any specifics in the draft plan (other than to finance an out of area privately owned pop up business school with little follow up given to participants, and evident successful outcomes).

It does seem to be a premature call as to amount and purpose of the fund given the EDKB has yet to make its findings known in its first report to council due June 2021.

KEDA can help, with support

KEDA already has a programme which it is developing along best and proven practice to address the gap beyond talk, strategy and start up events to commercialising the entrepreneurs. This is by way of a mentor and advisory programme proven successful in other regions that takes ideas, entrepreneurs and growth businesses through to commercialisation funded by local investors.

For instance in a nearby region the programme has, over a nine year period, created 71 successful businesses and raised over \$5mn. in Seed and series A capital from local investors to fund some of them.

Some of those businesses have grown in a short time from start up to make an international impact. Local corporates and local authorities fund and support this programme to gain recognition. They understand and acknowledge success comes with some commitment and investment.

Meantime KEDA has with its limited resources and volunteers, has over the past six months established a business hub for Kapiti's businesses and interest groups to come together to innovate, collaborate and get access to resources through its network of members.

It has run a number of successful KickStart events with some successful businesses emerging, since its incorporation 2018. Recently nine participants pitched to the event and all have since been assigned mentors. There are some excellent ideas and entrepreneurs among them that should be commercialised and grow into successful businesses.

With a membership fee of \$25 there is virtually no barrier for these typically under resourced yet many deserving aspirants to use KEDAs free or heavily discounted services. Local ratepayers stand to benefit by supporting these businesses.

It beggars belief that anybody or organisation could "Develop a business investment and support matching programme" without reasonable funding.

We recommend council provide some seed funding for KEDA to enable it to deliver optimal results. The amount recommended would be equivalent to less than half of a council salaried employee, who could not possibly run such a programme at any rate without a dedicated network of mentors, professional advisers and business support.

The difference in actual cost to deliver these programmes and services will continue to met by KEDA volunteer members.



There has been no response to KEDA's requests for support or outreach from council to learn about our plans or needs to deliver our Lead and Partner responsibilities (refer "Background" above).

KEDA recommends:

1. funding economic development from general rates as the entire community benefits from the districts economic development. Ultimately funding the cost of economic development could be transferred to a new CCO.
2. the council provides for at least \$2mn. for the targeted fund, pending the outcome of EDKB's report, which presumably includes findings and recommendations for funding to support them to deliver the plan
3. the entire funds allocated to economic development be managed by the EDKB
4. the fund include provision for a full time professional, independent of council-reporting to the EDKB who is skilled and experienced in economic and business development. Ideally this would be someone who has built a successful business, who can liaise effectively and with credibility with businesses and social enterprises and the various interest groups representing them. Estimated cost for such a professional would be in the region of \$120,000 per annum.
5. KEDA requests \$50,000 to assist it with implementing its deliverables in the district strategic plan, including the funding and delivery of a startup to commercialisation programme, which includes acquisition and implementation costs and dedicated resourcing; and contributes toward operation of the business hub for the benefit of Kapiti businesses and economic growth.

I would like an opportunity to speak to this submission.

Thank you

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The Chief Executive
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Dear Sir

Submission to Kapiti Coast District Council Long Term Plan 2021-2041

I wish to submit the following comments on the LTP. Please note these comments are made in a personal capacity and are not made on behalf of any of the organisations with which I am associated.

Key Project 1 – Should council take a bigger role in housing?

Having been a financial planner for over twenty years I have seen a huge rise in the number of people reaching retirement with a mortgage yet to be paid off, or even worse, still renting and unable to buy a house. Retirees in these situations face spending the rest of their lives in poverty. I believe Kapiti Coast District Council has a duty to help solve the housing crisis, particularly for the elderly, and it should have a bigger role than it does currently. However, Council's role should be more focussed on creating the right environment for private investment in affordable housing rather than being an owner of housing. It can do this through:

1. Opening up more land for housing and allowing higher density housing.
2. Providing incentives for developers to include affordable housing in any new developments, or even making it mandatory for new developments to include a proportion of affordable housing
3. Undertaking research into new ways of making housing more affordable – eg social housing, tiny home communities etc and providing an advisory service to community groups who are interested in exploring affordable housing options
4. Increasing the flexibility of the consenting process for innovative affordable housing solutions
5. Partnering with iwi and private developers to increase the supply of affordable housing

Key Project 2 – Should we renew the Paekakariki sea wall a different way?

I believe Council should choose the cheaper 25-year solution. The whole issue of coastal erosion and technologies for dealing with it is an ever-changing one. Allocating significant scarce resources to solve a problem for 50 years when science is continuously creating different perspectives does not seem to be an efficient use of resources.

Significant Proposal 1 - Should we set up a CCO?

Yes, Council should set up a CCO, however, there should be strict guidelines on the types of activities that the CCO should be involved in. There should be a good fit with the four well-beings as well as a demonstrable return on investment. A CCO will provide much greater flexibility and agility, allowing Council to respond quickly to opportunities.

Significant Proposal 2 – Should Council explore ways to have a role in the airport?

Definitely not. The airport is privately owned, it benefits a small minority of people, it is not a strategic asset for Kapiti, and I believe there are better alternative uses for the land it occupies and the financial resources required to keep it operating. Council could, however, engage with the owners to look at how best to use the land for the greatest benefit to the community. Kapiti lacks a ‘heart’ to its community. The land occupied by the airport creates a massive hole where our heart should be. Alternative uses could include a hotel, a major tourist attraction such as an internationally recognised whale museum or a creative space for artists etc which would potentially add more economic benefit than an airport to our region.

Major Projects and Initiatives

Te Newhanga Kapiti Community Centre – Kapiti desperately needs a place where people can gather. Connections between people are an important part of community resilience. The Community Centre should be welcoming to people of all ages, races and socio-economic groups. It should serve multiple purposes - a place to learn, to be entertained, to celebrate, to come together, to enjoy good food and drink, to feel safe. I don’t believe \$5m will be sufficient to cover the cost. Let’s do it properly.

Maclean Park – further development is required to make this a feature that will attract locals and visitors. Our beachfront and the vista to Kapiti are what makes us unique and we can do much more to further enhance this area.

Changes to Rating System

Commercial targeted rate – there is no transparency about where the funds collected through this targeted rate have been spent. I believe the Economic Development Kotahitanga Board should have oversight and accountability of where these funds are spent. Funding for economic development should come from general rates as well as targeted rates, as the benefits from economic development accrue to the whole community, not just businesses. Funding for economic development is still grossly inadequate. Organisations such as KEDA, Chamber of Commerce and Manaaki have agreed to help implement the Economic Development Strategy, yet there is no funding available for these groups from Council. In fact, it is fair to say that the Economic Development Strategy has little chance of being implemented unless there is a significant increase in the available budget for economic development, including support for partner organisations. This is an urgent and ongoing issue that has been raised with Council many times before.

Rates for 2021/22

I support the increase in rates. I support Council exploring other ways to generate income providing this is done through a CCO which has a governance board made up of people with relevant commercial experience.

I would like an opportunity to speak to my submission.

Thank you



Liz Koh

3364469



Long-term plan 2021-41: Securing our future

First name Chris

Last name Kroger

What area do you live in? Raumati

Are you providing feedback

☒ as an individual

Our direction

Our direction: Council has developed four community outcomes to contribute to our community's wellbeing.

Do you think these are the right priorities for Council at this time, and why?

These priorities are so broad and vague it is hard to disagree, but it is also unclear what to agree with: For instance, can you quantify 'ample opportunities for people to work and learn in Kapiti'? How does this compare to where we are at now?

Do you think investing for resilience and growth is the right approach for Council to take at this time, and why?

You predicted 30,000 more people in Kapiti in a few decades; so, yes, we need to invest now for this growth and its resilience to shocks

Our financial and infrastructure strategies

What do you think?

I'm worried about this. Our modest 2 bedroom 1950s house on a tiny cross-leased section has a proposed rates increase of 14.8% (are we the only ones whose house values have increased??). Not sure how it will continue next year, but feel as if rising costs are simply moved on to rates payers. Costs must be reasonable. I trust you considered this, but all these people moving to Kapiti paying rates (64% population increase), that sure should help with paying for infrastructure upgrades?

Our big issues

What big issues would you like to give your views on to help guide our direction:

- ☒ Access to housing ☒ Responding to climate change ☒ Managing growth
- ☒ Strengthening our resilience ☒ Government changes impacting Council: three waters services

COVID-19 recovery

Access to housing

Do you have any views on access to housing generally?

Opening up land for housing is a good move for the Council to be involved. At the same time, it is important that the Council plays a role in preventing people to move to places where they will likely get eventually inundated by rising seas. Rather take rates from two modest buildings inland than high rates from coastal properties - for which we all will eventually have to pay for support of their properties.

Responding to climate change

We have made good progress on reducing Council's emissions, however, achieving further gains will cost more. Should we continue to prioritise emissions reduction within Council?

The Council's progress is visible and good. However, rather than continuing on focusing on the Council as a model green organisation and emissions reductions there, there are gains to be made by environmental projects. For instance, restoring the wetlands in the QE Park would make a big difference to the environmental achievements and to the livability of the region. Even though a handful of money-bringing leases to farmers will be removed.

The effects of climate change are being experienced in different ways across the district, for example, for our coastal communities and infrastructure such as the seawall in Paekākāriki. As climate change impacts become more severe and costs to respond increase, how do we ensure equity across the district?

Prevent people developing new properties near the costs. There's just a section (without house) being sold in Raumati Beach for just under \$1 million. Resource consent should be really really hard to obtain for something so predictable as rising sea levels, and LINZ needs to come to the party with adequate LIM reporting.

The 50-year life of the sea wall is still short, but better than the wooden structure. Will the wall be paid off within 50 years? However, the like-for-like replacement may help assessing the uncertainties of rising seas, perhaps the 50-year structure is insufficient within 25 years. So, agree.

We have developed a strategic framework to guide our decision making and we want to know if you think we've got it right. What are your views?

The framework is good. The difficulty may arise from its implementation, when money may be the only framework pillar considered.

Managing growth

As our district grows, what do you think good growth looks like?

Free of regular traffic jams, no cars on beach except for boating in some areas, good public transport, community assets such as libraries, pools, beaches, playgrounds etc

Strengthening our resilience

What else can Council do to help build community resilience?

Communication around resilience is good, especially around supporting communities directly to come together. Again though, the Council should keep an eye on supporting developments in fragile areas such as close to coast

Should we explore different options for how we insure our assets? We could: reduce our cover/increase our excess/self-insure more/increase our reserves?

The Christchurch examples on park pathways insurance is smart. Self-insuring sounds good in my ears as it would also reduce (hopefully) waiting times to access these funds, also again in light of Christchurch and difficulties with insurers.

Government changes impacting Council: three waters services

What's important for you about Council's role?

Critical for the Council to remain hands-on; do not outsource any of these critical tasks to private business

What should we advocate for?

It probably feels threatening that central government may take a bigger stake, but for our small country it is important to work together and implement solutions that work, and not reinvent the wheel. I am hoping (perhaps naively) that this may also lead to more stable taxes/rates: My income tax hasn't changed for quite a few years (the last time they changed they reduced), but rates keep and keep rising. I think you as the Council should collaborate with the rest of the country to do what's best for all of us, KCC is not separate from rest of country

Key decisions

Key project 1: Should Council take a bigger role in housing?

Do you agree with the Council's recommended option?

☒ Yes – Council should take a bigger role in housing

Do you have any views on this?

There may be some low hanging fruit, such as opening up land for affordable development. To not repeat the government's housing debacle, you may have a chance to contract (locally) for plans, then for construction etc, rather than hoping that private business finds developing cheaper houses attractive.

Key project 2: Should we renew the Paekākāriki seawall a different way?

Do you agree with the Council's recommended option?

☒ Yes – replace it like-for-like in timber at an estimated cost of \$17 million

Do you have any views on this?

the cheaper option, albeit rather short-lived, may reduce the uncertainty surrounding the seawall design for rising seas. the more costly option may not suffice despite the stronger design

Significant proposal 1: Should we set up a CCO (council-controlled organisation)?

Do you agree with the Council's recommended option?

☒ No – we should not set up a CCO

Do you have any views on this?

I'm not convinced that a tax payer supported organisation will be able to function like private business. I foresee expensive executives being employed, who will then be bailed out over and over by - whom? Us tax/ratespayers. These things sound good in theory, but I believe that we will increase the KCC size and have just some more people to pay. Maybe too cynical, but I do work in a central government organisation, and people are people

Significant proposal 2: Should Council explore ways to have a role in the airport?

Do you agree with the Council's recommended option?

☒ Yes – Council should explore ways to have a role in the airport

Do you have any views on this?

The land alone is worth having an interest in, so it would be good to keep the community via the Council involved in the airport. It can be a bit noisy (from private plans rather than commercial flights), and this would have to be managed when growth is considered, but is a great asset to the region. I notice though that the current owners don't see a sustainable future for the airport and you see economic benefit - that needs clarification. In any case, I do support you being closely involved.

Major projects and initiatives

Which of the following key projects would you like to comment on?

☒ Footpaths

Footpaths - share your views.

I notice that you are only talking about footpath renewal - how about considering footpaths for all roads? I like the informal nature of our road (Dale Road), but it is hazardous to walk from Menin Road into Dale, especially western side, as cars go close to lawn and pedestrians are seen last moment only. A footpath (or at least a curb) would keep cars completely on the road.

Rates & Policy

Changes to rating system

Do you have any views on this?

Is there any evidence that charging lifestyle, commercial, rural and utility properties less will promote economic development? Especially lifestyle and rural? I am not happy to pay a rates increase of 14.8% in exchange for lifestyle etc to pay less. Do they provide a community service? Moreover, this will push more people requiring rates remissions, putting even more burden on working households (who can't afford lifestyle or aren't farmers)

Changes to the help Council provides with rates

Do you have any views on this?

some due diligence should be done to foresee any support people may need

Changes to user fees and charges for 2021/22

Changes to levels of service

Do you have any views on this?

Where will we bring green waste when Waikanae is closed??

Changes to policies

Revenue and financing

Do you have any views on this?

The commercial sector pays less but receives more?

Rates remission

Development contributions

Significance and engagement

Do you understand our framework for determining how and when we seek community feedback on key activities?

No

Rates for 2021/22

Which of the below best indicates your views?

☒ I don't accept it and I think that Council should find a different way to deal with cost increases

Do you have any views on Rates for 2021-22?

For our property the rates increase is even bigger than the average. We can cope (Question 36 needed a fourth bullet - I don't accept it, but will pay if some reassurance that it is a one off), but I feel to agree to such massive increases - long after the QV complaints period is over and after a 2.6% promised increase - opens the door to complacency. Yes, there's consultation like that one - but 100-odd pages and two to three hours is a long time to work on it. Moreover, our cross-leased section pays twice the rates other sections do, without having the same support (the neighbours need to be battling things out for themselves; shared water systems, etc.) Please don't set the rates based on what you need/want, hoping that people won't read lengthy documents to understand what their money will achieve. Such as paying salaries for a COC, still while rates increase...

Do you support Council exploring other ways to generate income?

☒ No

Do you have any views on Council exploring other ways to generate income?

This needs some time to think about. I also would need more information, from my angle it is not clear why the essential services that the Council does cannot be paid by rates, but keep increasing while inflation (aside from housing) is low. I am not keen at all to support a council-owned company, despite nominal accountability, how much do bring other COCs bring in? Do these districts have minimal rates increases?

Other feedback

Speaking at a Council meeting

Do you wish to speak to a Council meeting on 17, 18, 19 May 2021?

☒ Yes

What area do you live in?

Raumati

Response ID

3184082