

Marnie Rydon

From: James Tilsley <jimmytilsley@gmail.com>
Sent: Wednesday, 10 November 2021 9:07 am
To: Mailbox - Kapiti Council
Cc: Marnie Rydon
Subject: Subdivision
Attachments: kcdc%20subdivision.docx

Hey.

Ive attached a letter that my neighbour has sent as i was speaking to him last night about the subdivision and agree totally with what he saying..

I do use the bin service but as Travis has stated the trucks do turn around and rip up the road we pay for which ive never really understood why i pay rates and have to maintain my own road and pay bins seems like dont get a lot back for what i pay..

Tieko street road is not in the best condition as it is..

Anyway Travis letter says it best just voices my concerns.. also only found out this was happening 2 days ago bit short nitice to read everything hence why i spoke to my neighbours about it

Regards

Jimmy

33 Tieko street

<kapiti.council@kapiticoast.govt.nz>

Dear sir/madam

I am writing to voice my discontent as a rate payer of Tiekō St, Otaihangā to KCDC. By my estimate, there is approximately \$23.5M worth of Ratable Value along Tiekō St, for 27 properties. Therefore the average RV along Tiekō St is \$870 370. ($\$23.5/27=\$870\ 370$). My current Rates are \$3590/year, and the CV is \$805 000. Therefore my Rates are below average for the street. So I think it would be safe to say that the average Rates for Tiekō St would be \$4500/year, so I'll use this assumption

There are 27 Ratepaying properties along Tiekō St, all paying on average \$4500/year. That means that Tiekō St would be paying an average of approx \$121 500. It is likely much more than this. Most of these properties are semi rural, and thus do not discharge stormwater into the KCDC drainage- yet a big portion of our rates is based on that factor. It's also likely that at least 25% do not use the KCDC wastewater facility either, yet all are contributing to this.

So what do Tiekō St residents get from KCDC in return. From our point of view-**NOTHING**. We see other areas getting new foot paths, cycle ways, road side kerbs, off street parking, new street lighting, street sweeping, road repairs, marked streets, landscaping, mowing, weed control.

Tiekō St- It is NOT a STREET, it is a NARROW LANE!

- has 1 single street light
- Has No foot path for pedestrians, cycles or horses- yet there are many horses that live on the more rural properties, from about 37 – 68. All of them use Tiekō St. This is DANGEROUS
- At one point Tiekō St is so narrow, it is a single lane. At this point, there are often 2 vehicles, going in opposite direction, pedestrians, parked vehicles
- The street verge is crumbling with no kerb and the pot-holes are getting worse
- No turn around point at the end of the street for Waste collection trucks, and when the Waste collection trucks do collect rubbish, they are forced to turn on my drive. Causing significant damage and cost to me to maintain it
- We no longer have rubbish collection



- No off street parking. Trucks and cars forced to park on grass verges. Which is often muddy
- Just look how many vehicles are in this pic - 5, just taken randomly this afternoon, when I decided to undertake this exercise.



- Vehicles that park, or Pass each other damage the grass verge, which is often muddy, and a bog during the rains. There is no Stormwater drainage on the street, and no definition of the street
- See the top Left of the picture. A vehicle is trying to pass in the opposite direction, and has to pull right over. There is NO room for pedestrians, cyclists, horses or other non-vehicle road users



- Note the pedestrian has to walk on the road, which is where another vehicle would need to pull into if two vehicles were passing in opposite directions. Dangerous
- There is a steep bank on one side, and a gully on the other. No where to go.
- Parked vehicles, pedestrians, rubbish bins, moving vehicles, trucks -all trying to share a narrow LANE.



- When a vehicle drives along Tieko St, and there is another vehicle parked, there is no space for another vehicle to pass, nor pedestrian, cyclist or rider. Very Dangerous.
- A few years ago, my daughter was ridden off the road at this very point, by a passing vehicle, and ended up crashing her cycle and sustaining injuries. This matter was reported to KCDC by my wife- Andrea Palmer. -email dated Tuesday, September 4, 2018 4:43 PM
- KCDC Service Request Number is: 1833992.

- KCDC letter ref 4591212 received dated 5 Oct 2018



- Another view of a vehicle parked with another vehicle passing. If a pedestrian, cyclist, or rider were to be at this point, there is now where for them to pass.
- Their choices are the thick bush on Left, the bog on the right, or between the 2 vehicles- dangerous.
- Look at the poor state of the street.



- This is Tieko St. Thick bush on one side. Parked vehicles and rubbish bins – all sharing the same narrow lane
- Tieko St's one and only street light can be seen above the rubbish bins
- The "Street" is narrow, the bush is encroaching, and never mowed by council
- The street is NEVER swept
- It has never been resurfaced or repaired in well over 8 years



- At the junction of Otaihangā Rd, Tiekō Street Ratepayer see where all their rates are going... not on our street
- Off street parking
- Kerbing
- Stormwater drainage
- Cycle track
- Driveways with concrete entrances
- Mowed verges
- Clean streets



- Another view from junction of Tiekō st, looking north along Otaihangā Rd
- Cycle lane
- Foot path
- Kerbs
- Off-street parking area
- Marked street
- Street lights

KCDC bases its rates on the following factors that are directly effected by the Land and Capital Value of a property, amongst others

- District Wide – Urban rating areas rate factor - 0.43834 (LV)
- Districtwide Roding Rate LV factor – 0.03028 (LV)
- Prm/Rau Community Rate factor – 0.00114 (CV)
- Districtwide Stormwater rate factor – 0.02131 (CV)
- Districtwide Roding Rate factor – 0.05745 (CV)

My comments:

- Approximately a factor of 0.09 of my CV is used for roading. How can it be fair that because my property is valued higher, I should pay proportionally more rates. So a rate payer with a

property valued at \$450 000 and has 4 vehicles uses the district roads 4 x more, will pay less than a Rate payer with a \$2M property with 1 car,

- Within 1 year of the Kapiti Expressway opening, there was major resurfacing work undertaken- at ratepayers cost?
- A year or so ago, Mazengarb street and others were resurfaced by a Contractor that was very poor and had to be redone- at ratepayers cost
- A factor of 0.46862, based on my LV is used to calculate my rates, in addition
 - A factor of 0.0799 of CV is used to calculate my rates
 - Total factors based on LV and CV 0.54852 to calculate my rates
- The LV and CV are based on market values. The market values are experiencing massive growth due to the acute shortage of housing in our district. **This has nothing to do with the expenditure of KCDC to maintain its obligations to ratepayers.**
- When there was a contraction in the housing prices- such as after GFC in 2008 , did KCDC review its rates downwards, in line with the negative growth, and decreased LV and CV rate factors?- NO. They argued increased operational costs.
- Since 2012, when I started paying rates on 35 Tieko St, there has been a massive increase in the number of homes, and therefore users of Tieko St. The amount of revenue KCDC has generated from Rates has increased exponentially due to increased number of ratepayers and increased property values and rates. **Yet KCDC has made ZERO improvements to the street, and ZERO ongoing maintenance on the street in 7 years.**
- I'm making a formal requesting to see a record of any KCDC costs that directly benefited the Ratepayers of Tieko St. over the last 5 years.
- We recently received from QV a revised Notice of Rating Valuation, from \$805 000 in 2017, to \$960 000 August 2020, an increase of 19.3%. Undoubtedly, this new valuation will be used to revise the rates after June 21, which will increase based on the above factors, discussed above.
 - District Wide – Urban rating areas rate factor - 0.43834 (LV) x \$520 000 = \$2 279.36
 - Districtwide Roding Rate LV factor – 0.03028 (LV) x \$520 000 = \$157.45
 - Prm/Rau Community Rate factor – 0.00114 (CV) x 960 000 = \$10.94
 - Districtwide Stormwater rate factor – 0.02131 (CV)x 960 00 = \$204.57
 - Districtwide Roding Rate factor – 0.05745 (CV) x960 000 = \$551.52
 - Total estimated increase (excluding other increases = \$4321.84 + 2.1% increase (**talk about double dipping**) = \$4403.40. Almost another \$1000 per year. All because of increased house values, not KCDC expenditure

What I'd like to see on Tieko St

- Safety improvements for all road users, such as:
 - Widened street for 2 vehicles
 - Cycle/pedestrian lane
 - Regular mowing and clearing
 - Turn around point at end of Teiko St, before it becomes Private Road, so rubbish trucks stop ripping up my drive.
 - Fixing the road edges and kerbing to define the street and private driveways
 - Improved STORM water drainage to stop the verge being a virtual bog during the rainy season

I encourage you to engage with the ratepayers of Tieko St, that contribute above average Rates. All we ask is that we see some of that revenue spent on our appalling street, not everyone else's.

I look forward to your reply

Travis and Andrea Palmer,
35 Tieko St, Otaihanga.

Mobile

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021 0244 9657 (Andre)