

18 February 2021

Kapiti Airport Preservation Society

Request for Official Information responded to under the Local Government and Official Information and Meetings Act 1987 (LGOIMA) – reference: 7978115 (OIR: 2021-174)

I refer to your information request we received on 2 February 2021 for the following:

I am seeking any information the Kapiti District Council holds relating to the level of community support to preserve the Paraparaumu Airport as an Airport.

Council response regarding your request

We have three items that may be of interest in relation to community support for retaining Kāpiti Coast Airport as a working airport. These are attached for your information.

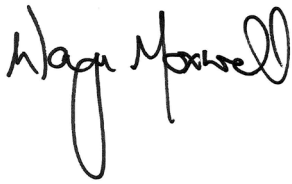
Two are surveys that asked local residents about their views on the value of the airport to the community. The first was carried out by Colmar Brunton in April 2018 and the second by Curia in December 2020. A summary of the Colmar Brunton survey is available on our website at <https://www.kapiticoast.govt.nz/our-district/the-kapiti-coast/kpiti-coast-airport/>.

In addition, we have provided a number of community contributions from the recent 'What Matters Most?' campaign aimed at gathering ideas from the community to inform development of the Long Term Plan 2021-41. These are responses to one of four open-ended questions, 'What matters most (in your community/ neighbourhood/ as we plan for the district's future/ as we experience growth?)' and were gathered through online submissions and at community events and drop boxes located at libraries and community centres. Forty-eight of 486 contributions (from 230 unique contributors) make reference to the airport.

We have provided these verbatim without analysis of whether they are in support of retaining the airport, or otherwise. For more information on this campaign and the responses received please refer to <https://haveyoursay.kapiticoast.govt.nz/what-matters-most>.

I trust you will find this information helpful. If you have any questions or require further information, you are welcome to contact us on email: informationrequest@kapiticoast.govt.nz

Ngā mihi

A handwritten signature in black ink, appearing to read 'Wayne Maxwell'. The signature is fluid and cursive, with the first name 'Wayne' and the last name 'Maxwell' clearly distinguishable.

Wayne Maxwell
Chief Executive
Te Tumuaki Rangatira

Attached documents:

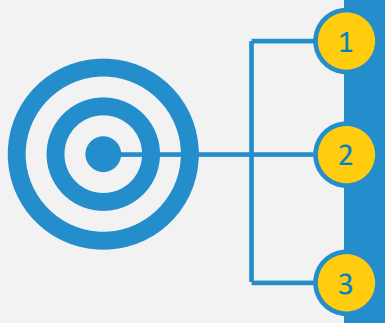
1. Colmar Brunton Kāpiti Coast Airport Research Report April 2018
2. Curia Kāpiti Poll results December 2020
3. What Matters Most contributions referencing the airport

Background and objectives

- In March 2018, Air New Zealand suspended its Kāpiti to Auckland service.
- Kāpiti District Council wants to understand the potential market for an alternative operator offering similar services.
- Kāpiti District Council commissioned Colmar Brunton to conduct research into this issue.



The research aims to:

- 
- 1 Determine whether there is a mandate for continuing to provide services from the airport.
 - 2 Quantify the size of the market, including any 'untapped potential' for an alternative operator.
 - 3 Understand the barriers and motivations for flying via Kāpiti Coast Airport, and identify potential opportunities to maximise uptake.

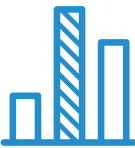
Method

Online interviewing. Participants were sourced from Colmar Brunton’s consumer panel.



Weighting

The sample was selected to be representative of the target regions by age and gender. Those who had not flown using at least one of Kāpiti, Palmerston North, or Wellington airports did not qualify for the survey. The remaining qualifying respondents were weighted so the sample is representative by regional distribution.



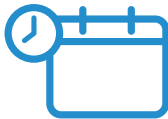
Sample population

Kāpiti Coast, Horowhenua, and Porirua residents who had flown using Kāpiti Coast, Palmerston North, or Wellington airport in the past 12 months



Fieldwork dates

8th to 16th May 2018



Sample size

401 total, including 251 Kāpiti Coast residents, 64 Horowhenua residents, and 86 Porirua residents



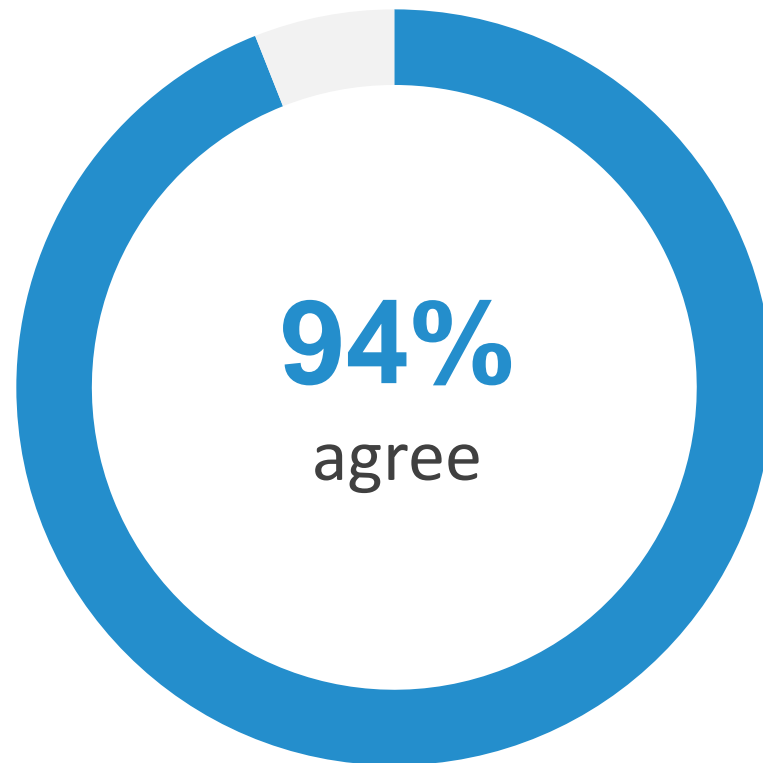
Maximum margins of error at the 95% confidence level

- n=400, +/- 4.9%
- n=200, +/- 6.9%
- n=100, +/- 9.8%
- n=50, +/- 13.9%



Kāpiti Coast residents recognise the airport's importance to the region.

Kāpiti Coast Airport is an important asset to the region.



"An airport at Paraparaumu is essential. Flights to Auckland and Christchurch are helpful for everyone."

"I hope Kāpiti Airport is given a better opportunity to provide regular, reasonably priced flights to a variety of destinations. It's a great little airport, conveniently positioned for many people."

"Even though I don't use Kāpiti Airport I think it is an asset to the Kāpiti community and should stay open."



Residents support the effort to re-establish passenger services.

Kāpiti Coast Airport should work to ensure frequent passenger services to popular destinations around New Zealand are provided to and from the airport.



“Serving the growing population of the Kāpiti Coast is important and there should be regular flights to Auckland at least.”

“Yes we implore you to introduce a flight service particularly to Auckland, but also to other main airports in the country, but not necessarily on a daily basis.”

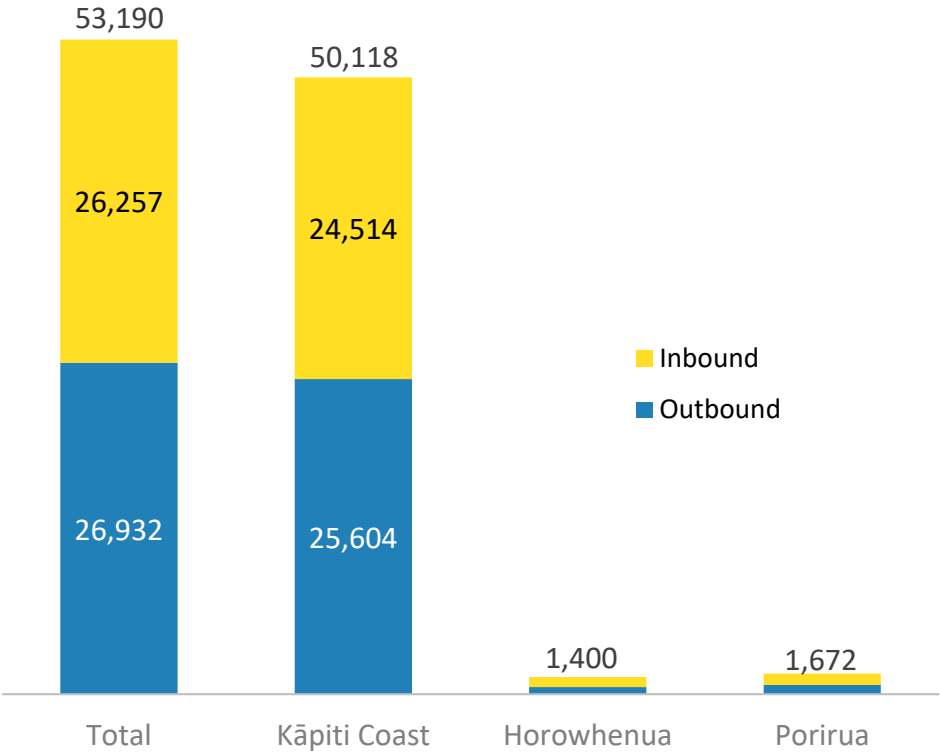
“Bring back flights to Auckland and Christchurch from Kāpiti!”

“I really hope they get an airline to fly from Kāpiti. I know many people affected by the closure of the Kāpiti-Auckland route.”



Most of the sectors were to or from Auckland.
The load factor for this route was estimated to be around 80%.

Number of sectors to or from Auckland through Kāpiti Airport in the past 12 months by region of residence

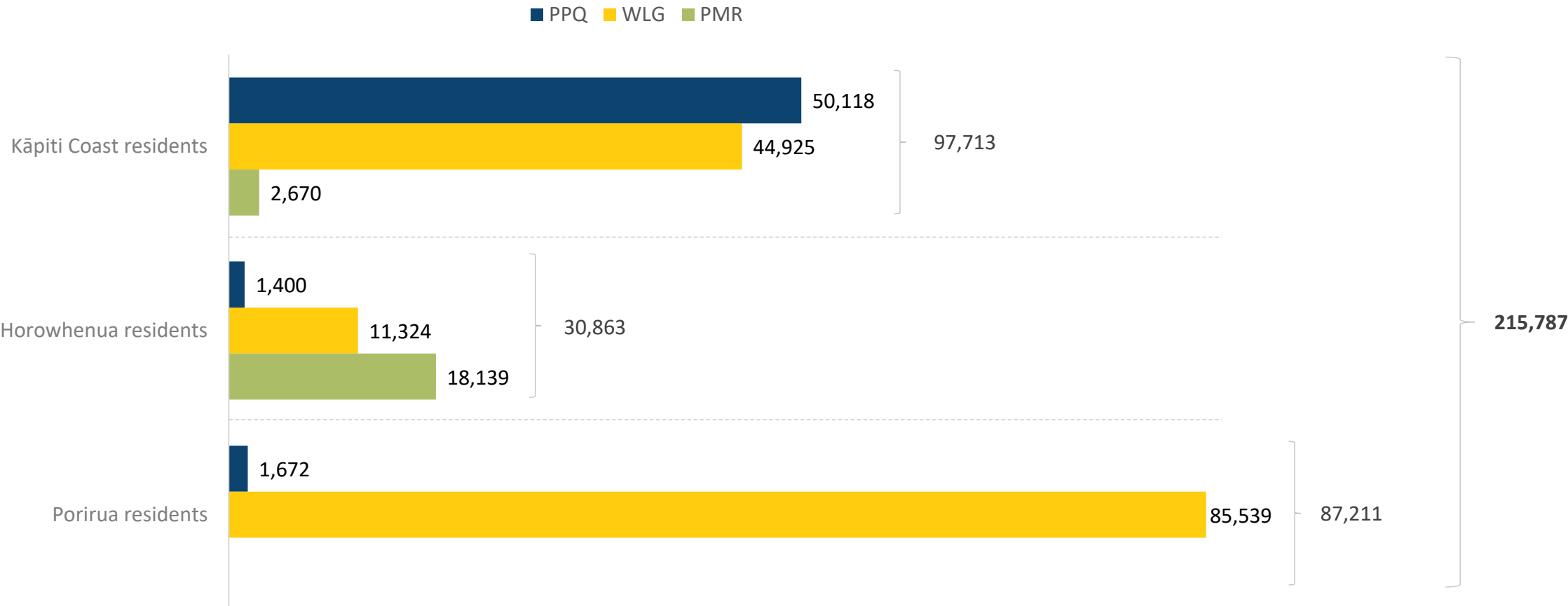


Estimated load factors
for PPQ/AKL flights*

Route	Estimated load factor
PPQ → AKL	80%
AKL → PPQ	78%

Untapped potential from neighbouring districts

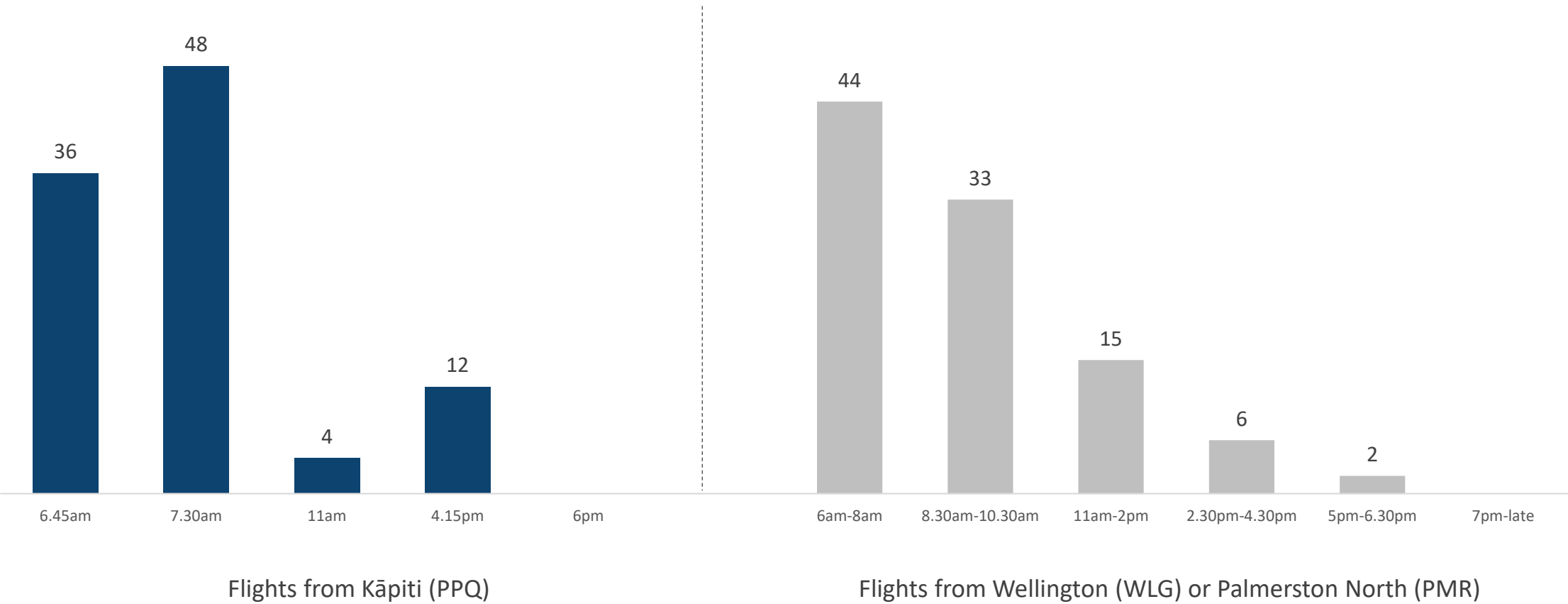
Number of sectors to or from Auckland by airport by region



Business travellers clearly prefer morning departures.

%

Departure times preferred by business travellers to Auckland or Christchurch (on weekdays)*



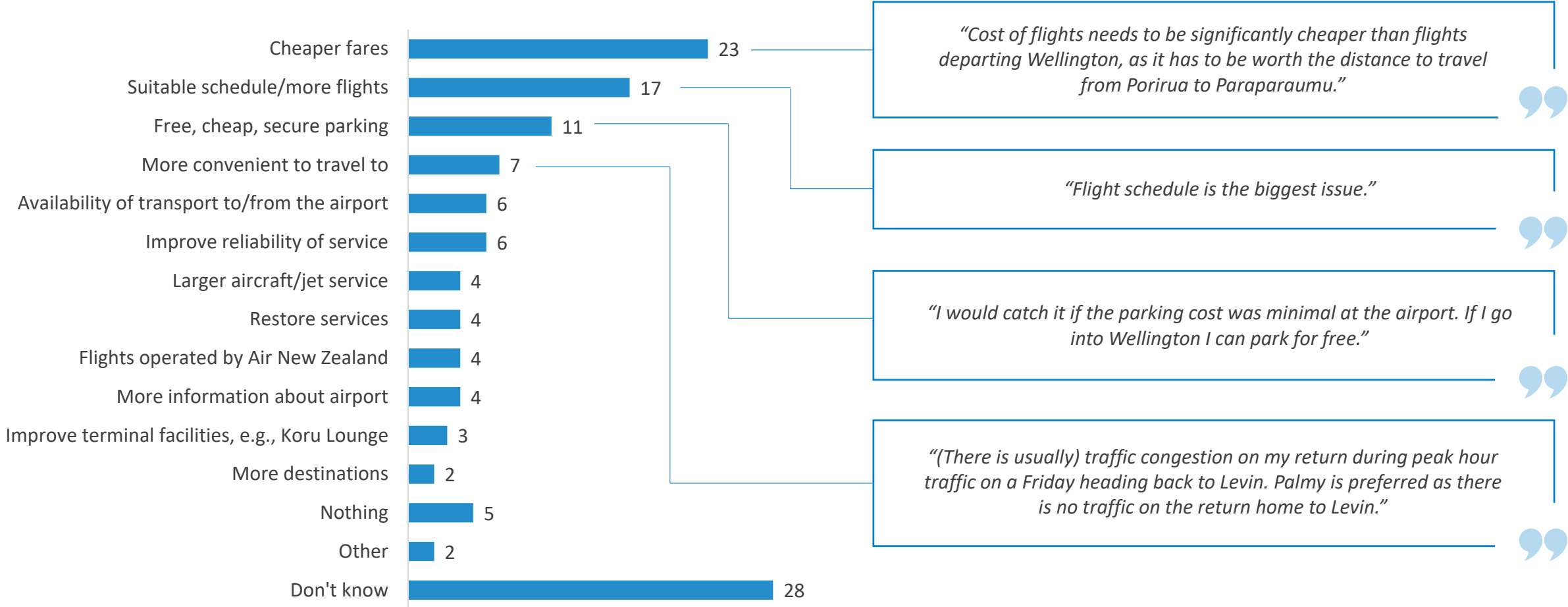
Base: Those whose next flight to Auckland or Christchurch will be for business reasons (n≈20)

* Results are indicative only due to small base sizes

It's clear that pricing fares competitively and optimising the flight schedule are key. However, it's also important to convince flyers of the convenience of travelling from Kāpiti.

%

Changes that would encourage people to use Kāpiti Airport in future



KAPITI ISSUES POLL December 2020

CLIENT:	Kapiti Coast District Council
POLL DATES:	Monday 7 December 2020.
TARGET POPULATION:	Adult New Zealanders who live in the Kapiti District.
SAMPLE POPULATION:	Adult New Zealanders who live in the Kapiti District and are contactable on a landline or mobile phone.
SAMPLE SIZE:	471 respondents agreed to participate.
SAMPLE SELECTION:	A random selection of 10,000 phone numbers.
WEIGHTING:	The results are weighted to reflect the overall adult population in terms of gender and age.
SAMPLE ERROR:	Based on this sample of 471 respondents, the maximum sampling error (for a result of 50%) is +/- 4.5%, at the 95% confidence level.
CODE COMPLIANCE:	This poll was conducted in accordance with the Research Association New Zealand Code of Practice and the International Chamber of Commerce/European Society for Opinion and Market Research Code on Market and Social Research.

I'm going to read out some statements about Kapiti Airport and for each statement can you tell me if you strongly disagree, somewhat disagree, somewhat agree or strongly agree with the statement

It is important to me personally to have a working or operational airport in Kapiti

		Count	Col %
It is important to me personally to have a working or operational airport in Kapiti	Strongly disagree	17	4%
	Somewhat disagree	22	5%
	Neither agree nor disagree	17	4%
	Somewhat agree	71	15%
	Strongly agree	335	72%
	Unsure/refuse	1	0%
	Total	463	100%

87% of respondents agreed it is important to them personally to have a working or operational airport in Kapiti and only 9% disagreed.

		Gender	
		Female	Male
		Col %	Col %
It is important to me personally to have a working or operational airport in Kapiti	Strongly disagree	3%	4%
	Somewhat disagree	4%	6%
	Neither agree nor disagree	3%	5%
	Somewhat agree	15%	16%
	Strongly agree	76%	68%
	Unsure/refuse	0%	1%
	Total	100%	100%

91% of women and 84% of men agree.

		Age			
		Under 40	40 to 59	60+	
		Col %	Col %	Col %	
It is important to me personally to have a working or operational airport in Kapiti	Strongly disagree	5%	0%	6%	
	Somewhat disagree	6%	4%	5%	
	Neither agree nor disagree	6%	3%	3%	
	Somewhat agree	16%	16%	14%	
	Strongly agree	67%	76%	72%	
	Unsure/refuse	0%	0%	1%	
	Total	100%	100%	100%	

		Area			
		Otaki	Paraparaumu	Raumati	Waikanae
		Col %	Col %	Col %	Col %
It is important to me personally to have a working or operational airport in Kapiti	Strongly disagree	4%	4%	1%	5%
	Somewhat disagree	17%	3%	3%	2%
	Neither agree nor disagree	4%	1%	12%	1%
	Somewhat agree	18%	13%	15%	17%
	Strongly agree	56%	78%	68%	74%
	Unsure/refuse	0%	0%	1%	1%
	Total	100%	100%	100%	100%

In order the percentage agreeing is 74% in Otaki, 83% in Raumati and 91% in both Waikanae and Paraparaumu.

		Household Size						
		One	Two	Three	Four	Five	Six or more	Refuse
		Col %	Col %	Col %	Col %	Col %	Col %	Col %
It is important to me personally to have a working or operational airport in Kapiti	Strongly disagree	3%	4%	4%	0%	2%	0%	20%
	Somewhat disagree	3%	4%	3%	8%	6%	0%	10%
	Neither agree nor disagree	8%	1%	7%	6%	0%	0%	0%
	Somewhat agree	15%	15%	17%	16%	6%	23%	20%
	Strongly agree	70%	74%	70%	70%	85%	77%	49%
	Unsure/refuse	1%	0%	0%	0%	0%	0%	0%
	Total	100%	100%	100%	100%	100%	100%	100%

		Household Income				
		Under \$42,000 Col %	\$42,001 to \$85,000 Col %	\$85,001 to \$150,000 Col %	Over \$150,001 Col %	Unsure/refuse Col %
It is important to me personally to have a working or operational airport in Kapiti	Strongly disagree	2%	2%	6%	0%	4%
	Somewhat disagree	14%	3%	0%	0%	5%
	Neither agree nor disagree	21%	0%	8%	4%	2%
	Somewhat agree	23%	13%	15%	16%	15%
	Strongly agree	38%	81%	71%	80%	74%
	Unsure/refuse	2%	0%	0%	0%	0%
	Total	100%	100%	100%	100%	100%

There is 61% agreement in the lowest income quartile households and 96% in the highest quartile.

		Ethnicity				
		European Col %	Maori Col %	Asian Col %	Pasifika Col %	Other Col %
It is important to me personally to have a working or operational airport in Kapiti	Strongly disagree	4%	3%	0%	0%	14%
	Somewhat disagree	5%	2%	0%	15%	0%
	Neither agree nor disagree	2%	11%	26%	21%	0%
	Somewhat agree	15%	22%	32%	15%	0%
	Strongly agree	74%	62%	42%	49%	86%
	Unsure/refuse	0%	0%	0%	0%	0%
	Total	100%	100%	100%	100%	100%

		When did you last use Kapiti Airport, if you have?						
		In the last six months Col %	In the last year Col %	In the last two years Col %	In the last five years Col %	Over five years ago Col %	Never Col %	Unsure/ refuse Col %
It is important to me personally to have a working or operational airport in Kapiti	Strongly disagree	0%	1%	2%	9%	4%	7%	34%
	Somewhat disagree	0%	0%	4%	10%	8%	12%	17%
	Neither agree nor disagree	0%	0%	2%	6%	10%	11%	0%
	Somewhat agree	15%	9%	22%	14%	26%	17%	19%
	Strongly agree	85%	89%	70%	62%	51%	53%	30%
	Unsure/refuse	0%	1%	1%	0%	0%	0%	0%
	Total	100%	100%	100%	100%	100%	100%	100%

How likely are you to use Kapiti Airport in the next 12 months. Would it be very likely, somewhat likely, somewhat unlikely or very unlikely?

		Very likely Col %	Somewhat likely Col %	Somewhat unlikely Col %	Very unlikely Col %	Unsure/refuse Col %
It is important to me personally to have a working or operational airport in Kapiti	Strongly disagree	1%	0%	2%	11%	0%
	Somewhat disagree	1%	1%	9%	8%	6%
	Neither agree nor disagree	0%	1%	7%	8%	0%
	Somewhat agree	10%	20%	13%	15%	14%
	Strongly agree	88%	78%	69%	57%	80%
	Unsure/refuse	0%	0%	0%	1%	0%
	Total	100%	100%	100%	100%	100%

It is important to the community to have a working or operational airport in Kapiti

		Count	Col %
It is important to the community to have a working or operational airport in Kapiti	Strongly disagree	5	1%
	Somewhat disagree	9	2%
	Neither agree nor disagree	4	1%
	Somewhat agree	48	10%
	Strongly agree	394	85%
	Unsure/refuse	2	1%
	Total	463	100%

95% of respondents agreed it is important to the community to have a working or operational airport in Kapiti and only 3% disagreed.

		Gender	
		Female	Male
		Col %	Col %
It is important to the community to have a working or operational airport in Kapiti	Strongly disagree	1%	1%
	Somewhat disagree	2%	2%
	Neither agree nor disagree	0%	2%
	Somewhat agree	8%	14%
	Strongly agree	89%	81%
	Unsure/refuse	0%	1%
	Total	100%	100%

		Age		
		Under 40	40 to 59	60+
		Col %	Col %	Col %
It is important to the community to have a working or operational airport in Kapiti	Strongly disagree	2%	0%	1%
	Somewhat disagree	2%	1%	2%
	Neither agree nor disagree	0%	2%	0%
	Somewhat agree	15%	6%	11%
	Strongly agree	80%	90%	84%
	Unsure/refuse	0%	0%	1%
	Total	100%	100%	100%

		Area			
		Otaki	Paraparaumu	Raumati	Waikanae
		Col %	Col %	Col %	Col %
It is important to the community to have a working or operational airport in Kapiti	Strongly disagree	1%	1%	0%	2%
	Somewhat disagree	2%	1%	4%	1%
	Neither agree nor disagree	0%	0%	2%	2%
	Somewhat agree	16%	9%	11%	9%
	Strongly agree	79%	88%	82%	86%
	Unsure/refuse	1%	0%	1%	1%
	Total	100%	100%	100%	100%

		Household Size						
		One	Two	Three	Four	Five	Six or more	Refuse
		Col %	Col %	Col %	Col %	Col %	Col %	Col %
It is important to the community to have a working or operational airport in Kapiti	Strongly disagree	0%	2%	1%	0%	2%	0%	0%
	Somewhat disagree	3%	2%	1%	0%	0%	0%	14%
	Neither agree nor disagree	1%	0%	4%	3%	0%	0%	0%
	Somewhat agree	13%	7%	10%	14%	6%	0%	40%
	Strongly agree	82%	88%	84%	83%	92%	100%	46%
	Unsure/refuse	1%	1%	0%	0%	0%	0%	0%
	Total	100%	100%	100%	100%	100%	100%	100%

		Household Income				
		Under \$42,000	\$42,001 to \$85,000	\$85,001 to \$150,000	Over \$150,001	Unsure/refuse
		Col %	Col %	Col %	Col %	Col %
It is important to the community to have a working or operational airport in Kapiti	Strongly disagree	2%	1%	6%	0%	0%
	Somewhat disagree	8%	1%	0%	0%	2%
	Neither agree nor disagree	0%	0%	4%	0%	1%
	Somewhat agree	29%	5%	15%	4%	9%
	Strongly agree	59%	93%	75%	96%	88%
	Unsure/refuse	2%	0%	0%	0%	1%
	Total	100%	100%	100%	100%	100%

		Ethnicity				
		European	Maori	Asian	Pasifika	Other
		Col %	Col %	Col %	Col %	Col %
It is important to the community to have a working or operational airport in Kapiti	Strongly disagree	1%	3%	0%	0%	0%
	Somewhat disagree	1%	11%	0%	15%	14%
	Neither agree nor disagree	1%	0%	0%	21%	0%
	Somewhat agree	9%	8%	44%	15%	0%
	Strongly agree	87%	78%	56%	49%	86%
	Unsure/refuse	1%	0%	0%	0%	0%
	Total	100%	100%	100%	100%	100%

Kapiti Airport is an important strategic asset for the district

		Count	Col %
Kapiti Airport is an important strategic asset for the district	Strongly disagree	7	1%
	Somewhat disagree	4	1%
	Neither agree nor disagree	6	1%
	Somewhat agree	57	12%
	Strongly agree	387	84%
	Unsure/refuse	2	0%
	Total	462	100%

96% of respondents agreed Kapiti Airport is an important strategic asset for the district and only 2% disagreed.

		Gender	
		Female	Male
		Col %	Col %
Kapiti Airport is an important strategic asset for the district	Strongly disagree	1%	1%
	Somewhat disagree	1%	1%
	Neither agree nor disagree	2%	0%
	Somewhat agree	11%	14%
	Strongly agree	85%	82%
	Unsure/refuse	0%	1%
	Total	100%	100%

		Age		
		Under 40	40 to 59	60+
		Col %	Col %	Col %
Kapiti Airport is an important strategic asset for the district	Strongly disagree	2%	0%	2%
	Somewhat disagree	0%	1%	1%
	Neither agree nor disagree	2%	1%	1%
	Somewhat agree	20%	9%	11%
	Strongly agree	75%	90%	84%
	Unsure/refuse	0%	0%	1%
	Total	100%	100%	100%

		Area			
		Otaki	Paraparaumu	Raumati	Waikanae
		Col %	Col %	Col %	Col %
Kapiti Airport is an important strategic asset for the district	Strongly disagree	1%	1%	0%	3%
	Somewhat disagree	1%	1%	1%	1%
	Neither agree nor disagree	0%	0%	5%	1%
	Somewhat agree	19%	11%	16%	9%
	Strongly agree	78%	87%	78%	85%
	Unsure/refuse	1%	0%	1%	1%
	Total	100%	100%	100%	100%

		Household Size						
		One	Two	Three	Four	Five	Six or more	Refuse
		Col %	Col %	Col %	Col %	Col %	Col %	Col %
Kapiti Airport is an important strategic asset for the district	Strongly disagree	1%	2%	3%	0%	0%	0%	0%
	Somewhat disagree	0%	1%	0%	0%	0%	0%	10%
	Neither agree nor disagree	5%	1%	0%	0%	0%	0%	0%
	Somewhat agree	13%	9%	9%	19%	8%	15%	40%
	Strongly agree	80%	86%	88%	81%	92%	85%	49%
	Unsure/refuse	1%	1%	0%	0%	0%	0%	0%
	Total	100%	100%	100%	100%	100%	100%	100%

		Household Income				
		Under \$42,000	\$42,001 to \$85,000	\$85,001 to \$150,000	Over \$150,001	Unsure/refuse
		Col %	Col %	Col %	Col %	Col %
Kapiti Airport is an important strategic asset for the district	Strongly disagree	2%	1%	6%	0%	1%
	Somewhat disagree	0%	0%	0%	0%	1%
	Neither agree nor disagree	8%	1%	0%	0%	1%
	Somewhat agree	29%	10%	21%	12%	10%
	Strongly agree	59%	88%	73%	88%	87%
	Unsure/refuse	2%	0%	0%	0%	0%
	Total	100%	100%	100%	100%	100%

Ethnicity

		European Col %	Maori Col %	Asian Col %	Pasifika Col %	Other Col %
Kapiti Airport is an important strategic asset for the district	Strongly disagree	1%	3%	0%	0%	14%
	Somewhat disagree	1%	0%	0%	15%	0%
	Neither agree nor disagree	1%	11%	0%	0%	0%
	Somewhat agree	10%	18%	44%	36%	0%
	Strongly agree	86%	68%	56%	49%	86%
	Unsure/refuse	0%	0%	0%	0%	0%
	Total	100%	100%	100%	100%	100%

When did you last use Kapiti Airport, if you have?

		Count	Col %
When did you last use Kapiti Airport, if you have?	In the last six months	77	17%
	In the last year	136	29%
	In the last two years	83	18%
	In the last five years	46	10%
	Over five years ago	31	7%
	Never	83	18%
	Unsure/refuse	8	2%
	Total	465	100%

80% of respondents say they have used Kapiti Airport, with 46% saying they have used it in the last year.

		Gender	
		Female	Male
		Col %	Col %
When did you last use Kapiti Airport, if you have?	In the last six months	15%	20%
	In the last year	30%	28%
	In the last two years	18%	17%
	In the last five years	11%	8%
	Over five years ago	5%	9%
	Never	17%	19%
	Unsure/refuse	3%	0%
	Total	100%	100%

		Age		
		Under 40	40 to 59	60+
		Col %	Col %	Col %
When did you last use Kapiti Airport, if you have?	In the last six months	12%	23%	15%
	In the last year	34%	34%	23%
	In the last two years	16%	18%	20%
	In the last five years	19%	4%	10%
	Over five years ago	2%	7%	9%
	Never	16%	14%	22%
	Unsure/refuse	2%	2%	1%
	Total	100%	100%	100%

		Area			
		Otaki	Paraparaumu	Raumati	Waikanae
		Col %	Col %	Col %	Col %
When did you last use Kapiti Airport, if you have?	In the last six months	8%	18%	21%	16%
	In the last year	15%	31%	30%	33%
	In the last two years	26%	19%	15%	15%
	In the last five years	12%	4%	7%	18%
	Over five years ago	2%	7%	11%	5%
	Never	35%	18%	15%	12%
	Unsure/refuse	2%	3%	0%	1%
	Total	100%	100%	100%	100%

		Household Size						
		One	Two	Three	Four	Five	Six or more	Refuse
		Col %	Col %	Col %	Col %	Col %	Col %	Col %
When did you last use Kapiti Airport, if you have?	In the last six months	15%	18%	5%	22%	37%	8%	0%
	In the last year	17%	30%	42%	33%	14%	56%	34%
	In the last two years	20%	20%	19%	7%	27%	31%	0%
	In the last five years	12%	9%	1%	18%	12%	6%	0%
	Over five years ago	8%	5%	7%	10%	6%	0%	4%
	Never	28%	17%	25%	8%	4%	0%	28%
	Unsure/refuse	0%	1%	1%	1%	0%	0%	34%
	Total	100%	100%	100%	100%	100%	100%	100%

		Household Income				
		Under \$42,000	\$42,001 to \$85,000	\$85,001 to \$150,000	Over \$150,001	Unsure/refuse
		Col %	Col %	Col %	Col %	Col %
When did you last use Kapiti Airport, if you have?	In the last six months	3%	9%	28%	23%	17%
	In the last year	14%	36%	27%	33%	30%
	In the last two years	34%	17%	11%	32%	17%
	In the last five years	26%	14%	10%	0%	8%
	Over five years ago	4%	4%	7%	0%	8%
	Never	20%	19%	16%	12%	18%
	Unsure/refuse	0%	1%	1%	0%	2%
	Total	100%	100%	100%	100%	100%

		Ethnicity				
		European	Maori	Asian	Pasifika	Other
		Col %	Col %	Col %	Col %	Col %
When did you last use Kapiti Airport, if you have?	In the last six months	17%	16%	7%	21%	10%
	In the last year	30%	17%	35%	21%	0%
	In the last two years	18%	30%	0%	0%	42%
	In the last five years	10%	16%	0%	0%	20%
	Over five years ago	6%	0%	13%	28%	14%
	Never	17%	18%	44%	15%	14%
	Unsure/refuse	1%	2%	0%	15%	0%
	Total	100%	100%	100%	100%	100%

How likely are you to use Kapiti Airport in the next 12 months. Would it be very likely, somewhat likely, somewhat unlikely or very unlikely?

		Count	Col %
How likely are you to use Kapiti Airport in the next 12 months. Would it be very likely, somewhat likely, somewhat unlikely or very unlikely?	Very likely	81	18%
	Somewhat likely	145	31%
	Somewhat unlikely	88	19%
	Very unlikely	127	27%
	Unsure/refuse	24	5%
	Total	465	100%

49% of respondents say they are very or somewhat likely to use the airport in the next 12 months.

		Gender	
		Female	Male
		Col %	Col %
How likely are you to use Kapiti Airport in the next 12 months. Would it be very likely, somewhat likely, somewhat unlikely or very unlikely?	Very likely	17%	19%
	Somewhat likely	32%	31%
	Somewhat unlikely	16%	23%
	Very unlikely	28%	26%
	Unsure/refuse	8%	2%
	Total	100%	100%

		Age		
		Under 40	40 to 59	60+
		Col %	Col %	Col %
How likely are you to use Kapiti Airport in the next 12 months. Would it be very likely, somewhat likely, somewhat unlikely or very unlikely?	Very likely	15%	20%	17%
	Somewhat likely	33%	40%	23%
	Somewhat unlikely	14%	17%	23%
	Very unlikely	34%	16%	33%
	Unsure/refuse	5%	7%	3%
	Total	100%	100%	100%

		Area			
		Otaki	Paraparaumu	Raumati	Waikanae
		Col %	Col %	Col %	Col %
How likely are you to use Kapiti Airport in the next 12 months. Would it be very likely, somewhat likely, somewhat unlikely or very unlikely?	Very likely	12%	20%	17%	17%
	Somewhat likely	20%	31%	32%	36%
	Somewhat unlikely	23%	18%	19%	19%
	Very unlikely	43%	26%	28%	22%
	Unsure/refuse	2%	6%	4%	6%
	Total	100%	100%	100%	100%

		Household Size						
		One	Two	Three	Four	Five	Six or more	Refuse
		Col %	Col %	Col %	Col %	Col %	Col %	Col %
How likely are you to use Kapiti Airport in the next 12 months. Would it be very likely, somewhat likely, somewhat unlikely or very unlikely?	Very likely	18%	19%	19%	12%	23%	15%	0%
	Somewhat likely	22%	32%	35%	34%	49%	71%	0%
	Somewhat unlikely	16%	19%	19%	26%	8%	8%	22%
	Very unlikely	40%	24%	28%	20%	20%	0%	64%
	Unsure/refuse	4%	6%	0%	8%	0%	6%	14%
	Total	100%	100%	100%	100%	100%	100%	100%

		Household Income				
		Under \$42,000	\$42,001 to \$85,000	\$85,001 to \$150,000	Over \$150,001	Unsure/refuse
		Col %	Col %	Col %	Col %	Col %
How likely are you to use Kapiti Airport in the next 12 months. Would it be very likely, somewhat likely, somewhat unlikely or very unlikely?	Very likely	21%	15%	21%	12%	17%
	Somewhat likely	11%	39%	41%	52%	29%
	Somewhat unlikely	14%	19%	16%	19%	20%
	Very unlikely	54%	17%	12%	16%	29%
	Unsure/refuse	0%	10%	9%	0%	4%
	Total	100%	100%	100%	100%	100%

		Ethnicity				
		European	Maori	Asian	Pasifika	Other
		Col %	Col %	Col %	Col %	Col %
How likely are you to use Kapiti Airport in the next 12 months. Would it be very likely, somewhat likely, somewhat unlikely or very unlikely?	Very likely	19%	9%	7%	0%	0%
	Somewhat likely	31%	33%	35%	21%	24%
	Somewhat unlikely	20%	2%	0%	36%	38%
	Very unlikely	26%	43%	58%	13%	28%
	Unsure/refuse	4%	14%	0%	31%	10%
	Total	100%	100%	100%	100%	100%

David Farrar
Director
Curia Market Research

11 December 2020

What matters most? Long-term Plan 2021–41

Contributions referencing Kāpiti Coast Airport

This document is an extract of contributions from community members to the 'What matters most' campaign, which concluded in December 2020. It only includes contributions mentioning the airport.

The campaign asked four questions:

- What matters most in your community as we navigate through this global pandemic (COVID-19)?
- What matters most as we plan for the district's future?
- What matters most as we experience growth across the district?
- What matters most in your neighbourhood?

Note: Responses collected through community events and drop boxes located at libraries and Council service centres are shown under the name "Community voices". We have included these for transparency and reporting purposes.

What matters most in your community as we navigate through this global pandemic (COVID-19)?

85 IDEAS

4 MENTIONED THE AIRPORT:

Community voices

Airport

We've already been hit economically through the pandemic. Let's keep the airport open as it provides valuable facilities, especially in an emergency. And it offers an alternative airport in the lower north island.

Community voices

Loneliness, medical and airport

Combating the high level of loneliness, eg. widows living alone in 3 bedroom houses. Readily available medical facilities and operate a local hospital. A wider range of shops in Waikanae. Kapiti Airport continuing to operate for convenience, safety and air based sport eg. gliding.

Thr33Swords

The Kāpiti Airport is a vital part of our community for not only business and leisure travellers, but also for civil defence and rescue

I am a CTO for an up and coming tech business in the travel industry, and travel to Auckland almost weekly using Air Chathams from Kāpiti Airport. Having a reliable air connection to Auckland is vital for Kāpiti businesses to thrive. Kāpiti is an attractive option for businesses to move out of the Wellington CBD, which benefits our local economy.

But not only does the airport serve business and leisure travellers, it is also a vital part of the greater Wellington region's civil defence ecosystem. Our airport can accommodate airforce cargo aircraft when the Wellington Airport is out of service. This makes the Kāpiti Airport a critical airport for the region which can help ensure aid arrives to Wellington quickly in catastrophic events, such as a big earthquake. Imagine if life saving equipment and supplies has to be driven from Palmerston North, instead of the much closer Paraparaumu?

The Kāpiti Airport is also frequently used by rescue helicopters and Life Flight aircraft. Not long ago, the Wellington Airport's main runway was closed at night for maintenance. During this time, the Life Flight aircraft used the Kāpiti Airport as their hub for transporting patients to and from Wellington Hospital. The Westpac Rescue Helicopter also frequently use the airport to transfer patients to waiting ambulances.

Closing the Kāpiti Airport will be a loss for not only the Kāpiti region, but the greater Wellington region as well. It will add unnecessary risk in the event of natural disasters and negatively impact businesses who call the coast home.

pt1

Save Kapiti Airport! This is a vital piece of infrastructure and if it's allowed to be lost - it will be gone forever!

Soon we will need all our infrastructure to help our recovery and growth post covid. The airport is essential for the region to remain connected to the rest of the world, as well as vital emergency access to the region. Allowing the airport to be closed would be like allowing property developers to take large chunks of highway to divide up into housing subdivisions to make a quick short term buck! Don't let Kapiti be relegated to a dormitory suburb of Wellington! Don't let it become isolated!

What matters most as we plan for the district's future?

123 IDEAS

23 MENTIONED THE AIRPORT:

Sarah

We need to keep Kāpiti Airport operating as an airport as the region grows and connectivity increases with completion of Trans G & EW.

This land was taken from local Iwi in 1939 under the Public Works Act and needs to be offered back to the Hapu. The solution needs government intervention so the airport and surrounding land can benefit our whole community, rather than the property developers.

Eliza

It is imperative that Kapiti has an operational airport. As Kapiti keeps growing we need to stay connected via airports, trains & roading.

Community voices

Airport

Airport, land and infrastructure. The council need to maintain the current zoning rules to allow an operational airport to continue. The push for housing must not override the current established airport infrastructure - this must be maintained. There is plenty of flat land available elsewhere, an airport is not easy to establish once lost.

Ady

Keep Kapiti Airport and Runway Open!

The closure of the airport would be very detrimental to the wider district, as it provides income from many areas, including: Visitors to the area (like me) Rent from the retail shops, A whole variety of jobs (retail shops and the airlines & aero club etc.) and also an emergency option in case of an earthquake isolating the area. I travel from Porirua to Paraparaumu to attend the Aero Club, and have only done a handful of lessons so far. The only other "local" option for me to is use Wellington airport (while providing valuable experience of a busy airport, the delay to getting on the runway

dramatically increases the costs). I'd rather bring my family up to Paraparaumu during my flying lessons, so they can shop there instead. Yes I get it....we need more houses. There must be better areas available for that!

Community voices

Airport

The retention of Kapiti Coast Airport for the future economics of the region, health (medical transfers etc). Civil Defense when the Big One hits.

Community voices

Accessibility, infrastructure and community facilities matter to me. That's why I want to save Paraparaumu airport.

en

Kapiti Airport Must Remain Open

It is obvious that the company that owns Paraparaumu aerodrome is purely driven by profit, and does not have the best interests of the Kapiti Coast community at heart. The Kapiti Coast District Council cannot allow the airport to close. The airport is a crucial transport link, and will only get busier as the Kapiti Coast population grows. A compromise must be struck, which will allow the runway to remain.

twaddleg

It is obvious that the company that owns Paraparaumu aerodrome is purely driven by profit, and does not have the best interests of the Kapiti

The Kapiti Coast District Council cannot allow the airport to close. The airport is a crucial transport link, and will only get busier as the Kapiti Coast population grows. In a disaster, the airfield will become a critical asset to help in any recovery events.

Simon

Ensure Kāpiti Coast keeps its Airport

To support regional growth the Kāpiti Coast must retain its Airport. An airport is a key component of a region's overall transport infrastructure. It enables easy, convenient connectivity between regions facilitating both business growth and personal travel requirements whilst providing a valuable link for rail, road transport, air and freight services. A region without an airport is like a house without a driveway.

nzandrew

Keep Paraparaumu Airport open

The airport is an essential asset that serves the needs of many people in the community (business flights, tourism, general aviation), as well as being critical to the long term economic growth of the region. It must be kept open at all costs - once it's gone, it's gone.

Community voices

Retain and operational airport at Paraparaumu

Maarten

Keep Kapiti Airport open

Kapiti airport forms a strategic part of the wider NZ transport network. On completion of the TG motorway it will be more efficient to travel to kapiti then to wellington for air services reducing traffic on the already congested motorways into Wellington. In addition, with the TG motorway in place, Kapiti airport could become attractive to various courier services and transport groups in that they shift their operations from Wellington to Kapiti.

westlakenz

Please do everything the Council can to keep Paraparaumu Airport open and operating.

The airport is an integral part of the Kapiti Coast. It's under-utilised and under-invested in. In a district with such rapid growth, we need to keep our air connections - not only to Auckland, Nelson and Blenheim - and expand them. At some stage these will reach a critical mass, which will generate a more profitable airport, more economic activity, and attract more people to live, invest and work here, as an alternative to the choked, paralysed and increasingly-derelict capital city. If the airport closes, it's gone for ever and the Kapiti Coast loses one of its key differentiating factors. It also means that the whole of the Greater Wellington region has no alternative or back-up access by air. If the airport is closed and replaced with housing, Paraparaumu will lose any sense of character and will be nothing more than an amorphous sprawling suburb, with one part indistinguishable from the next.

Mike001

Retention of the airport

I would like the airport to not be sold. It is an essential lifeline for civil emergencies and a viable alternative to the long carbon-producing trip to Wellington. Its closure would amount to infrastructure vandalism.

Flyingkiwi

Keeping the airport open for GA

The Kapiti airport is a very important hub for all general aviation in NZ it provides fuel and safe place to divert or land if the Cook Strait weather is poor

Flyingkiwi

Keeping the airport open for business

Real business hubs have all the transportation on offer currently we have rail and little else keeping commercial airtservices to Kapiti will only aid businesses on the coast

Flyingkiwi

Keeping the Kapiti airport open for disaster contingency and emergencies

If a disaster were to strike the region the Kapiti airport is the largest paved runway to Wellington, when Wellington is out of action emergency service use Kapiti to divert to for patient pickup[s or fuel it is a vital emergency link for the region

vlinder

Keeping Kapiti Airport Open

With the Wellington population expanding and as people move further up the Coast, Southbound traffic congestion, especially in peak traffic times, is getting worse. Commuters on early morning flights to Auckland reasonably might depart Waikanae or Paraparaumu at 5.30am for a 7.30am flight. (Final check in 7am). However, this does not allow much leeway for weather disruptions and traffic incidents. Otaki, Levin and Te Horo commuters would have to leave much earlier. With Chatham Air flights to Auckland, these same commuters could not only leave home much later but would also not be part of the traffic influx into Wellington CBD in the morning, reducing congestion, reducing the number of vehicles in the CBD (which is one of the visions of Let's Get Wellington Moving) and reducing time spent in their vehicles and therefore carbon emissions. Residents living in Porirua and suburbs North of Porirua to Kapiti, going against traffic in the morning, especially with the completion of transmission gully next year, would also experience the benefits of having another airport to commute from other than Wellington airport for the same reasons as listed above.

Community voices

Carbon neutral by 2025

1) Transport - transport is the sector which creates the most atmospheric carbon in Kapiti, being responsible for 57% of the district's total emissions. The data in Greater Wellington Regional Council study earlier this year made it clear that private transport is the key contributor. Direct actions: Sustaining and expanding the programme for more and improved cycleways and safe streets for walking and cycling is part of the solution. This means making roads safe for cyclists and improving bike infrastructure, such as shared paths and bike parks at common destinations. This reduction in car use would need to be accompanied by a transition to electric vehicles. Although it is up to the Government to provide incentives to speed up the uptake in EV's, KDCDC can help this process by

putting more EV's and e-bikes into it's own fleet. KCDC also needs to back away from supporting more expressways which are encouraging car driving. For example, a recent and extensive housing development in Levin is being advertised as only a one hour drive from Wellington, this only being possible because of the new roads. The result will be more and more cars driving longer distances. It makes no sense to invest in infrastructure that promotes our carbon intensive lifestyle, when we should be moving in the opposite direction. Car use could also be discouraged by charging for carparks and providing less of them. Indirect actions/advocacy: KCDC needs to contribute to a transport system that is more convenient, comfortable, economic and reliable than cars. This means advocating for a better bus system with regular, reliable and increased services using electric buses, along with more bus shelters, electronic timetable information and integrated ticketing with trains. KCDC needs to be advocating for a better train system, with more frequent and reliable local trains, double tracking and electrification to Otaki, and an upgraded and more frequent Capital Connection. More room for bikes on trains and better toilet facilities for train users will also encourage train use. Ultimately, the whole train network will need to be expanded with a night train to Auckland, services to Hawkes Bay and more goods trains replacing trucking on the roads. A better public transport system would also have other benefits such as reduced demand for new roads, less traffic congestion, and a reduction in the need for carparks. Health outcomes would also improve as people use active transport methods more regularly.

2) Renewable forms of energy - KCDC should also be doing everything it can to incentivise the use of alternative forms of energy. It not only needs to use renewable energy for it's own activities, it should also be encouraging the general public to use these alternative energies. It should continue it's program of installing solar PV systems at council facilities, for example on the Civic Building and Paraparaumu Library. It should also explore purchasing electricity and/or renewable energy certificates from local solar or wind energy installations (g. community owned) that are not located at council premises.

3) Reduction in Energy Use - As well as a transition to renewable energy, an essential part of the equation will be a reduction in energy use. Direct actions: Methods KCDC could immediately implement to reduce our dependence on energy would include incentivising insulation and double glazing in existing houses and encouraging the use of heat pumps for home heating. However, bolder steps are needed. Urban sprawl, caused by the availability of cheap fossil fuels, is a major contributor to our energy intensive lifestyles. By living in compact, high density urban environments we can significantly reduce our energy consumption. This will require compact apartment complexes where public transport becomes viable because of the increased concentrations of population. Services, shops, and public transport hubs would be within walking or biking distance of housing. In many areas of the world the concept of a compact "20 minute city" is being developed so log car trips are not necessary. Town planning decisions that direct us towards this more compact way of living will significantly reduce our carbon emissions. Indirect actions/advocacy: One way that Kapiti could be made more compact would be by redeveloping some of the Paraparaumu airport into high and medium density housing. This area is near to shops and transport hubs. The additional housing could provide additional rates and help avoid strip developments up the coast that add to transport emissions. Development could potentially be linked to predicted retreat from the coast from rising sea levels. This move would also be beneficial in terms of reducing transport emissions in both the private car and aviation sectors as flying frequency too will have to reduce in order to meet New Zealand's and Kapiti's carbon reduction goals. In recent years, rate payer support has been needed to keep Kapiti airport viable, but it is unacceptable to subsidise a high carbon form of transport in a climate emergency. Emergency lifelines need to be maintained of course - a smaller airport could still function as a forward base for helicopters supporting a civil defense response. However,

repurposing any land for urban development would be totally dependent on ensuring that issues around the ownership of the land are satisfactorily resolved. Tangata Whenua, the original owners of the property, have had their legitimate claims to their land ignored since the end of the Second World War. Once this land is returned to the true owners, it would be largely up to them to decide how the land should be used. As a result, it may not be possible to use the airport to develop a more compact urban environment. However, KCDC should still endeavour to implement planning that would make Kapiti as compact as possible.

4) Land Use - Land use is an essential aspect of any Council Long Term Plan. There are several ways in which Council decisions about land use would reduce Kapiti's carbon emissions and ensure community resilience in the future. The importance of compact urban form we have already mentioned. Another is developing carbon sinks through land use changes such as: - Permanent reforestation of marginal council land resulting in a reduction in total emissions and carbon sequestration, as well as employment opportunities. This reforestation should primarily be with native species. - The widespread planting of trees could also have tourism benefits by making Kapiti a day-trip destination. An example is the Wainuiwhenua project which could become an attraction for walkers, cyclists and picnickers. -Pursuing the carbon capture potential of re-establishing wetlands in low-lying areas. -Determining which council land would be suitable for 'meadowing' and then turning that land into meadows, this providing insect habitat and carbon capture. -Encouraging the creation of more community gardens with associated composting schemes, for example, the Weggery Drive community garden. -Council promoting and supporting the widespread use of regenerative principles in agriculture and horticulture. This would result in the sequestration of carbon, a reduction in dependence on fossil-fuel based fertilisers, an improvement in climate change resilience (drought resistance), an improvement in water quality in streams through reduced run-off, and major conservation gains - insects, aquatic life etc.

5) Waste Management - The waste management review conducted last year provides ideas on waste reduction. This LTP is an opportunity to begin to implement them. To encourage waste reduction, the systems that are used to collect waste and recycling must be progressive in that those residents who produce the least waste bear the lowest costs. Other innovative waste options include the separation of building waste at work sites to enable the reuse and recycling of materials. We need systems that reduce the greenhouse gas emissions from waste. Essentially, this means organic waste must be composted in enclosed vessels to avoid the release of methane and nitrous oxide. These systems can be used to produce renewable energy. To achieve these goals, Council may need to get directly involved in waste and recycling collection again, so they can take control of waste management and form the systems needed to encourage recycling and composting.

6) Future Resilience - KCDC needs to plan so that the community is more resilient to future climate change impacts, such as flash flooding, storm surges, and sea level rise with its associated rise in the water table. Council needs to ensure infrastructure repairs for sewerage and water systems and replacements are prioritised in the LTP in ways that make them resilient to future climate change impacts. A long term response to rising sea levels and coastal erosion is needed. The community led coastal planning process that council has initiated should continue. KCDC needs to ensure this process is not captured by groups of residents protecting individual properties. Also, funding should not be provided for short term fixes that either exacerbate longer term effects or which require continuing fixes to address on-going accumulation of climate impacts.

7) Economic Considerations - With this emphasis on finding solutions to the climate crisis, we must not lose sight of the fact that any solution must be and equitable one. All too often it is those who lack power who end up paying when society has problems. The climate crisis will be no different. To

avoid this we need to change the way we think about economics. One such approach has been developed by Kate Raworth in her book 'Doughnut Economics'. In essence, this model outlines a social foundation of well-being that no one should fall below, and an ecological ceiling of planetary pressure that we should not go beyond. It provides a balance between the minimum that we all must have to survive and a maximum that we all must keep below if we are to avoid economic growth that will kill the planet. Between the two lines lies a just and safe spot for everyone. KDC needs to take this vision as a guiding principle in its future planning.

Submitted by Low Carbon Kapiti

SL

Keep Kapiti Airport!

Gai

Maintaining Kapiti airport

Bethany

Save the airport

The airport is essential travel link for locals without having to drive to Wellington. It provides recreation, jobs and brings visitors to the area through Kapiti Aero Club.

Hendrik

Don't let the Airport die!

Please keep the airport open. Once an airport is closed it can never be recovered. Kapiti airport was the first airport for Wellington and is now seen as a back-up and big advantage for any disaster recovery. It is also a life line for the residence connecting them to domestic and international flights. Once that is gone, it is up to the road system to keep it alive and connected, but that will be out of date soon again despite the development of the motorway to Wellington. Please help that Kapiti doesn't become just another Wellington suburb.

What matters most as we experience growth across the district?



6 MENTION THE AIRPORT:

Community voices

Focus' for Growth

a) Infrastructures expanded in line with growth

- i. Quality housing
- ii. Roads
- iii. Train services 1 - Working with Metlink for longer platforms and trains. 2 - Lobby Metlink/Government to eliminate the single track rail line bottlenecks on Kapiti line. 3 - Goal to keep as many commuters as possible off road and on to trains.
- iv. Schools
- v. Water sourcing
- vi. Drainage
- vii. Leisure amenities particularly for youth
- viii. Services infrastructure - power, gas, water, telecommunications etc provided timely and not after the fact.

b) Medical

- i. Health centres expansion and sufficient GP's.
- ii. Need for emergency rescue helicopter helipad if Kapiti airport closed.

c) KCDC servicing activities beefed up to meet larger customer base.

d) Policing.

Pete

We need more housing. Can the airport land be used for this as there does not seem to be much land available in Paraparaumu?

Pete

Can Ihakara St be extended to the beach area as planned when the airport was developed

Mike001Retain the airport

As the region grows and eventually becomes a city an airport becomes an ever more essential asset

Community voicesAirport

As we grow, the airport offers a huge resource to the district. Keeping the airport open will support growth - as a valuable facility and access in and out of the region.

Lynns

Lets move to the long term view of Kapiti Road as a pleasant boulevard as outlined by the airport developer. Add wide footpaths and trees.

Fix Kapiti Road.

What matters most in your neighbourhood?

163 IDEAS

15 MENTION THE AIRPORT:

brendang

The airport and access to air travel is very important for the region.

An airport is a very valuable asset for the community. If we have an emergency we need a place for emergency services to land. Travel around the country should be encouraged from this airport as well. It's a huge thing, I'd hate to see it go.

brendang

"I am most concerned that we are in danger of losing our airport! The solution to this problem will not come easily, and I believe it will need the cooperation of some key parties, namely KCDC, Iwi, airport users and national government.

It is worth noting that many airports in NZ are operating successfully with respect to partial or full ownership and operational management by local government . Wanganui would be a good example.

The operational cost of Paraparaumu Airport (PPM) could be considerably reduced by the closure of Airways NZ Flight Information Service.

The current owners say that the removal of the FIS would pose an unacceptable risk to airport operations. But that is not an argument based on logic.

I learned to fly at PPM in the mid 90's. There was no operating ATC or FIS service. At that time the airport was very busy with two flying schools, the aeroclub, helicopter training, the gliding club and commercial flights to Auckland, and other commercial operations.

I believe that KCDC should take the lead role in finding a solution which will secure the long term future of the airport.

Brent Albiston

5 North Bay

Waikanae

Kbd

You need to do whatever it takes to keep this airport open and thrive. This is really important for the resilience and district landscape. Forget any ideas of developing it for housing because urban sprawl is ruining communities. Housing needs to be focused closer to the town centres and go upwards.

The airport offers employment and opportunities.

Lobby with Greater Wellington Regional Council to keep it protected from development.

PeterM

Kapiti Coast Airport is essential for the growth of the Kapiti Coast community. It provides scheduled airline services for those on the coast, is a Civil Defence asset that provides resilience for the community and is regularly used for aero-medical transfers. It injects \$4.3 million into the community which will grow. KCDC must protect the long-term future of the airport.

EarthSea&Sky

Paraparaumu Airport is a vital community asset and must not be lost to non-aviation commercial development.

As well as air transport services (that will expand and improve with Transmission Gully and the Otaki Expressway making the airport easier for people to get to) the airport is a critical part of the region's emergency management infrastructure, a refueling and patient transfer point for air ambulances and rescue helicopters, and a critical strategic facility for light aircraft crossing Cook Strait.

There is plenty of other land in Kapiti that can be developed for housing, but once the airport is gone it will be gone forever.

Mark

I believe the airport needs to be treated as a strategic asset and remain open. With pending treaty claims, and air travel building again (e.g. air chathams adding flights), a sale of the airport is a lost opportunity permanently. This is a loss for both commuters like me who use that service on occasion, as well as business that service airport activities. A better alternative is for the local iwi and council having some shared ownership/management structure as at other airports, so this asset can remain open and have a certain future.

Shaun J

The current plans to close Kapiti Airfield are incredibly short-sited. Air transport and air freight are set to rapidly evolve over the next five years with New Zealand innovators and companies leading the way with technology initiatives such as electric aircraft and autonomous air transport. retaining our airfield as a strategic asset for the community will invariably provide future job opportunities and growth of the community, not to mention the spin-off opportunities for education, over the

next 5 years. We must therefore retain and maintain Paraparaumu airfield as an active Fairfield and important community asset.

I note that Sounds Air and Air New Zealand have already announced their intention to purchase electric/hybrid aircraft that will make will be environmentally friendly and have very low running costs that will make previously unaffordable routes affordable and viable. Let us be part of this future change and retain our community's ability to take advantage of the transport technology revolution being led here in New Zealand.

Mohamad Sabardin

The airport is a strategic asset forward the region. And it is also a hub forward commercial activities and technical expertise and training. The planew to close is is short sighted.

planegill

We need to keep the airport open. It is ridiculous a public amenity like that can be held to ransom by greedy businessmen. They bought it knowing it was an airport.

Scott

Airports make up an important part of New Zealand's infrastructure alongside road and rail. The strategic importance of smaller regional aerodromes isn't always fully realised until an emergency occurs such as the Kaikoura earthquake. With limited road options north (Otaki bridge/s) and south (the coast road, Paekakariki hill road and the Akatarawa's) we are similarly positioned to become isolated should a significant earthquake hit the Wellington region

Rrob

Be more proactive on climate change. The airport is a financial drag on the district and is very marginal financially. Great urban + climate benefits from turning this into medium density housing compared to low-density sprawl between Waikanae and Otaki. Also, please consider your impact on neighbouring districts as there is a danger with the new motorways that the entire region will become subject to damaging sprawl.

Community voices

In the neighbourhood, the airport provides transport access, emergency facilities and jobs, as well as leisure activities for people in the neighbourhood and beyond. That's why I want to save Paraparaumu airport.

Community voices

Make Kapiti Island a true destination with interesting accommodation. Complete Mahara Gallery at Waikanae - this will be a gem. Library is also a must. Continue to get good performances at the Kapiti College Arts Centre. KEEP THE AIRPORT FOR THE FUTURE - a must.

Community voices

Maybe not the MOST important, but I would loathe to see the Kapiti airport abandoned.

Community voices

Would the Mayor be supportive of doing a petition to get a commitment to save the airport? Why doesn't someone do something? This has been the common theme with everyone I have spoken to about the airport.

Strategically the airport is a really important asset to retain.

I am a resident of Paraparaumu Beach. Everyone I have spoken to says 'someone should do something!'. There was a huge response with the petition about the hospital, where things are happening, but slowly.

I have an elderly mother in a resthome here who uses the airport to visit family in Auckland. For her this is quick and easy and convenient.

The airport is also important for business. To support businesses, I'd like to see flights with Air Chathams extended to other areas including Christchurch.

If a big earthquake happens in Wellington – when, not if – we will need an alternative. From a civil defence perspective, the airport is absolutely essential.

There is a huge amount of growth up this way – population growing rapidly. Useful to retain the airport for the expanding community.

It would be easy to sell off and build a lot more houses, but this would be short-sighted.

I understand the land was taken or given for public works and should never have been sold. That seems to be the consensus with everyone I have spoken to about it. In theory it would be best to be purchased by council or government, acknowledging this is a huge commitment. It must be retained as public land. Shouldn't have sold any of it off (reducing ability to extend runway, for example), this has been a sinking lid and there should be no more sold.

If it was appropriate to start and circulate a petition, I would be happy to be involved, but can't do it on my own.