



AGENDA

Council Meeting

**I hereby give notice that a Meeting of the Kapiti Coast District Council
will be held on:**

Date: Thursday, 24 February 2022

Time: 9.30am

Location: Online via Zoom

**Wayne Maxwell
Chief Executive**

Kapiti Coast District Council

Notice is hereby given that a meeting of the Kapiti Coast District Council will be held in the Online via Zoom, on Thursday 24 February 2022, 9.30am.

Council Members

Mayor K Gurunathan	Chair
Deputy Mayor Janet Holborow	Deputy
Cr Angela Buswell	Member
Cr James Cootes	Member
Cr Jackie Elliott	Member
Cr Gwynn Compton	Member
Cr Jocelyn Prvanov	Member
Cr Martin Halliday	Member
Cr Sophie Handford	Member
Cr Robert McCann	Member
Cr Bernie Randall	Member

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1 WELCOME**2 COUNCIL BLESSING**

“As we deliberate on the issues before us, we trust that we will reflect positively on the communities we serve. Let us all seek to be effective and just, so that with courage, vision and energy, we provide positive leadership in a spirit of harmony and compassion.”

I a mātou e whiriwhiri ana i ngā take kei mua i ō mātou aroaro, e pono ana mātou ka kaha tonu ki te whakapau mahara huapai mō ngā hāpori e mahi nei mātou. Me kaha hoki mātou katoa kia whaihua, kia tōtika tā mātou mahi, ā, mā te māia, te tiro whakamua me te hihiri ka taea te arahi i roto i te kotahitanga me te aroha.

3 APOLOGIES**4 DECLARATIONS OF INTEREST RELATING TO ITEMS ON THE AGENDA**

Notification from Elected Members of:

4.1 – any interests that may create a conflict with their role as an elected member relating to the items of business for this meeting, and

4.2 – any interests in items in which they have a direct or indirect pecuniary interest as provided for in the Local Authorities (Members' Interests) Act 1968

5 PRESENTATION OF PETITION

Nil

6 HEARINGS

Nil

7 PUBLIC SPEAKING TIME FOR ITEMS RELATING TO THE AGENDA**8 MEMBERS' BUSINESS**

(a) Public Speaking Time Responses

(b) Leave of Absence

(c) Matters of an Urgent Nature (advice to be provided to the Chair prior to the commencement of the meeting)

9 MAYOR'S REPORT

Nil

10 REPORTS**10.1 PROPOSED TRANSPORT BYLAW**

Author: Suzanne Rushmere, Roading Network Planner

Authoriser: Sean Mallon, Group Manager Infrastructure Services

PURPOSE OF REPORT

- 1 The purpose of this report is to seek approval to adopt the Transport Bylaw 2022, which will replace the Traffic Bylaw 2010.

DELEGATION

- 2 Council has the authority to make this decision.

BACKGROUND

- 3 The Traffic Bylaw 2010 is now over 11 years old, and under the Local Government Act 2002, bylaws must be reviewed after ten years, however there is a two-year grace period.
- 4 The Traffic Bylaw 2010 allowed Council to set requirements for parking and the control of vehicular or any other traffic on any road, public car park, reserve or any other public place owned or managed by Kapiti Coast District Council (Council) in the district.
- 5 The Proposed Transport Bylaw 2021 identified the following amendments:
 - changing the name to Kapiti Coast District Council Transport Bylaw 2021 to signal that the bylaw is not just associated with vehicular traffic;
 - changes to the interpretation section to support new provisions;
 - restructuring the bylaw to group similar activities together;
 - clarifying areas to which the bylaw applies – wider than just roads, includes other Council owned / managed land;
 - more clarity around parking on berms / road margins;
 - more clarity on time restricted and charging for parking;
 - inclusion of the ability to create and enforce residents and business parking schemes;
 - disabled parking added to support provision;
 - more clarity around Heavy Motor Vehicle management and exceptions;
 - inclusion of mechanisms to provide for ability to designate and manage lanes such as bus lanes / high occupancy lanes; and
 - new sections on activities in the road
- 6 The Proposed Transport Bylaw 2021 was consulted upon in accordance with the Local Government Act 2002 Special Consultative Procedures, and hearings were held on 25 November 2021. This report provides a summary of the responses received during consultation, identifies the issues raised at the hearings and summarises recommended amendments to the Proposed Transport Bylaw 2021.
- 7 The attached consultation report at Appendix One shows the responses received during consultation and at Appendix Two is the Waka Kotahi submission. Appendix Three identifies a more detailed summary of submissions and proposed changes as a result of these submissions. Appendices Four and Five show a schedule of changes and a tracked change version of the bylaw. At Appendix Six is a clean version of the bylaw for ease of reference.

SUMMARY OF SUBMISSIONS RECEIVED AND OFFICER RESPONSES TO THEM

- 8 A total of 44 submissions were received, 37 online and 7 in writing. Respondents were specifically asked whether they supported proposals relating to Residents and Business Parking Schemes, measures to manage Heavy Vehicles and Special Lanes. The questions were yes / no with opportunity to provide detailed comments on why the answered as they did, as well as to provide comments on the rest of the bylaw.
- 9 Of the online submissions:
- 94% were submitting as individuals;
 - 69% of respondents supported the proposed amendments to enable future residents and business parking schemes if appropriate and developed through a resolution of Council;
 - 74% supported the proposed amendments to manage heavy motor vehicles on certain roads and heavy motor vehicle parking in residential area; and
 - 71% of respondents supported the proposed amendments to make provision for special lanes such as bus lanes in future if appropriate and agreed by a resolution of Council.
- 10 A full summary of submissions and further details on proposed responses is provided below and at Appendix Three, whilst this report focusses on the main issues raised during consultation.

Residents and Business Parking Schemes

- 11 This proposal was to enable residents and business parking schemes to be introduced in the future. A residents and business parking scheme would allow people who live in busy streets, such as those affected by commuter parking, and those that cannot park on site to park near their homes and work places, to have priority via the issuing of coupons or permits.
- 12 Below is a summary of the main issues raised in response to the proposed changes to the bylaw:
- There should not be private rights on public land that is enabled by residents and business parking schemes, and Council can only charge administration costs for this;
 - This is a sensible way to manage limited resource of valuable public space;
 - Council needs to consult with residents and business owners and meet to look at other solutions such as speed limit reductions and providing extra parking, and affected businesses and residents should not incur the costs of the scheme;
 - Quality and consistency may be compromised by residents and business parking schemes and the bylaw should not be over complicated by this;
 - There is no issue that needs to be addressed by residents or business parking schemes as we do not have high density housing.
- 13 Whilst the written responses represented a range of views, 69% of respondents supported the proposals. Prior to the consultation on the Proposed Transport Bylaw 2021, Council also received a number of requests for Residents and Business Parking Schemes, particularly in areas such as residential areas around rail stations and Waikanae Town Centre, where overspill rail commuter parking is causing some issues.
- 14 Section 22AB (o)(iii) of the Land Transport Act also enables Local Authorities to prescribe the use of a parking place for use by persons who reside in the vicinity and prescribe conditions under which a parking space can be used.
- 15 It is important to note that, whilst the bylaw makes provision for Residents and Business Parking Schemes, it does not put any scheme in place. Any scheme will need to be enabled through a resolution of Council, and consultation on the areas affected will take place before any scheme is introduced. This will give people a chance to make comments and raise issues, as well as addressing any issues resulting from high density development that is

beginning in Kapiti, and the removal of parking standards from District Plans as required by the National Policy Statement on Urban Development.

- 16 Therefore, no changes are proposed to Residents and Business Parking Schemes section of the bylaw as a result of consultation.

Heavy Motor Vehicle Parking

- 17 The amendments in the Proposed Transport Bylaw 2021 related to the Council being able to prohibit heavy motor vehicles from being able to use, or park on, certain parts of the network.

- 18 Comments received regarding heavy motor vehicles, can be summarised as:

- Questions around how the heavy vehicle routes would be updated and publicly notified;
- The proposed amendments are supported as there is an issue with logging trucks parking in residential streets, as well as people sleeping in trucks overnight such as Parata Street Waikanae, which is causing sight visibility issues;
- More planning is required to support businesses such as those in Omahi Street, Waikanae, including places for loading and unloading, and for people needing to sleep in trucks overnight, especially in areas like outside the Paraparaumu Golf Club where they don't cause sight visibility issues;
- Agree with restricting regular heavy vehicles, but concerned that some changes may prohibit residents from having short term visits from people with boats / heavy vehicles and enabling them to park on berms;
- Prohibiting business operators to park in residential areas will add costs and there is no rationale for the proposals;
- Businesses and drivers should be consulted and have their needs met; and
- Heavy vehicles should not be allowed to park in residential areas and on Council land and should not use routes that aren't capable of accommodating them.

- 19 As identified in the Statement of Proposal, Council has received a number of complaints regarding trucks in residential areas. The District Plan also has rules around heavy vehicle parking in residential areas, and 74% of respondents supported the proposed changes.

- 20 Clauses 19.1 and 19.2 of the bylaw also address the concerns of submitters, and no changes are proposed to the bylaw in relation to these comments.

- 21 Written submitters also raised issues relating specifically to clauses 19.1 to 19.6 including not having detail on the problem that needed to be addressed, the need for supporting rationale, and no parking of heavy vehicles in residential streets overnight would add costs to businesses.

- 22 Submitters proposed an amendment to clause 19.3 to read: "Any resolutions made under clause 19.1 and 19.2 will be given effect to only once a clear, positive economic evaluation has been completed and shared with the Kapiti community".

- 23 Details cannot be provided in the bylaw and an assessment would need to take place before any scheme was implemented.

- 24 Clause 5.5 of the bylaw also identifies that resolutions of Council relating to this bylaw will be published for at least 4 weeks and Council can determine if people can be heard.

- 25 In light of this, no changes are proposed to be made to the bylaw.

Special Lanes

- 26 This proposal was to support the ability to introduce special lanes, such as bus lanes and high occupancy vehicle lanes, without the need to make changes to the bylaw to do this. Comments received included:

- Council is applauded for foresight in planning for growth and changed in travel modes;

- Support ability to enable carbon neutral travel modes and prohibit vehicles that create greenhouse gas emissions, as well as provision of charging stations;
- Would like to know more information before supporting this proposed amendments;
- This should not be at the expense of traffic lanes;
- Dedicated bus lanes are key to ensure good services that can compete with private vehicles, beat congestion, and speed up travel time for bus commuters;
- Bus lanes are not required as their use is limited and they are expensive; and
- Need to look at specific measures before designating such as increase in congestion, bus routes and times, and an economic evaluation.

- 27 71% of respondents supported the provision for special lane in the bylaw. The bylaw also does not introduce special lanes but seeks to enable them through a future resolution of Council.
- 28 Council would need to undertake further work and attract funding before these can be introduced, and future consultation and Council decision making processes would enable the issues above to be addressed.
- 29 For these reasons, no changes are proposed to the bylaw as a result of comments received.
- 30 Submissions were also made on clause 20 on the ability to enable special lanes. Concerns included that the clause did not relate to specific measures that must be completed before designating the special lanes such as increase in traffic flow / congestion that necessitates the designation, the journey time increases to buses as a result of congestion / traffic flow, and an economic evaluation is needed.
- 31 Proposed amendments were suggested such that the bylaw includes a new clause that reads "Any resolutions made under clause 20.1 and 20.2 will be given effect to only once a clear, positive economic evaluation has been completed and shared with the Kapiti community".
- 32 The bylaw only provides a mechanism to support the implementation of these schemes. As identified above, a full assessment would need to be undertaken and funding required for the implementation of special lanes.
- 33 No changes are proposed in relation to these submissions.

General Comments

- 34 Online submitters also made comments on other parts of the bylaw, which are summarised below. This section of the report identifies some of the bigger issues identified, whilst Appendix Three identifies all changes requested and responses to them.

Parking on Berms

- 35 Of the 6 written submissions, 5 related to clauses 7.3 to 7.5 of the Proposed Transport Bylaw 2021 relating parking on berms being in direct opposition. Most raised concerns that the Proposed Transport Bylaw 2021 would create issues, particularly in areas such as Waikanae Beach and rural areas where roads can be narrow and so parking on berms would be better than parking on narrow roads.
- 36 It was considered that the proposed bylaw would remove existing rights to park on berms outside their properties, parking on berms was envisaged by developers, it would prevent stock truck parking to unload / pick up stock.
- 37 Some submitters proposed amendments to the Proposed Transport Bylaw 2021 so clause 7.3 reads "No person shall park a vehicle on road margin where there exists kerb and channelling and/or formed footpaths, including grass berm, verge, kerb, lawn, garden, or reserves, without the prior written permission of an Authorised Officer"

- 38 One submitter felt that the Statement of Proposal had been misleading in that there was a fundamental change between the Traffic Bylaw 2010 and Proposed Transport Bylaw 2021 with regards to parking on berms that has not been effectively communicated.
- 39 Some submitters raised concerns that there are issues in rural areas where parking on the berm may be safer due to road widths and it does not allow stock to be unloaded on the road.
- 40 Proposed changes have been made to the bylaw to provide extra protection for the road margins, whilst recognising that this may not be required in all circumstances and ensuring that the fees fit with the offence. These can be seen in Appendices Four and Five of this report, they more closely align the new bylaw with the Traffic Bylaw 2010 and define what parking without due care means.
- 41 One submission raised concerns that the Proposed Transport Bylaw 2021 with particular regards to parking on berms would result in a rise in bureaucracy and fines, and amendments should be made to enable people without off street parking to park on berms whether the vehicle was registered and had a warrant of fitness or not. A solution was proposed to provide a permit to such situations at a zero cost to the resident. This submission is addressed in sections 48 and 49 of this report.

Statutory Consultees

- 42 The only statutory consultee that made a submission was Waka Kotahi, and a copy of their submission is at Appendix Two of this report. They expressed concerns that Council may be at risk if delegation to enforce in some circumstances was not included. They recommended changes to clauses 3.2, 3.4 and 4.1a) to address this. Officers agree with these recommendations and proposed changes can be seen at Appendices Four and Five.
- 43 No responses were received from the Ministry of Transport or the Police Commissioner, and no submissions were received from adjoining Councils.
- 44 Additionally, Te Āti Awa confirmed they had no comments to make and Ngā Hapū o Ōtaki confirmed they were unable to comment. No response was received from Ngāti Toa.

HEARING

- 45 A hearing was held on 25 November 2021 and 8 submitters spoke to their submissions. 5 of the 8 submitters wanted to be heard in respect of the proposals relating to parking on berms. These are largely represented by the written submissions and the concerns raised were identified in their submissions.
- 46 Of the concerns raised in relation to parking on berms submitters felt that:
- Their existing rights would be lost;
 - Proposed amendments were not being effectively represented in the Statement of Proposal,
 - Lack of evidence on parking on berms;
 - They had concerns that written approval would be needed to park on berms,
 - The cost to rate payers would be an issue;
 - There would be consistency issues; and
 - The existing bylaw should be retained.
- 47 Responses to these submissions have been addressed under section 40 of this report. This is with the exception of evidence relating to parking on berms. As outlined in the Statement of Proposal a significant number of service requests were received over a two year period relating to parking. Around 1500 parking based service requests were received between 2018 and 2020, and these included complaints about parking on berms, parking on footpaths, driving on the berm, damage from parking, kerbs damaged by larger vehicles, heavy vehicle parking, and parking over driveways.

- 48 A submission was made by the Paraparaumu Raumati Community Board relating to the issuing of infringements to vehicles parked on road without a warrant of fitness.
- 49 Issuing of fines where there is no evidence of current Warrant of Fitness derives from s.34(1)(b) Land Transport Act 1998. However, where appropriate, clause 32 of the bylaw allows dispensation.
- 50 One submitter was concerned around the proposals to prevent heavy motor vehicle parking on Omaha Street and one supported the Proposed Transport Bylaw 2021.
- 51 Response to this submission has been addressed under sections 20 to 25 and 27 to 33 of this report.
- 52 The last submitter to be heard was concerned about pedestrian safety relating to shared paths and at intersections, as well as where bins and articles were placed on legal road.
- 53 Responses to these submissions include passing relevant information to appropriate teams in Council, and this has also been addressed by section 24 of the bylaw.

COMMENTS USING SOCIAL MEDIA

- 54 87 comments were made via Facebook. Many were concerned that Council would not listen to public opinion. The purpose of the Special Consultative Procedure under the Local Government Act is to ensure this occurs, and changes have been proposed in response to submissions.
- 55 Other comments related to the new traffic lights on Rimu Road, whilst others were concerned with speed related issues, issues with motorists' behaviour, the gateway project, a Waikanae recycling centre, and the airport, all of which are outside the scope of this bylaw.
- 56 Some comments have been passed onto the road safety engineer, but many require enforcing by the police. Council is also awaiting the outcome of the Speed Limit Review before considering any further speed limit changes.
- 57 A few comments were also concerned with cyclists on the Expressway, which is a Waka Kotahi issue.

RECOMMENDED CHANGES TO THE PROPOSED BYLAW IN RESPONSE TO SUBMISSIONS

- 58 Attached at Appendices Four and Five are a schedule of proposed changes and tracked change version of the bylaw recommended as a result of consultation under the Local Government Act special consultative procedures.
- 59 There is also a clean version of the bylaw attached at Appendix Six for ease of reading.
- 60 No amendments have been made to the attached Transport Bylaw 2022 as a result of the revocation of the General Bylaw 2010. This is because the transport bylaw review was undertaken at the same time that the review of the General Bylaw was being undertaken, and the Proposed Transport Bylaw 2021 took account of this.
- 61 Recommended changes to the bylaw in response to submissions include:
- Changes to the definitions;
 - Changes to clauses relating to Council responsibilities;
 - Changes to parking on berms;
 - Some changes to language in the bylaw; and
 - Changes to Part 5 of the bylaw to make this section clearer.
- 62 Further Schedules may be added to the bylaw in future subject to a resolution of Council to including (but not limited to) those that identify areas that are subject to residents and business parking schemes, heavy vehicle parking prohibitions, disabled parking spaces and special lanes.

- 63 Changes have also been proposed following a final internal and legal review. Some changes were also made to clause 5.2 (d) and 5.3 to clarify where the bylaw applies (to make it more consistent with other parts of the bylaw), and a new clause added to identify relevant acts relating to infringements.
- 64 Council was anticipating that the accessible streets work would be completed by now, but this has not occurred. Whilst future proofing the bylaw, to address what might come out of this work has been considered, changes may also be made to control vehicles and parking in future as enabled by relevant act changes.

CONSIDERATIONS

Policy considerations

- 65 There are no policy considerations relating to this report.

Legal considerations

- 66 The Transport Bylaw 2022 has been made under the Local Government Act 2002, and the Land Transport Act 1998.
- 67 The status of the Proposed Transport Bylaw 2021 is that it sets out legal requirements that are specific to the Kāpiti Coast District and are introduced and enforced by the Kapiti Coast District Council.
- 68 Proposed amendments have been made as a result of a review of the bylaw by Counsel.

Financial considerations

- 69 There are no financial issues relating to this report.

Tāngata whenua considerations

- 70 There are no tāngata whenua considerations relating to this report.

Strategic considerations

- 71 There are no strategic considerations relating to this report.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

- 72 The matter has low significance under Council's Significance and Engagement Policy.

Consultation already undertaken

- 73 Consultation was undertaken in accordance with the Local Government Act 2002 special consultative procedures and is outlined in this report.

Engagement planning

- 74 Council has recently consulted on this bylaw. Therefore, the engagement plan is now about advising the community about Council's decision and providing information to explain that decision.

Recommendations

- 75 That Council adopt the Kapiti Coast District Council Transport Bylaw 2022.
- 76 That Council authorises the Chief Executive to make any minor typographical and grammatical errors prior to publication.

APPENDICES

1. Appendix One Submission Responses [↓](#)
2. Appendix Two - Waka Kotahi Submission [↓](#)
3. Appendix Three - Summary of Submissions and Proposed Responses [↓](#)
4. Appendix Four - Schedule of Proposed Changes [↓](#)
5. Appendix Five - Tracked Changed Version of the Bylaw [↓](#)
6. Appendix Six - Clean Version of Bylaw [↓](#)

Traffic Bylaw Consultation

SURVEY RESPONSE REPORT

28 October 2020 - 27 September 2021

PROJECT NAME:

Traffic Bylaw



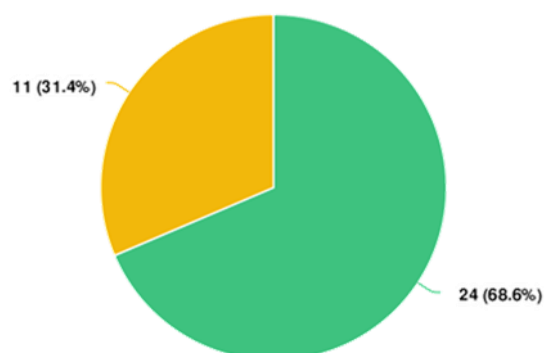
Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021



SURVEY QUESTIONS

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

Q1 Do you support the Bylaw amendments to allow Council to set up Residents and Business Parking Schemes in the future if appr...



Question options

● Yes ● No

*Optional question (35 response(s), 1 skipped)
Question type: Radio Button Question*

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

Q2 Do you have any comments?

8/17/2021 07:27 PM

General observation: Styles should all be New Zealand English

8/18/2021 08:49 AM

The current system that allows for residential parking schemes does not allow the council to charge fees beyond administration expenses. This would mean token amounts charged for residents to essentially privatise the parking space outside their house. This is public land and should not be restricted to those who happen to own the adjacent private property. If people are unable to accommodate their private vehicles on their private property they should have to share public space with everyone else rather than having some special privileged rights over it. Granting parking permits over street space may also make it more difficult to reallocate that space to other modes such as wider footpaths or cycle paths in future

8/27/2021 09:52 AM

Yes, I have a few - In part 4, Interpretation, the list of definitions classes e-bikes in a variety of ways low powered vehicles, or micro mobility devices (which elsewhere are differentiated from them as having no top speed), powered cycles, or (elsewhere in the bylaw - e.g. 16.1b, as e bikes (a different spelling, should surely at least have a hyphen?). This needs clarification and consistency to avoid future confusion and loopholes. Personally, I think powered cycle probably fits the purpose of the bylaw best. Apart from other forms of traffic being listed under interpretation, just about everything else seems to refer to motor vehicles. Has enough consideration being given to how other forms of traffic will operate and/or be affected, and whether they need to be listed in other clauses, or further clauses be added to ensure adequate regulation/flexibility for these? - In the 'final' (non-tracked) version 4.1 repeats itself. - Clause 12.3 mentions parking meters issuing a card - this seems like a hangover to old technology (none of the parking machines in Wellington do this anymore as far as I know - it's all done by numberplate). This clause should be rephrased to be adaptable to newer technologies. - Clause 24.5 doesn't clearly set out the intention - it might be better to start the clause with If ... then. I also think the clause referenced may be wrong (should it be 24.3 rather than 24.4?) - Clause 26.7 doesn't seem to have a point, and I wonder whether the clause referenced (26.4) is correct in this too Finally, and I would have put this into the missing field 8 (to write general comments on the bylaw) - I think it is inappropriate that

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

members of the public can (possibly are encouraged to) go directly to these survey/questionnaires without having read the proposed changed bylaw in some form, and I think there should be a requirement to do this (as we all do for terms and conditions for other software updates) before a person can do this. The survey assumes the person answering has separately gone and read the survey. Another way of doing this would be to automatically load the revised final version at the beginning of the survey with a box to check to confirm the person has reviewed the document.


9/07/2021 09:04 PM

This is a sensible way to manage a limited resource of valuable public space. We recommend using the same definitions for pedestrian and footpath as in the Land Transport (Road User) Rule 2004. Vehicle crossing (16.3) and driveway have the same meaning and should be defined as such. We support clause 7.1 that there is no parking on footpaths. 10.2 - does this apply to motorbikes? It is desirable that motorbike users can use space efficiently with more than one per car park (this is important to avoid motorbike parking on footpaths). 16.1 Footpaths and walkways by their nature are for pedestrians and should not be included in this section, as pedestrians will always be permitted to use them, while classes of vehicle will not. Shared paths for instance must be clearly signposted on the type and priority of user - they are not footpaths. We support 16.2 that there must be a notified process to change the status of different paths. 16.3 Footpaths and walkways should be removed from this clause, parking is not permitted on them. 24.6 Construction of second vehicle crossings should generally not be permitted. Limiting the number and type of vehicle crossings protects pedestrian use of footpaths and safety. Vehicle crossings are a significant hazard and create loss of amenity for pedestrians.


9/09/2021 12:01 PM

Residential parking schemes should not incur a cost on the residents concerned, e.g. cost of annual exemption stickers. Residents in the area concerned should be consulted with prior to council discussions taking place, not after plans are set out. Not the cosmetic consultation that usually takes place in Kapiti.


9/15/2021 12:46 AM

I want consulting to take place at the time to see if we agree not to just be overtaken by council


9/15/2021 02:25 PM

The streets are too narrow for people not to be allowed to park on berms.

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

[REDACTED]
9/15/2021 08:04 PM

KCDC need to consult business owners. Omaha st is a busy business street that should be one way, more parking and not a thoroughfare for residents. Trucks need to unload etc and the current parking method is not fit for purpose. It is dangerous.

[REDACTED]
9/16/2021 06:29 AM

I work in Omaha street Waikanae, and the whole street is full of businesses that support the local community, over the years the council has taken away parking in Waikanae for businesses and given it to members of the community that work in Wellington ie the train car parks where the old pub used to be and surrounding parking. Omaha street businesses supports and provides jobs for Waikanae but instead of KCDC supporting local businesses they make it harder every year, so my proposal is that instead of KCDC removing and or restricting parking in Omaha Street they actually come down and have a meeting with the business owners to see what could be done to make the street a thriving commercial area, such as lowering the speed limit to 30kph and making it one-way and providing extra parking for the businesses so that it is a safer working environment that becomes more efficient and therefore proving more jobs.

[REDACTED]
9/18/2021 02:36 PM

I believe it is important not to over complicate the Bylaw review process with separate Resident and Business Park schemes. By adding these there is a risk that quality and consistency may be compromised. A simple review process ensures centralised monitoring, feedback channels and quality control. If groups feel their ideas are not being heard then review the feedback and consultation process, rather than adding layers of complexity.

[REDACTED]
9/18/2021 03:01 PM

Support in principle where these are needed, but do not want to see excessive bureaucracy and/or revenue based approach. Need to have specific and common sense approaches where council planning decisions have not allowed for onstreet parking e.g. streets around Ryman Waikanae.

[REDACTED]
9/19/2021 06:19 AM

Trying to fix issues that don't exist . Waste to time and resources we certainly don't need residency parking we are not high density housing with no room for parking in the street. Not needed and not wanted

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

Steelo7

No schemes are required.

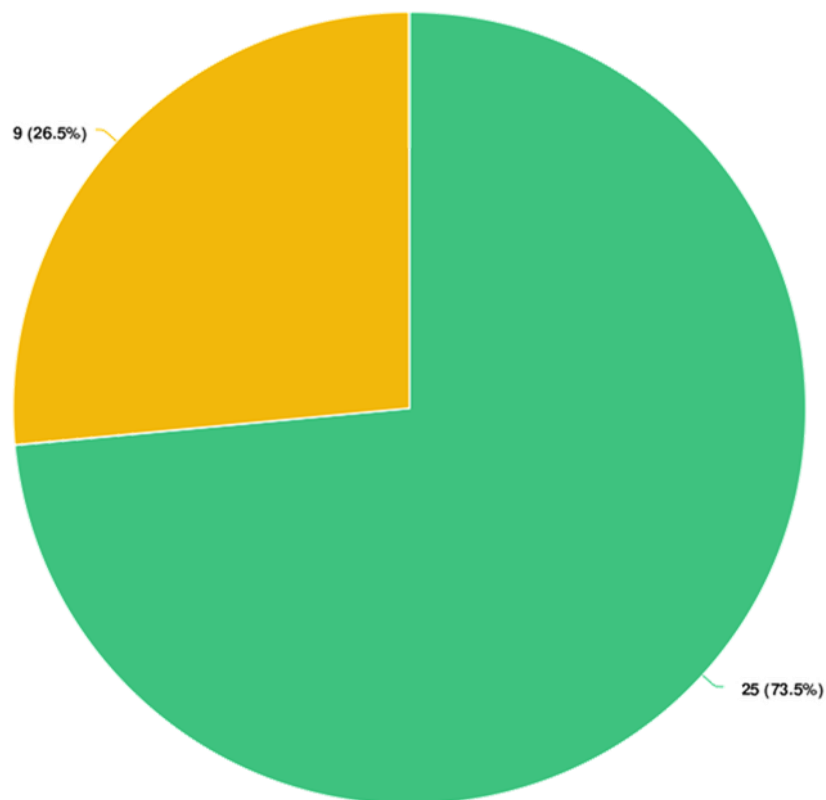
9/19/2021 06:36 PM

Optional question (13 response(s), 23 skipped)

Question type: Essay Question

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

Q3 Do you support the Bylaw amendments relating to the management of Heavy Motor Vehicles on certain roads and Heavy Motor Vehicle Parking in residential areas?



Question options

☒ Yes ☐ No

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

Q4 Do you have any comments?



8/27/2021 09:52 AM

How are these routes updated and the public advised. With so much building development, the classifications may need to change. For example, it seems like Park Road/ Ngarara/Belvedere/Sylvan/David Streets in Waikanae have become a new thoroughfare (they probably weren't built for) but I think Te Moana currently has restrictions the heavy vehicle traffic, yet it seems more appropriate (given the width and straightness of the roads) that it would be far more appropriate to allow heavy traffic onto Te Moana (it often cannot avoid it from the Expressway anyway) and prevent it on curvy narrower streets like Belvedere and Sylvan (the former has both a school and a rest home on it too).



9/15/2021 12:46 AM

Trucks have to park outside the Paraparaumu Golf course as drivers sleep in the motel for the night. Their parking doesn't upset anyone. Clear sight. On the road. Empty space.



9/15/2021 06:00 PM

I support this amendment in particular, as we have a heavy logging truck that parks in our street.



9/15/2021 08:04 PM

In Omaha St trucks park overnight to stay at the motel, this is good for the motel and surrounding businesses. This street is a business street with dangerous parking that doesn't support unloading of trucks etc and residents use it as a thoroughfare. It is dangerous and not good for businesses. Planning is required as these businesses support the local community, employ locals and need to be safe and sustainable.



9/16/2021 06:29 AM

I work in Omaha street Waikanae, and the whole street is full of businesses that support the local community, over the years the council has taken away parking in Waikanae for businesses and given it to members of the community that work in Wellington ie the train car parks where the old pub used to be and surrounding parking. Omaha street businesses supports and provides jobs for Waikanae but instead of KCDC supporting local businesses they make it harder every year, so my proposal is that instead of KCDC removing and or restricting parking in Omaha Street they actually come down and have a meeting with the business owners to see what could be done to make the street a thriving commercial area,

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

such as lowering the speed limit to 30kph and making it one-way and providing extra parking for the businesses so that it is a safer working environment that becomes more efficient and therefore proving more jobs.


9/16/2021 09:11 PM

Sections of Parata Street, Waikanae can be busy with trucks and separate trailer units parked overnight, narrowing the road, and pushing vehicles that want to pass the parked vehicle, into the centre of the road.


9/18/2021 02:36 PM

I agree with restricting regular heavy vehicle access, eg buses, waste management vehicles and delivery vehicles. I'm concerned that some changes may prohibit residents from having occasional/and short term temporary visits of heavy vehicles (eg. friends mobile homes and boat) parking on berms outside their residents. I suggest there be a timeframe for such short term parking on berms (eg up to 24 or 48 hours) to reduce the requirement for written approvals for such short term durations. Please note: although berms are technically under the Council authority, it is local residents that maintain the berms outside their residence and generally monitor appropriate use of this space. Hi he Olde Waikanae Beach area has a unique environment with lovely berms and this needs to be maintained and not degraded by footpaths, curbs and wide roads that encourage traffic to travel at greater speed.


9/24/2021 02:51 PM

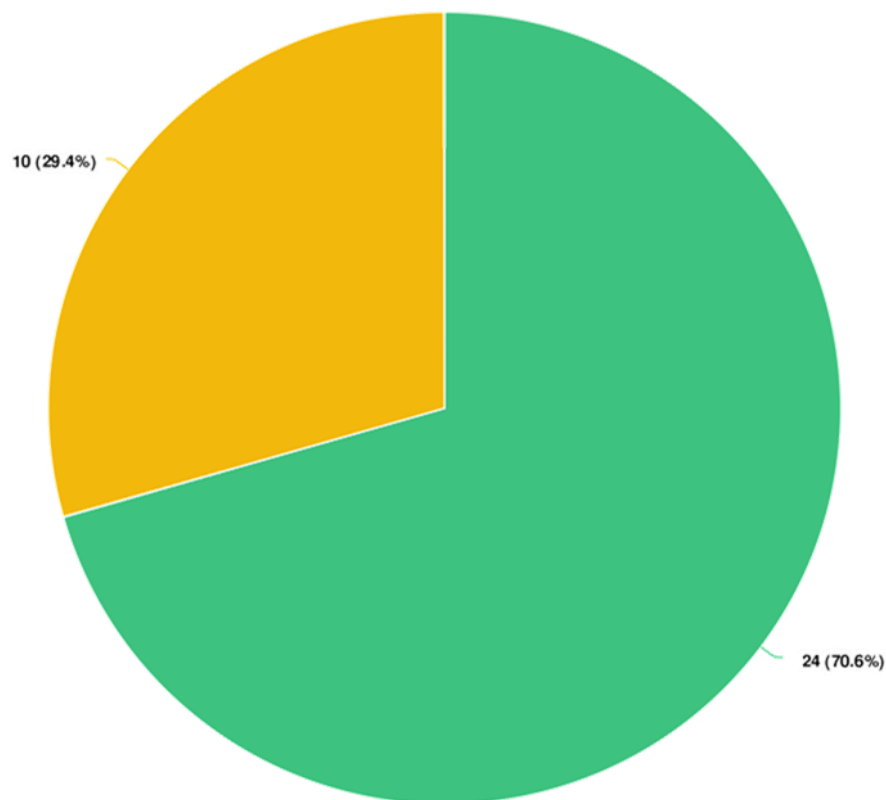
Heavy vehicle should be diverted to roads that are build to with stand the loads they carry and should park in appropriate areas where they do not impinge or hinder normal traffic. They should not park on residents shared driveway nor should they park on council reserve designated areas.

Optional question (8 response(s), 28 skipped)

Question type: Essay Question

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

Q5 Do you support the Bylaw amendment to allow Council to provide special lanes such as bus lanes in the future if appropriate?



Question options

☒ Yes ☐ No

*Optional question (34 response(s), 2 skipped)
Question type: Radio Button Question*

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

Q6 Do you have any comments?

[REDACTED]

8/17/2021 07:27 PM

I applaud Council's foresight in planning for community growth and changes in traffic modalities. I recommend that Council should proactively support the introduction of shared carbon-neutral traffic modalities through a standardised exemption to certain prohibitions for short-term/hired carbon-neutral transport options, and support for shared charging stations.

[REDACTED]

8/22/2021 09:52 AM

I would like to know more before supporting the move, including criteria for establishing the special lane (e.g., traffic volumes) and impacts (e.g., travel time improvements for users of the special lane and impacts on general motorists)

[REDACTED]

8/27/2021 09:52 AM

No

[REDACTED]

9/07/2021 02:39 PM

Not at the expense of current lanes - build extra to provide these rather than repurpose.

[REDACTED]

9/07/2021 09:04 PM

Dedicated lanes for public transport are a key way to ensure a good service that is competitive with private motor-vehicles.

[REDACTED]

9/14/2021 06:16 PM

should make in-line bus stops- not like the new one on Rimu Road which adds to bus travel time

[REDACTED]

9/15/2021 12:46 AM

The roads are so narrow now there is no space for decanted lanes.

[REDACTED]

9/15/2021 08:04 PM

In some areas absolutely, Kapiti road etc.

[REDACTED]

9/16/2021 06:29 AM






Bus lanes are not required as the usage of buses is very minimal and until its free or cheap and efficient it always will be

[REDACTED]

9/16/2021 09:11 PM

Creating bus lanes will aid transport links, beat any congestion, and speed up travel times for bus commuters.

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

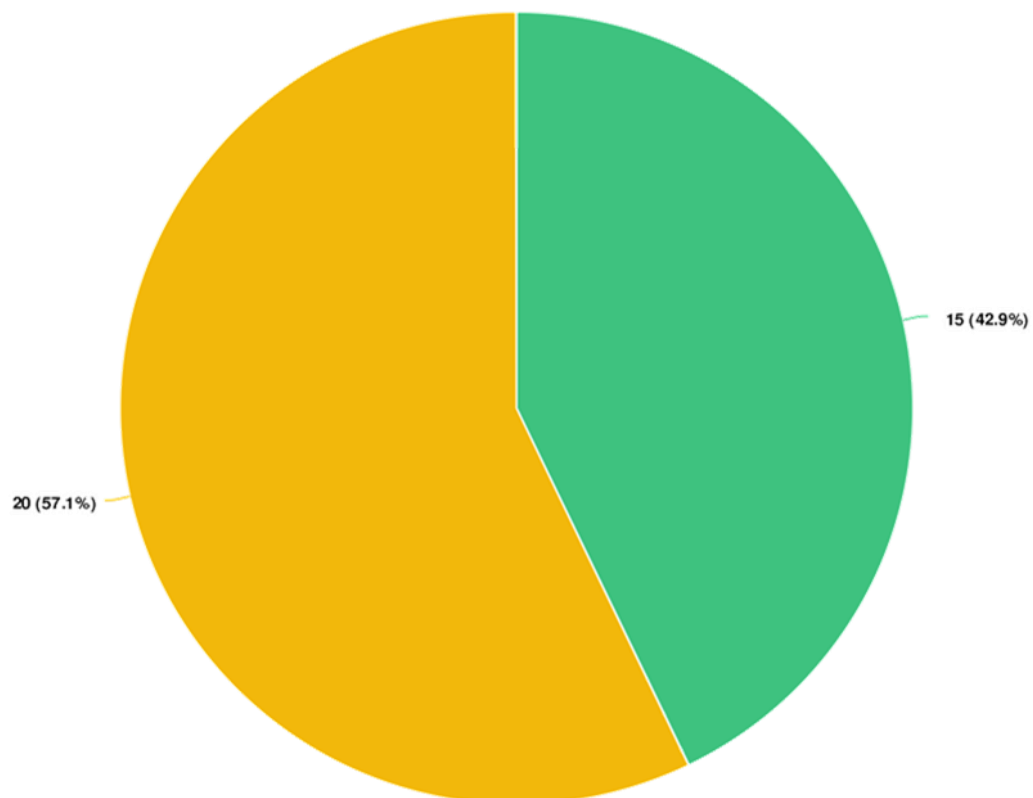
-  Limit bus lanes to major routes only.
9/18/2021 02:36 PM
-  Support incentives for good public transport networks
9/18/2021 03:01 PM
-  Seriously imagine the cost of this for the few empty busses that drive down Kapiti road ridiculous suggestion
9/19/2021 06:19 AM
-  Kapiti region does not need bus lanes at present. When buses become overloaded with passengers we can relook at it then.
9/19/2021 06:36 PM
-  We do not need bus lanes on the Kapiti Coast. What we need is better design of our roads and particularly our intersections to avoid needless bottle necks such as the one created outside the council on Rimu Road with the introduction of the lights to access the Council building and library from Rimu Road. There is adequate alternative vehicle access from the other side but now we have back logs of traffic try to exit the Coastlands car park every time the pedestrian crossing is activated or a car attempts to exit on to Rimu Road from the council or Library. Ridiculous.

Optional question (15 response(s), 21 skipped)

Question type: Essay Question

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

Q7 Do you have any general feedback on the proposed changes to the Kāpiti Coast District Council Traffic Bylaw 2010?



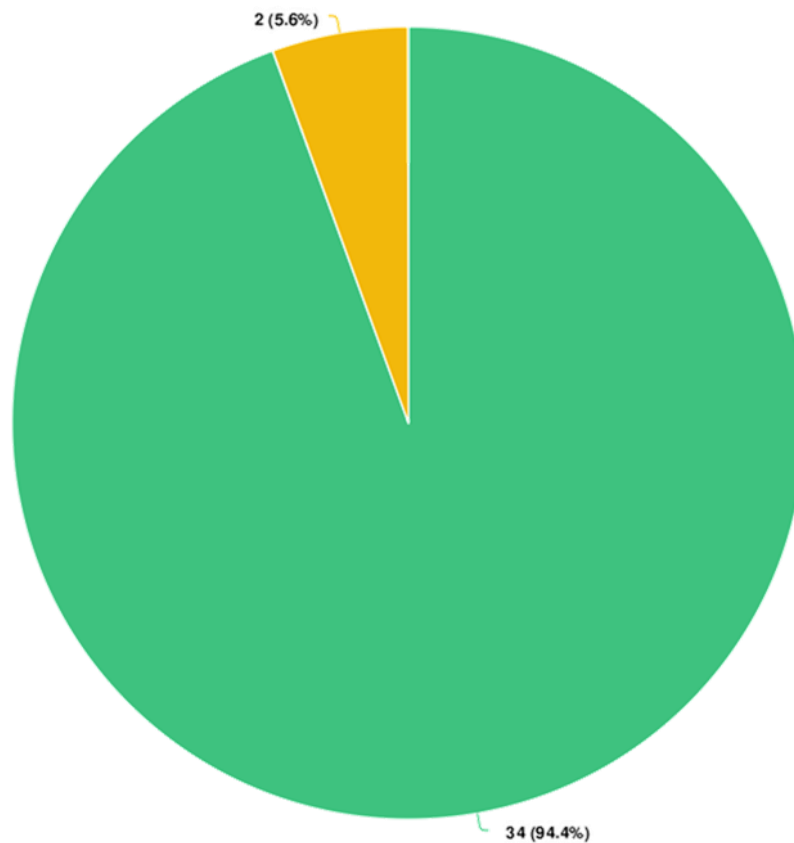
Question options

● Yes ● No

*Optional question (35 response(s), 1 skipped)
Question type: Radio Button Question*

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

Q8 Are you submitting as an individual or an Organisation?



Question options

● Individual ● Organisation

Optional question (36 response(s), 0 skipped)
Question type: Radio Button Question

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

Q9 Organisation name?

[REDACTED]

Living Streets Aotearoa

9/07/2021 09:04 PM

[REDACTED]

Gladys Nottmie Ltd and Nationwide Fire Limited and a concerned resident.

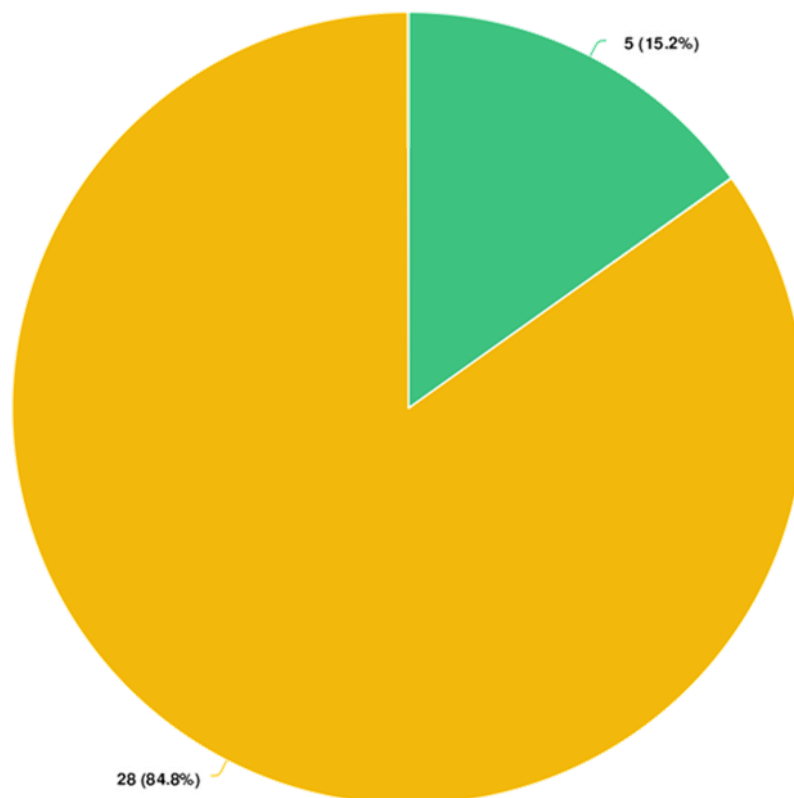
9/15/2021 08:04 PM

Optional question (2 response(s), 34 skipped)

Question type: Single Line Question

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

Q10 Do you want to speak to the Council about your submission at the consultation hearing to be held on 21 October 2021?



Question options

☒ Yes ☐ No

*Optional question (33 response(s), 3 skipped)
Question type: Radio Button Question*

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

Q11	First name
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[REDACTED]

8/17/2021 12:53 PM

[REDACTED]

8/17/2021 06:08 PM

[REDACTED]

8/17/2021 07:27 PM

[REDACTED]

8/18/2021 08:49 AM

Kelvers [REDACTED]

8/18/2021 12:58 PM

[REDACTED]

8/22/2021 09:52 AM

[REDACTED]

8/24/2021 09:49 AM

[REDACTED]

8/24/2021 10:02 AM

[REDACTED]

8/27/2021 09:52 AM

[REDACTED]

9/07/2021 02:39 PM

[REDACTED]

9/07/2021 09:04 PM

[REDACTED]

9/09/2021 12:01 PM

Kathy Thomson

I am against KCDC removing car parks from Maclean Park for the

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

9/15/2021 12:46 AM

Gateway & paying for parking in the Paraparaumu Golf Club.



9/15/2021 02:25 PM



9/15/2021 06:00 PM



9/15/2021 08:04 PM



9/15/2021 09:05 PM



9/16/2021 03:52 AM



9/16/2021 06:29 AM



9/16/2021 04:17 PM



9/16/2021 09:11 PM



9/16/2021 09:26 PM



9/17/2021 01:29 PM



9/18/2021 06:29 AM



9/18/2021 01:06 PM



9/18/2021 02:36 PM

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

[REDACTED]
9/18/2021 03:01 PM

[REDACTED]
9/19/2021 06:19 AM

[REDACTED]
9/19/2021 06:36 PM

[REDACTED]
9/21/2021 05:31 AM

[REDACTED]
9/22/2021 02:52 PM

[REDACTED]
9/24/2021 02:51 PM

Optional question (32 response(s), 4 skipped)
Question type: Single Line Question

Q12	Last name
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[REDACTED]
8/17/2021 12:53 PM

[REDACTED]
8/17/2021 06:08 PM

[REDACTED]
8/17/2021 07:27 PM

[REDACTED]
8/18/2021 08:49 AM

[REDACTED]
8/18/2021 09:08 AM

[REDACTED]

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

8/22/2021 09:52 AM

[REDACTED]

8/24/2021 09:49 AM

[REDACTED]

8/24/2021 10:02 AM

[REDACTED]

8/27/2021 09:52 AM

[REDACTED]

9/07/2021 02:39 PM

[REDACTED]

9/07/2021 09:04 PM

[REDACTED]

9/09/2021 12:01 PM

[REDACTED]

9/15/2021 12:46 AM

[REDACTED]

9/15/2021 02:25 PM

[REDACTED]

9/15/2021 06:00 PM

[REDACTED]

9/15/2021 08:04 PM

[REDACTED]

9/15/2021 09:05 PM

[REDACTED]

9/16/2021 03:52 AM

[REDACTED]

9/16/2021 06:29 AM

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

[REDACTED]
9/16/2021 04:17 PM

[REDACTED]
9/16/2021 09:11 PM

[REDACTED]
9/16/2021 09:26 PM

[REDACTED]
9/17/2021 01:29 PM

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9/18/2021 00:29 PM

[REDACTED]
9/18/2021 01:06 PM

[REDACTED]
9/18/2021 02:36 PM

[REDACTED]
9/18/2021 03:01 PM

[REDACTED]
9/19/2021 06:19 AM

[REDACTED]
9/19/2021 06:36 PM

[REDACTED]
9/21/2021 05:31 AM

[REDACTED]
9/22/2021 02:52 PM

[REDACTED]
9/24/2021 02:51 PM

Optional question (32 response(s), 4 skipped)

Question type: Essay Question

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

Q13	Email
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[REDACTED]
8/16/2021 03:30 PM

[REDACTED]
8/17/2021 12:53 PM

[REDACTED]
8/17/2021 06:08 PM

[REDACTED]
8/17/2021 06:41 PM

[REDACTED]
8/17/2021 07:27 PM

[REDACTED]
8/18/2021 08:49 AM

[REDACTED]
8/18/2021 09:08 AM

[REDACTED]
8/22/2021 09:52 AM

[REDACTED]
8/24/2021 09:55 AM

[REDACTED]
8/24/2021 10:02 AM

[REDACTED]
8/27/2021 09:52 AM

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9/07/2021 02:39 PM

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

[REDACTED]
9/07/2021 09:04 PM

[REDACTED]
9/09/2021 12:01 PM

[REDACTED]
9/14/2021 06:16 PM

[REDACTED]
9/14/2021 12:49 PM

[REDACTED]
9/15/2021 02:25 PM

[REDACTED]
9/15/2021 06:00 PM

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9/15/2021 08:04 PM

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9/15/2021 09:05 PM

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9/16/2021 03:52 AM

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9/16/2021 06:29 AM

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9/16/2021 04:17 PM

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9/16/2021 09:11 PM

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9/16/2021 09:28 PM

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9/17/2021 01:29 PM

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

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9/17/2021 01:32 PM

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9/18/2021 06:29 AM

[REDACTED]
9/18/2021 01:06 PM

[REDACTED]
9/18/2021 02:36 PM

[REDACTED]
9/18/2021 03:01 PM

[REDACTED]
9/19/2021 06:19 AM

[REDACTED]
9/19/2021 06:36 PM

[REDACTED]
9/21/2021 05:31 AM

[REDACTED]
9/22/2021 05:00 PM

[REDACTED]
9/24/2021 02:51 PM

Mandatory Question (36 response(s))**Question type:** Email Question

Q14	Phone number
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[REDACTED]
8/17/2021 12:53 PM

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

[REDACTED]
8/17/2021 06:08 PM

[REDACTED]
8/17/2021 07:27 PM

[REDACTED]
8/18/2021 09:08 AM

[REDACTED]
8/22/2021 09:08 AM

[REDACTED]
8/24/2021 09:49 AM

[REDACTED]
9/07/2021 09:04 PM

[REDACTED]
9/09/2021 12:01 PM

[REDACTED]
9/15/2021 02:35 PM

[REDACTED]
9/15/2021 08:04 PM

[REDACTED]
9/15/2021 09:05 PM

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9/16/2021 03:32 PM

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9/16/2021 06:29 AM

[REDACTED]
9/16/2021 04:17 PM

[REDACTED]
9/16/2021 09:11 PM

Traffic Bylaw Consultation : Survey Report for 28 October 2020 to 27 September 2021

[REDACTED]
9/16/2021 06:20 PM

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9/17/2021 01:29 PM

[REDACTED]
9/18/2021 06:29 AM

[REDACTED]
9/18/2021 01:06 PM

[REDACTED]
9/18/2021 02:36 PM

[REDACTED]
9/19/2021 06:19 AM

[REDACTED]
9/19/2021 06:36 PM

[REDACTED]
9/22/2021 02:52 PM

Optional question (23 response(s), 13 skipped)
Question type: Single Line Question



Level 7, The Majestic Centre
100 Willis Street
PO Box 5084
Wellington 6140
New Zealand
T 0800 699 000
www.nzta.govt.nz

Waka Kotahi NZ Transport Agency Reference: 2021- 1582

24 September 2021

Kāpiti Coast District Council
c/o Suzanne Rushmere
Private Bag 60601,
Paraparaumu 5284

Sent via: Suzanne.Rushmere@kapiticoast.govt.nz

Dear Suzanne,

Waka Kotahi submission on Kāpiti Coast District Council Transport Bylaw 2021

Thank you for the opportunity to submit on the Proposed Transport Bylaw 2021, under the Land Transport Act 1988 and the Local Government Act 2002.

Waka Kotahi NZ Transport Agency (Waka Kotahi) is the road controlling authority for state highways, of which State Highway 1K and Old State Highway 1 traverse your district. While the bylaw does not apply directly to state highways, Waka Kotahi has an interest in how the proposed bylaw will be interpreted and implemented in the case that the Council takes over some delegations for portions of state highway within the Kāpiti Coast district, or the roads are transferred to Council control.

For further context, it is noted that there is a revocation process underway and that while Waka Kotahi is currently the road controlling authority for the sections of state highway in the district, Kāpiti Coast District Council (KCDC) will become the road controlling authority in the future. In addition, Waka Kotahi is working with the district councils in the Wellington region (including KCDC), with the objective to transfer some delegations for state highways in urban areas, to give Councils the authority to undertake enforcement where appropriate. The timeframes of the revocation are uncertain, in the meantime, KCDC has no authority to enforce stationary vehicle offences or other offences covered in the proposed bylaw, on roads classified as State Highway. This poses a legal risk to the Council, as if an attempt is made to enforce a violation where KCDC doesn't have delegation to, the Council can face legal action.

In reference to Section 9 of the proposed bylaw, Waka Kotahi note that whatever changes are proposed in implementing residents and business parking schemes need to improve multimodal accessibility to rail. It is expected that we will see intensification around rail stations at higher frequencies in the future, a goal to supporting a multimodal shift should be included in any planning to address the parking overspill issues outlined in paragraph 75-78 of the Statement of Proposal.

Waka Kotahi has an interest in your proposal and make our submission below:

Section 3. Objective and Scope:

1. Waka Kotahi seek that clause 3.2 is amended as follows: (*Italics = proposed provisions*, *Italics and underline = proposed text*, ~~strikethrough = proposed deletions~~):

Waka Kotahi NZ Transport Agency Reference: 2021-1582

3.2 The Bylaw does not apply to State Highways controlled by Waka Kotahi NZ Transport Agency (Waka Kotahi), except for the determination and management of the transport network where delegated by Waka Kotahi to the Kāpiti Coast District Council pursuant to section 62 of the Government Rounding Powers Act 1989

2. Waka Kotahi aspire to delegate powers to KCDC for reasons previously outlined. Therefore, Waka Kotahi seek that Clause 3.4 is amended as follows to cover portions of the State Highway where KCDC has some delegated powers.

3.4 This Bylaw applies to public carparks, reserves, any public place owned and controlled by Kapiti Coast District Council and all roads vested in or under the care, control and management of the Kapiti Coast District Council, including partial management or control.

Section 4. Interpretation:

3. Waka Kotahi seek the definition of 'Road' included in section 4.1a) to be amended as follows:

Road shall have the same meaning as in section 315 of the Local Government Act 1974 and the Land Transport (Road User) Rule 2004 and shall where the context requires include a street (excluding State Highways) and any place the public has access to, whether as of right or not.

This revision will add clarity, as state highways are already excluded from the bylaw unless lawfully delegated. By removing this text, it means that if Waka Kotahi does lawfully delegate state highway to KCDC for any purpose, the definition will apply to sections of state highway that are under the control of KCDC.

If you have any queries regarding the above or wish to discuss matters further, please feel free to contact Jorgia Kelsey via email at Jorgia.kelsey@nzta.govt.nz or you can contact the environmental planning team at the following email address – environmentalplanning@nzta.govt.nz, and reference case number **2021-1582**.

Waka Kotahi does not wish to be heard in support of this submission.

Yours sincerely



Kathryn Millar-Coote

Team Leader

Environmental Planning, System Design, on behalf of Waka Kotahi NZ Transport Agency.

Appendix Three: Summary of Submissions and Proposed Responses

Amendment Sought	Proposed Responses
Residents and Business Parking Schemes	
<p>There should not be private rights on public land that is enabled by residents and business parking schemes, and Council can only charge administration costs for this.</p> <p>Properties that are unable to accommodate vehicles on site should have to share public places with others.</p> <p>Residents should be consulted on proposed residents parking schemes and should not incur the costs of these schemes.</p> <p>Council needs to consult with business owners and meet to look at other solutions such as speed limit reductions and providing extra parking.</p> <p>Quality and consistency may be compromised by residents and business parking schemes and the bylaw should not be over complicated by this.</p> <p>Residents and business parking schemes are supported in principle, but costs should not be such that they become a revenue making scheme.</p> <p>There is no issue that needs to be addressed by residents or business parking schemes as we do not have high density housing.</p>	<p>69% of respondents supported the proposals. Council has received a number of requests for Residents and Business Parking Schemes particularly around the Waikanae railway station and Waikanae Town Centre.</p> <p>The bylaw makes provision for Residents and Business Parking Schemes, it does not put any scheme in place.</p> <p>Section 22AB (o)(iii) of the Land Transport Act also enables Local Authorities to prescribe the use of a parking place for use by persons who reside in the vicinity and prescribe conditions under which a parking space can be used.</p> <p>Any scheme will need to be enabled through a resolution of Council, and consultation on the areas affected will take place before any scheme is introduced.</p> <p>The National Policy Statement also directs that parking standards are removed from District Plans, and higher density development is beginning to occur, which may increase pressure for parking in public spaces.</p> <p><u>No changes are proposed to Residents and Business Parking Schemes</u></p>
This is a sensible way to manage limited resource of valuable public space	<u>No changes are proposed to be made in response to this submission.</u>
Heavy Motor Vehicle Parking	
<p>Comments around how the heavy vehicle routes would be updated and publicly notified.</p> <p>Trucks in some areas such as outside the Paraparaumu Golf course support sleeping drivers and don't cause sight visibility issues.</p> <p>More planning is required to support businesses, such as those in Omahi Street, Waikanae such as places for loading and unloading, and people needing to sleep in trucks overnight.</p> <p>Agree with restricting regular heavy vehicles, but concerned that some changes</p>	<p>Council has received a number of complaints regarding trucks in residential areas, the District Plan also has rules around heavy vehicle parking in residential areas, and 74% of respondents supported the proposed changes.</p> <p>Comments relating to heavy vehicle parking focussed on particular parts of the network, mainly in the business areas, and raised concerns that business and truck drivers should have their needs met.</p> <p>Under clauses 19.1 and 19.2, prohibition of heavy motor vehicle using or parking in any road, part of road, or group of roads would need to be approved by a resolution of</p>

<p>may prohibit residents from having short term visits from people with boats / heavy vehicles and enabling them to park on berms.</p> <p>Prohibiting business operators to park in residential areas will add costs and there is no rationale for the proposals; and</p> <p>Heavy vehicles should not be allowed to park in residential areas and on Council land and should not use routes that aren't capable of accommodating them.</p>	<p>Council and would enable consultation to take place.</p> <p>Section 5.5 of the bylaw identifies that resolutions of Council relating to this bylaw will be published for at least 4 weeks and Council can determine if people can be heard.</p> <p><u>No changes are proposed in relation to these comments.</u></p>
<p>There are issues in Parata Street in Waikanae, where truck drivers are sleeping in trucks overnight and it narrows the road and creates safety issue.</p> <p>The proposed amendments are supported as there is an issue with logging trucks parking in residential streets.</p>	<p><u>No changes are proposed in relation to these comments.</u></p>
<p>Concerns relating to clauses 19.1 and 19.2 concerns raised not having detail on the problem that needed to be addressed, supporting rationale and no parking of heavy vehicles in residential streets overnight would add costs to businesses</p>	<p>Details cannot be provided in the bylaw; it only provides the mechanism for such schemes to be put in place if appropriate. An assessment of parking provisions proposed in relation to heavy vehicle would need to take place before any scheme was implemented, and the Council decision making process would provide for public speaking opportunities in the unlikely event that full consultation was not undertaken.</p> <p>Section 5.5 of the bylaw identifies that resolutions of Council relating to this bylaw will be published for at least 4 weeks and Council can determine if people can be heard.</p> <p>Provision is made in section 22AB of the Land Transport Act for Local Authorities to make a bylaw in respect of:</p> <ul style="list-style-type: none"> prohibiting or restricting, absolutely or conditionally, any specified class of traffic (whether heavy traffic or not), or any specified motor vehicles or class of motor vehicle that, by reason of its size or nature or the nature of the goods carried, is unsuitable for use on any road or roads: prohibiting or restricting, subject to the erection of the prescribed signs, the parking of heavy motor vehicles, or any specified class or description of heavy motor vehicle, on any specified road during specified hours or for a

	<p>period that exceeds a specified period:</p> <ul style="list-style-type: none"> • restricting the use of motor vehicles on unformed legal roads for the purposes of protecting the environment, the road and adjoining land, and the safety of road users • prohibiting any specified class of heavy traffic that has caused or is likely to cause serious damage to any road, unless the cost of reinstating or strengthening the road, as estimated by the Minister or the relevant road controlling authority, as the case may be, is paid previously. <p><u>No changes are proposed to be made to the bylaw in response to these submissions.</u></p>
<p>Proposed amendment to clause 19.3 to read: "Any resolutions made under clause 19.1 and 19.2 will be given effect to only once a clear, positive economic evaluation has been completed and shared with the Kapiti community".</p>	<p>No scheme would be proposed without a thorough assessment and section 5.5 of the bylaw identifies that resolutions of Council relating to this bylaw will be published for at least 4 weeks and Council can determine if people can be heard.</p> <p>There may be situations where heavy good vehicles create issues on roads including damage and safety and the bylaw would allow for this to be addressed. Heavy vehicle parking complaints also continue to be lodged, especially in residential areas, and problems raised include noise, sight visibility concerns, weekend parking, and engine idling.</p> <p>Provision is made in section 22AB of the Land Transport Act for Local Authorities to make a bylaw in respect of:</p> <ul style="list-style-type: none"> • prohibiting or restricting, absolutely or conditionally, any specified class of traffic (whether heavy traffic or not), or any specified motor vehicles or class of motor vehicle that, by reason of its size or nature or the nature of the goods carried, is unsuitable for use on any road or roads: • prohibiting or restricting, subject to the erection of the prescribed signs, the parking of heavy motor vehicles, or any specified class or description of heavy motor vehicle, on any specified road during specified

	<p>hours or for a period that exceeds a specified period:</p> <ul style="list-style-type: none"> • restricting the use of motor vehicles on unformed legal roads for the purposes of protecting the environment, the road and adjoining land, and the safety of road users • prohibiting any specified class of heavy traffic that has caused or is likely to cause serious damage to any road, unless the cost of reinstating or strengthening the road, as estimated by the Minister or the relevant road controlling authority, as the case may be, is paid previously <p><u>No changes are proposed to be made to the bylaw in response to these submissions.</u></p>
Special Lanes	
<p>Council is applauded for foresight in planning for growth and changed in travel modes.</p> <p>Support ability to enable carbon neutral travel modes and prohibit vehicles that create greenhouse gas emissions, as well as provision of charging stations.</p> <p>Dedicated bus lanes are key to ensure good services that can compete with private vehicles, beat congestion, and speed up travel time for bus commuters.</p>	<p><u>No changes are proposed in relation to these comments.</u></p>
<p>Would like to know more information before supporting this proposed amendments.</p> <p>This should not be at the expense of traffic lanes.</p> <p>There is no space for dedicated lanes;</p> <p>This should happen in some areas;</p> <p>Bus lanes are not required as their use is limited and they are expensive;</p> <p>Need to look at specific measures before designating such as increase in congestion, bus routes and times, and an economic evaluation;</p> <p>Look again at this when bus use increases.</p> <p>Our roads should be better designed to address congestion.</p>	<p>71% of respondents supported the provision for special lane.</p> <p>Council would need to undertake further work and attract funding before these can be introduced, and future consultation and Council decision making processes would enable the issues above to be addressed.</p> <p>The bylaw would also enable Council and its partners to support special lanes on future roading projects where it is feasible and appropriate to do so. It also provides consistency with the proposed amendment in clause 5.1 of the Draft Transport Bylaw 2021 that enables Council through a resolution to specify a minimum number of occupants in a private vehicle.</p> <p><u>No changes are proposed to the bylaw as a result of these comments.</u></p>

<p>Clause 20 on the ability to enable special lanes - concerns included that the clause did not relate to specific measures that must be completed before designating the special lanes such as increase in traffic flow / congestion that necessitates the designation, the journey time increases to buses as a result of congestion / traffic flow, and an economic evaluation. Proposed amendments were suggested such that the bylaw includes a new clause that reads "Any resolutions made under clause 20.1 and 20.2 will be given effect to only once a clear, positive economic evaluation has been completed and shared with the Kapiti community".</p>	<p>The bylaw only provides a mechanism to support the implementation of these schemes. A full assessment would need to be undertaken and funding required for the implementation of special lanes.</p> <p>Section 22AB of the Land Transport Act also enables Local Authority to prescribe, "subject to the marking of lanes on the roadway, that on any road any traffic lane may be used or any turning movement may be made only by vehicles of specified classes or vehicles carrying specified classes of loads or no fewer than a specified number of occupants".</p> <p>Clause 5.5 of the bylaw also identifies that resolutions of Council relating to this bylaw will be published for at least 4 weeks and Council can determine if people can be heard</p> <p><u>No changes are proposed in relation to these submissions.</u></p>
<p>General</p>	
<p>Definition of e-bikes need to be clearer to provide consistency and prevent confusion and definition of pedestrian and footpath should match Land Transport (Road User) Rule.</p>	<p><u>Proposed changes have been made in response to this submission and are shown as tracked changes in Appendices Four and Five.</u></p>
<p>Has enough consideration been given to forms of transport other than motor vehicles, and do further clauses need to be added to reflect this.</p>	<p>It is difficult to know what future issues we may want to address. To deal with this the bylaw includes a general clause that states that "Council may, by a publicly notified resolution, impose such prohibitions, restrictions, controls, or directions concerning the use by transport of any road or other area controlled by the Council, as are permitted by any relevant enactment".</p> <p>Also, the resolution can be made in respect of any specified class, type or mode of Council.</p> <p>Clause 16.2 makes provision for resolutions relating to walkways, cycleways, bridleways, footpaths, cycle lanes and shared lanes.</p> <p>The Council decision making process allows for further scrutiny at the time the issues are identified, as well as proposals to address these issues</p> <p><u>No changes are proposed in response o these comments.</u></p>

Clause 4.1 repeats itself.	<u>Deletions made to correct this error and can be seen in Appendices Four and Five.</u>
Need to make provision for new parking metre technologies.	<p>Clause 12.2 discusses the need for a fee to be made by a parking machine or other electronic means.</p> <p><u>Changes proposed to clauses in part 13 of the bylaw to address this submission and can be seen in Appendices Four and Five</u></p>
Amend some clauses to read better e.g. 24.5, 26.4 and 26.7 to make intent clearer, and check cross referencing is correct	<u>Proposed amendments have been made in response to this submission and are shown in Appendices Four and Five</u>
Support no parking on footpaths	<u>No changes are proposed to be made in response to this submission.</u>
Does clause 10.2 apply to motorbikes as they should not be able to park on footpaths	<p>Yes, the definition of a motor vehicle is the same as in the Land Transport Act which includes a motorcycle.</p> <p><u>No changes are proposed to be made in response to this submission.</u></p>
Under clauses 16.1 and 16.3 footpaths should not be included as their purpose is for pedestrians and parking is not enabled on them	<p>No changes are proposed in response to the submission as the clauses relate to the use of footpaths by other modes, which can include micro mobility vehicles.</p> <p>Currently the Accessible Streets consultation by Waka Kotahi discusses the use of footpaths by e-bikes and other motorised vehicles. It may be appropriate for this not to occur on some parts of our network, or for the speed of such vehicles to be limited below that identified by Waka Kotahi once Accessible Streets is adopted, if provisions in Accessible Streets allow us to do this.</p> <p><u>No changes are proposed to be made in response to this submission.</u></p>
Support 16.2 that changes to status should be notified.	<u>No changes are proposed to be made in response to this submission;</u>
Support clause 24.6 to generally not allow second crossings as too many can cause safety issues.	<p>Our policy is that we do not allow second vehicle crossings without a justifiable reason for this. All new vehicle crossings require an application to Council to assess and approve.</p> <p><u>No changes are required to the bylaw to address this.</u></p>

Consultation should take place before schemes are implemented and other Council decisions identified in the bylaw	<u>This is the intent and no changes are proposed to be made in response to this submission.</u>
<p>Submissions relating to the inability to park on berms including:</p> <ul style="list-style-type: none"> • It removes peoples rights; • It should be allowed as roads are too narrow; • It would create issues in areas like Waikanae Beach and rural areas where roads are narrow; • It prevents stock loading / unloading; • Clauses 7.3 ad 7.5 of the Proposed Transport Bylaw were in direct opposition; • It should be allowed where there is no kerb and channel; • The proposed changes were misleading and it is a fundamental change to the Traffic Bylaw 2010; • It would lead to additional bureaucracy and fines and people should be able to park on roads whether they have a warrant of fitness or not; and • It may be safer in some areas to park on berms. 	<p><u>Proposed amendments to section 7 of the bylaw have been recommended to prevent inappropriate parking and enable some flexibility in response to other submissions received.</u></p> <p>Section 22AB of the Land Transport Act enables Local Authorities to create a bylaw in respect of:</p> <ul style="list-style-type: none"> • prohibiting or restricting, subject to the erection of the prescribed signs, the stopping, standing, or parking of vehicles on any road; and • regulate road matters not addressed under a) to zj) in section 22AB of the Land Transport Act, including but not limited to, enhancing or promoting road safety or protection of the environment. <p>Officers view is that the parking on berms can have implications on road safety and underground services (as some of our services are less than 100mm deep), cause damage to other infrastructure including kerbs, and can create a public nuisance.</p> <p>In this respect it is clearer and more consistent if parking was prohibited on all road margins including berms in the bylaw, as it would remove questions over whether parking was appropriate or complied with criteria or not.</p> <p>Prohibiting parking would also not mean that the Council would issue a fee for every person that parks on a berm every day, rather it provides a mechanism for enforcement if it is required. The bylaw also ensures that there parking offences do not relate to parking on the road margin where parking is specifically provided for.</p> <p>Schedule 1 of the Land Transport (Offences and Penalties) Regulations 1999, provide for this by enabling a fine of \$40 dollars to be issued for parking a vehicle on a roadway when it is practicable to park on a road margin.</p> <p>However, Schedule 1 of the Land Transport (Offences and Penalties) Regulations 1999 does not specifically provide for an offence</p>

	<p>for parking on berms. On road margins offences in Schedule 1 relate to parking:</p> <ul style="list-style-type: none"> • on footpaths and cycle paths; • in an unsafe manner; • without due care; • contrary to a sign; • in areas reserved for certain vehicle classes; and • that obstructs a driveway. <p>Without a specific berm parking offence, the fee may automatically default to \$750 for failure to comply with a relevant bylaw, which would not be in line with the offence.</p>
One organisation raised concerns relating to pedestrian safety on shared paths from bikes and motorised transport such as mobility scooters and e-bikes, at roundabouts (where there are no pedestrian crossings), and at signalised intersections (where it was felt that sufficient time was not given to the pedestrian phase). The submission refers to the Accessible Streets work and proposes that all shared paths and walkways be clearly signposted and that pedestrians have priority	<p>Section 16 of the bylaw should address some of these concerns. Currently the Accessible Streets consultation by Waka Kotahi discusses the use of footpaths by e-bikes and other motorised vehicles. It may be appropriate for this not to occur on some parts of our network, or for the speed of such vehicles to be limited below that identified by Waka Kotahi once Accessible Streets is adopted, if provisions in Accessible Streets allow us to do this. Issues that relate to specific signal phasing and signposting requests can be referred to the Access and Transport team and do not require a bylaw change.</p> <p><u>No changes are proposed to be made in response to this submission.</u></p>
Recommendation that bins and other articles be placed on berms and road edges and not on footpaths	<p>This should be addressed by clause 24.2 of the bylaw.</p> <p><u>No changes are proposed to be made in response to this submission.</u></p>
<p>A submission was made by Waka Kotahi, which:</p> <ul style="list-style-type: none"> • Expressed concerns that Council may be at risk as there is currently no delegation, until revocation, for Council to undertake enforcement on State Highway 1. • Proposed that clause 3.2 is amended to read: "The Bylaw does not apply to State Highways controlled by Waka Kotahi NZ Transport Agency (Waka Kotahi), except for the determination and management of the transport 	<p><u>Changes have been made to clauses 3.2, 3.4, and 4.1 as a result of the Waka Kotahi submission.</u> This is to ensure that there is not an enforcement gap due to the current revocation process, and amendments can be seen as tracked changes at <u>Appendices Four and Five of this report.</u></p>

<p>network where delegated by Waka Kotahi to the Kāpiti Coast District Council <u>pursuant to section 62 of the Government Roding Powers Act 1989</u>"</p> <ul style="list-style-type: none"> Proposes that clause 3.4 is amended to read "This Bylaw applies to public carparks, reserves, any public place owned and controlled by Kapiti Coast District Council and all roads vested in or under the care, control and management of the Kapiti Coast District Council, <u>including partial management or control</u>". <p>Proposed that clause 4.1a is amended to read: "Road shall have the same meaning as in section 315 of the Local Government Act 1974 and the Land Transport (Road User) Rule 2004 and shall where the context requires include a street (<u>excluding State Highways</u>) and any place the public has access to, whether as of right or not" to add clarity.</p>	
<p>One submission requested that 'it' in clause 7.9 was defined, also that at:</p> <ul style="list-style-type: none"> 7.9 the word hinder should be removed because hindering traffic flow is a benefit of on street parking for some road users. It creates a buffer between traffic and pedestrians and causes vehicles to drive more slowly because of the narrowing of the street space for vehicles. 7.9 the part about obstruction of other road users view should be removed. Parked vehicles will block road users view because they are solid objects. It isn't clear what this part of the clause is trying to fix. Road user isn't defined (however the land transport road user rule 2004 definition includes pedestrians) so a parked car could block a pedestrian's view and that would mean it was parked illegally. 	<p><u>This is now section 7.8 and has been proposed for deletion as a consequential change proposed amendments to section 7.5.</u></p>
<p>Greater Wellington Regional Council requested a definition of a bus stop and inclusion provisions for bus stops in the bylaw.</p>	<p>Bus stops are addressed in the Land Transport Rule, Traffic Control Devices, 2004 and offences are covered under the Land Transport (Offences and Penalties) Regulations 1999 and new bus stops are approved by the relevant community board.</p>

	<p>The Land Transport (Road User) Rule 2004 also prevents people from parking in or near bus stops as well as loading zones and disabled spaces.</p> <p><u>No changes are proposed to be made in response to this submission.</u></p>
<p>Councils internal enforcement and legal review also identified the need to make the offences and penalties sections of this report clearer and ensure clarity around offences.</p>	<p><u>Officers considered that this would be useful for readers of the bylaw and so proposed changes can be seen in Appendices Four and Five of this report. Including some language changes for consistency with clause 4.2 by replacing 'must' with 'shall', and changes to Part 5 of the report.</u></p>
<p>Concern that infringements will be issued where vehicles are parked on road without a warrant of fitness.</p>	<p>With regards to the warrant of fitness issue no evidence of current Warrant of Fitness derives from s.34(1)(b) Land Transport Act 1998. However, where appropriate, clause 32 of the bylaw allows dispensation.</p> <p><u>No changes are proposed to be made in response to this submission.</u></p>

Appendix Three – Schedule of Proposed Changes

		Key differences between Proposed Transport Bylaw 2021 and Traffic Bylaw 2010	Differences Between Proposed Transport Bylaw 2021 and Transport Bylaw 2022
1	Title, commencement, and application	Renamed the Transport Bylaw 2021 and amended to clarify the areas under the jurisdiction of the bylaw including road margins and land for which Council is responsible.	Carried over from Proposed Transport Bylaw 2021 with minor changes to dates. Date changed and removed " Proposed " from title.
2	Traffic bylaw validation	Carried over from Traffic Bylaw 2010 with minor amendments to dates.	Carried over from Proposed Transport Bylaw 2021 with minor changes to dates.
3	Objective	Carried over from Traffic Bylaw 2010 with minor amendment to add the Land Transport Act 1998 and the Land Transport Management Act 2003, as well as clarify that activities on the beach are covered by the Beach Bylaw 2021 and Speed Limits are in the Speed Limit Bylaw 2015.	<p>Minor amendments to clauses 3.2 to 3.4 to reflect submission from Waka Kotahi:</p> <p>3.2 The Bylaw does not apply to State Highways controlled by Waka Kotahi NZ Transport Agency (Waka Kotahi), except for the determination and management of the transport network where delegated by Waka Kotahi to the Kapiti Coast District Council, <u>pursuant to section 62 of the Government Roading Powers Act.</u></p> <p>3.3 The Bylaw only applies to land or buildings owned or controlled by Kapiti Coast District Council, <u>and areas of State Highways as identified in clause 3.2.</u></p> <p>3.4 This Bylaw applies to public carparks, reserves, any public place owned and controlled by Kapiti Coast District Council and all roads vested in or under the care, control and management of the Kapiti Coast District Council, <u>including partial management or control.</u></p>
4	Interpretation	<p>The following terms are newly defined (n), deleted (d), or amended (a) to: make the overall intent and scope of the bylaw clearer and/or to align with definitions in other legislation.</p> <ul style="list-style-type: none"> • Authorised officer (a) • Bus Lane (n) • Business (n) • Business Parking Scheme (n) • Parking Meter (a) • Parking Permit (n) • Parking Space (n) 	<p>Changes to and clauses definitions in response to submissions:</p> <p>4.1 In this Bylaw, unless the context otherwise requires: in any Bylaw, unless the context otherwise requires:</p> <p>Definition of E Scooter deleted;</p> <p>Definition of bus lane amended to delete 'clause 1.6'</p> <p>Definition of micro mobility device deleted and replaced with:</p>

		<ul style="list-style-type: none"> • Business Parking Scheme Area (n) • Car Share Vehicle (n) • Class of Vehicle (n) • Council (a) • Cycle (a) • District (n) • Driver (n) • Driveway (n) • Electric Scooter (n) • Licence (n) • High Productivity Motor Vehicle Route (n) • High Occupancy Vehicle Lane • Lane (n) • Metered Space (a) • Micro Mobility Device (n) • Mobility Device (n) • Mobility Parking Scheme (n) • Mobility Parking Space (n) • Motor Home (n) • Motor Vehicle (a) • No Parking (a) • No Stopping (a) • Occupier (a) • Parking Machine (a) • Pay and Display (d) • Pedestrian (a) • Permit (n) • Prescribed Fee (n) • Powered Cycle (n) • Private Land (n) • Public Car Park (a) • Public Holiday (n) • Public Land (n) • Reserve (a) • Resident (n) • Residents Parking Scheme (n) • Residents Parking Scheme Area (n) • Residents Exemption Parking Area (n) • Road (a) • Shared Path (n) • Shared Use Zone (n) • Sign (n) • Small Passenger Vehicle (n) • Small Passenger Vehicle Restricted Parking Area (n) • Time Restricted Parking (n) • Trailer (n) • Unformed Legal Road (n) 	<p><u>'Low Powered Vehicles mean micro mobility devices such as powered bicycles, standing and seated scooters, segways, self-balancing and non-self-balancing devices, and skates that are partially or fully powered by a motor/engine, have a maximum power output not exceeding 300kw. For e-scooters the wheels shall not exceed 355mm.'</u></p> <p>Definition of 'mobility device' replaced with: <u>'Mobility Device has the same meaning as in the Land Transport (Road User) Rule 2004.'</u></p> <p>Definition of 'powered cycle' deleted.</p> <p><u>'Excluding state highways'</u> removed from definition of road.</p> <p>Amendment to clause 4.2 to read:</p> <p>4.2 For the purposes of this Bylaw the word "shall" refers to practices that are mandatory for compliance with this Bylaw <u>and not complying will be considered to be a breach of the bylaw</u>, while the word "should" refers to practices which are advised or recommended.</p>
5	Part 1 - General	<ul style="list-style-type: none"> • New 'Part One – General' title added to the Transport Bylaw 2021; 	<ul style="list-style-type: none"> • No changes

		<ul style="list-style-type: none"> New clauses in the Transport Bylaw 2021 to provide clarity around decision making through Council resolution; 	<ul style="list-style-type: none"> Minor changes to add 'unless the acts or rules specifically require this' to clause 5.1. Minor changes to provide clarity to clauses 5.2 and 5.3 on the areas to which the bylaws applies, and to ensure consistency with other parts of the bylaw.
6	Part Two - Parking	<p>Parking proposals include:</p> <ul style="list-style-type: none"> new section added in Transport Bylaw 2021 to keep all parking related activities in the same place; parking on roads and road margins relatively unchanged between the Traffic Bylaw 2010 and Transport Bylaw 2021, except that a new clause has been added to clarify exemptions and added other land owned or managed by Council; time limited parking areas carried across from the Traffic Bylaw 2010 to the Transport Bylaw 2021 and new clauses have been added to provide clarity; new clauses added to enable Residents and Business Parking Schemes, provide clarity on parking space identification, and support mobility parking; method of parking carried over from Traffic Bylaw 2010 with minor amendments; discontinued parking space remains relatively unchanged between the Traffic Bylaw 2010 and Transport Bylaw 2021, except that additional clauses have been added to provide clarity on decision making and around disabled parking; metered zones, parking meters and pay and display machines carried across from the Traffic Bylaw 2010 to the Transport Bylaw 2021, but clarity added around how they should be established; and 	<ul style="list-style-type: none"> Change to clause 6.1 to include 'roads and road margins' Change to clause 6.4 to replace 'must' with 'shall' for consistency with clause 4.2. Deleted clause 6.6 as this is covered in section 31. Changes proposed to clauses 7.3 to 7.5: No person shall park a vehicle on any road or road margin, including grass berm, verge, kerb, lawn, garden, or reserves, without the permission of an authorised officer due care. Clause 7.3 does not apply if that part of the road or road margin is designed and constructed to accommodate a parked vehicle. For the purposes of clause 7.3 due care means that Any person who parks a motor vehicle on any road or road margin that: <ul style="list-style-type: none"> obstructs traffic flow, presents a safety risk, could cause nuisance to the general public or could cause damage to the road, road margin or services is committing an offence and must remove the said motor vehicle at the request of an Authorised Officer. Deleted: 'While parked on a road, road margin or other land under Council control it must not obstruct or hinder traffic flow and/or obstruct

		<ul style="list-style-type: none"> parking fee to be paid includes minor amendments in the Transport Bylaw 2021, compared to the Traffic Bylaw 2010./ 	<p>other road-users view from clause 7.8.</p> <ul style="list-style-type: none"> Changes to Clause 11.1 No person shall park wWhere an Authorised Officer A person in charge of a motor vehicle shall not park that motor vehicle in a metered space without paying the prescribed fee and operating the parking meter, pay and display machine or other method of paying in accordance with the instructions on the parking meter or pay and display machine, or by any other specified electronic means or method of paying.
7	Part Three – Use of the Road and Other Spaces Under the Ownership or Management of Council	<p>New sections added to group similar activities together. Also new clauses added in the Transport Bylaw 2021 to:</p> <ul style="list-style-type: none"> manage activities in the road and road margin; manage the effects of engine breaking; manage stock, stock races, stock droving, and the transportation of stock; enable and enforce Special Lanes such as Bus Lanes and High Occupancy Vehicle Lanes; support the administration of schemes such as Residents Parking Schemes; enable Council to manage movement of vehicles on the network; and include unformed legal road. <p>Changes to the management of Cycleways, Walkways and Bridleways, and Heavy Motor Vehicles from the Traffic Bylaw 2010 - this section in the Transport Bylaw 2021 has more clauses providing detail relating to implementation when compared to the Traffic Bylaw 2010;</p> <p>Minor changes to the temporary restrictions on the use of roads between Traffic Bylaw 2010 and Transport Bylaw</p>	<ul style="list-style-type: none"> Minor changes to replace the term 'must' with '<u>shall</u>' to be consistent with clause 4.2. Deleted clauses 16.6, 17.1, 20.4, 25.2, 26.7 and 27.2 as this is covered by clauses 4.2 and 31.1. Changes to clauses 19.6 and 21.5 to link to relevant clauses in sections 19 and 21 that relate to a resolution of Council and correct a minor error with clause references in clause 21.5: <ul style="list-style-type: none"> A person must-shall not act in a manner that contravenes resolutions made pursuant to clauses 201.1 and 201.2 or any conditions required to ensure compliance with a Council resolution made under clause 21.4. A person shall must not act in a manner that contravenes resolutions made pursuant to clauses 19.1 to 19.3 and any conditions relating to the granting of an exemptions under clause 19.4.

		<p>2021, to include clarity around what constitutes an offence;</p> <p>Amendments made to the Transport Bylaw 2021, when compared to the Traffic Bylaw 2010, with regards to the Selling of Goods and Services amended to support these activities where appropriate.</p> <p>Damage to signs moved into this section and roadworks remains unchanged between the Traffic Bylaw 2010 and Transport Bylaw 2021.</p>	<ul style="list-style-type: none"> Change to clause 24.3 to correct a spelling error and 24.5 to define minor repair: <u>(such as the changing of a tyre)</u>, and refer to the correct clause <u>24.4</u> not <u>24.3</u>.
8	Part Four – Administration	<p>This new section has been added to provide clarity around administration and provide support for any new Residents or Business Parking Scheme that may be put in place by future resolution of Council. A new section has been included on the dispensing of power.</p>	<p>Minor change to clauses 28.1 and 30.1 replace 'must' with 'shall'.</p>
9	Part Five – Offences and Breaches	<p>Section relating to the committing of an offence has been carried over from the Traffic Bylaw 2010 to the Transport Bylaw 2021 with minor amendments to document titles and dates.</p>	<p>31. OFFENCES, AND-BREACHES <u>AND PENALTIES</u></p> <p>31.1 Every person who breaches this Bylaw <u>or resolutions of Council made under this bylaw</u> commits an offence and is liable upon summary conviction to penalties as set out under the Land Transport Act 1962, Land Transport Act 1998, the Local Government Act 1974 or the Local Government Act 2002; whichever may apply.</p> <p><u>31.2 Driving and parking breaches in respect of resolutions of Council made in respect of this Bylaw will incur an infringement fee as set out by any resolution of Council, and identified in a relevant schedule to the bylaw, or Schedule 1 or 1B of the Land Transport (Offences and Penalties) Regulations 1999 or other relevant acts.</u></p> <p><u>31.3 Subject to any provision to the contrary, any person guilty of an offence, other than a parking or driving offence, against this Bylaw shall be subject to the penalties as set out by any resolution of Council, and identified in a</u></p>

			<p><u>relevant schedule to the, or in section 242 of the Local Government Act 2002, and is liable on conviction to a fine not exceeding \$20,000</u></p> <p><u>31.4 Any offences under this bylaw do not apply to:</u></p> <p><u>a) a vehicle that is actually engaged in urgent repair work to a public utility service;</u></p> <p><u>b) a vehicle that is being used as an emergency vehicle in attendance at an emergency situation; or</u></p> <p><u>c) a vehicle that is being used to transport registered medical personnel to assist at an emergency situation.</u></p>
11	Part Six - Bylaws	Carried over from Traffic Bylaw 2010 to with minor amendments including a section title and reference to bylaws rather than the General Bylaw 2010.	No changes proposed.



**KAPITI COAST DISTRICT COUNCIL DRAFT
TRANSPORT BYLAW 202~~1~~²**

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1. TITLE, COMMENCEMENT AND APPLICATION

- 1.1 This Bylaw may be cited as the Kapiti Coast District Council Transport Bylaw 202~~12~~ and shall come into force on ~~31 December~~ March 202~~21~~.
- 1.2 The Bylaw is made pursuant to Sections 145 (a) and (b), and 146 (b) of the Local Government Act 2002 and section 22AB of the Land Transport Act 1998.
- 1.3 This Bylaw applies to the Kapiti Coast District.
- 1.4 This Bylaw replaces the Kapiti Coast District Council Traffic Bylaw 2010 and Kapiti Coast District Council General Bylaw 2010.

2. BYLAW VALIDATION

- 2.1 The Kapiti Coast District Council Transport Bylaw 202~~21~~ was approved at a meeting of the Kapiti Coast District Council on ~~29 November 2021~~ 24 February 2022, after completion of the Special Consultative Procedure.
- 2.2 The Common Seal of the Kapiti Coast District Council was affixed hereto, pursuant to resolution of Council on ~~29 November 2021~~ 24 February 2022 in the presence of:

K Gurunathan
Mayor

Councillor James Cootes

Wayne Maxwell
Chief Executive

3. OBJECTIVE AND SCOPE

- 3.1 The purpose of the Kapiti Coast District Council Transport Bylaw 202~~21~~ is to set the requirements for parking and the control of vehicular or other traffic and activities on any road, public car park, reserve or any other public place owned or controlled by Kapiti Coast District Council in the district.
- 3.2 The Bylaw does not apply to State Highways controlled by Waka Kotahi NZ Transport Agency (Waka Kotahi), except for the determination and management of the transport network where delegated by Waka Kotahi to the Kapiti Coast District Council, pursuant to section 62 of the Government Roadway Powers Act.
- 3.3 The Bylaw only applies to land or buildings owned or controlled by Kapiti Coast District Council, and areas of State Highways as identified in clause 3.2.
- 3.4 This Bylaw applies to public carparks, reserves, any public place owned and controlled by Kapiti Coast District Council and all roads vested in or under the care, control and management of the Kapiti Coast District Council, including partial management or control.
- 3.5 Nothing in this Bylaw derogates from any provision of, or the necessity for compliance with:
- the Land Transport Act 1998 or any Act passed in amendment or substitution thereof;
 - the Land Transport Act 1962 or any Act passed in amendment or substitution thereof;
 - the Local Government Act 2002 or any Act passed in amendment or substitution thereof;
 - the Land Transport Act 1998 (Road User) Rule 2004 or any Rules passed in amendment or substitution thereof;
 - the Land Transport Management Act 2003 or any Rules passed in amendment or substitution thereof;
 - any other applicable Acts, regulations or rules; and
 - any other Council Bylaws or District Plan requirements.
- 3.6 In the interests of clarity, whilst the beach is classed as a road, all permitted activities and regulations relating to beaches can be found in the Kapiti Coast District Council Beach Bylaw 2021, and speed limits are identified in the Kapiti Coast District Council Speed Limit Bylaw 2015.

4. INTERPRETATION

- 4.1 In this Bylaw, unless the context otherwise requires, ~~in any Bylaw, unless the context otherwise requires:~~
- the following term definitions apply:

Approval means permission granted, by Council or an Authorised Officer, to carry out an activity. This may require a permit and may be subject to conditions

Authorised Officer means any officer of Council or other person authorised by Council to administer and enforce its Bylaws, and any person appointed especially or generally by Council to enforce the provisions of this Bylaw, including:

- a) a Council enforcement officer;
- b) a parking warden appointed by Council under Section 128D of the Land Transport Act 1998; and
- c) any Police Officer.

Bridleway means an off-road path for horse riders to which motor vehicles do not have access. Cyclists and pedestrians may be allowed to share use.

Bus Lane has the same meaning as in ~~clause 1.6 of~~ the Land Transport (Road User) Rule 2004.

Business means a commercial activity paying rates as such.

Business Parking Scheme means a scheme pursuant to a resolution passed under this Bylaw, where businesses and their staff and visitors are able to park in a Business Parking Scheme Area with a relevant and valid permit.

Business Parking Scheme Area means a road, part of a road or group of roads subject to the designation as a Business Parking Scheme Area under this Bylaw where only vehicles of businesses in these areas or their staff and visitors may park on street with the relevant and valid permit.

Car Share Vehicle means a vehicle or groups of vehicles operated by an organisation approved by Council that rents out vehicles to its members.

Carriageway means the portion of the road that has been formed and laid out for the use of vehicular traffic in general.

Class of vehicle shall have the same meaning as vehicle types as defined by Waka Kotahi and includes, but is not limited to:

- a) car and passenger vehicles;
- b) heavy motor vehicles;
- c) heavy trailers;
- d) light goods vehicles;
- e) buses and taxis;
- f) boats;
- g) motorhomes, caravans and light trailers;
- h) electric vehicles;
- i) low powered vehicles such as e-scooters, e-bikes and power assisted scooters;
- j) mobility scooters;

- k) automated and autonomous vehicles;
- l) cycles;
- m) motorbikes;
- n) quads and all terrain vehicles;
- o) specialist vehicles;
- p) agricultural vehicles and forklifts; and
- q) scooters and skateboards.

For the avoidance of doubt, taxi means the same as a small passenger vehicle for the purpose of this Bylaw.

Clearway means any part of the road which pursuant to a resolution of Council is set aside for the free passage of motor vehicles during the times specified within the resolution.

Council means the Kapiti Coast District Council or any committee, community board, or a person delegated or authorised to exercise the authority of the Council.

Cycle means a wheeled vehicle that is designed primarily to be propelled by the muscular energy of the rider/s. It includes but is not limited to unicycles, bicycles, and tricycles.

Cycle Lane means part of a road way allocated specifically for cycle use, but which may occasionally be used for motor vehicles (e.g. for turning at intersections or driveways or manoeuvring into parking spaces).

Cycle Path means an off-road path for cycles to which motor vehicles do not have access – it can be an exclusive cycle path, a shared use path or a separated path.

Driver of a vehicle includes any person in charge of the vehicle.

Driveway means a defined area used by vehicles travelling between a public roadway and property adjacent to or near the road.

~~**Electric Scooter (E-Scooter)** means a scooter designed in the style of a traditional push scooter, with a maximum power output not exceeding 300W.~~

Footpath or Walkway means as much of any road or public place that is laid out or constructed by the authority of Council for pedestrian use.

Heavy Motor Vehicle means a motor vehicle that has a gross vehicle mass exceeding 3,500 kg.

High Productivity Motor Vehicle means trucks that are able to operate above the current 44 tonne weight limit under permit

High Productivity Motor Vehicle Route means routes that are suitable for high productivity motor vehicles (HPMVs) carrying the maximum loads available under a permit.

High Occupancy Vehicle Lane means a lane for high occupancy vehicles such as buses, minibuses and cars with multiple passengers.

Lane has the same meaning as in clause 1.6 of the Land Transport (Road User) Rule 2004.

Loading zone means an area designated solely for the purpose of loading or unloading goods or passengers.

Low Powered Vehicles mean micro mobility devices such as powered bicycles, standing and seated scooters, segways, self-balancing and non-self-balancing devices, and skates that are partially or fully powered by a motor/engine, have a maximum power output not exceeding 300kw. For e-scooters the wheels shall not exceed 355mm

Metered Space means a part of a road in a metered zone which has boundaries marked out and defined by painted lines for the accommodation of a motor vehicle.

Metered Zone means any road, or part of a road, or any other piece of land owned or occupied by the Council, and determined by resolution of the Council, to be used as a place where motor vehicles may park and at which parking meters or pay and display machines, parking machines or mobile app based parking are established and maintained.

~~**Micro-Mobility Device** means powered bicycles, standing and seated scooters, segways, self-balancing and non-self-balancing devices, and skates that are partially or fully powered by a motor/engine, have a top speed of no greater than 48 km and have a curb weight of no greater than 500 lb (227 kg).~~

~~**Mobility Device** has the same meaning as in the Land Transport (Road User) Rule 2004, is a vehicle:~~

~~designed and constructed for people needing help with mobility because of physical or neurological impairment~~

~~powered solely by a motor of up to 1500 watts~~

~~includes but is not limited to mobility scooters and powered wheelchairs.~~

Mobility Parking Permit means a current / valid permit or concession card issued by CCS Disability Action or Sommerville Disability Support Services to a person with a physical disability.

Mobility Parking Space means a parking space set aside by signs or markings by Council for exclusive use by holders of a current / valid mobility parking permit or concession from CCS Disability Action or Sommerville Disability Support Services.

Motorhome means a motor vehicle equipped with living quarters.

Motor Vehicle shall have the same meaning as a motor vehicle defined in the land transport act.

No Parking means 'no stopping', except that stops for short periods are permitted for the purpose of taking up or setting down passengers or goods.

No Stopping means that a vehicle may not be stopped or allowed to remain stationary, except when necessary to avoid conflict with other traffic or to comply with the directions of a member of the police force or a traffic control sign or signal.

Occupier in relation to any property or premises, means the inhabitant occupier of that property or premises and, in any case where any building, house, tenement, or premises is unoccupied includes the owner.

Parking shall have the same meaning as defined in the Land Transport (Road User) Rule 2004.

Parking Machine means a device designed for the purpose of issuing a receipt, by print or electronic communications, including mobile app parking:

- a) indicating the date and time of payment of a fee;
- b) identifying the amount of fee paid and time until which a motor vehicle may be parked within a parking meter area controlled by that pay and display parking meter;
- c) used for the purpose of controlling or monitoring the parking of any motor vehicle in a parking place; and
- d) includes single, multiple and pay and display parking meters and any other device that is used to collect payment in exchange for parking a motor vehicle in a particular place for a limited time.

Parking Meter and Pay and Display Machines means an appliance designed and installed for the purpose of automatically measuring and indicating the time within which a motor vehicle may be parked at a metered space and includes the standard to which that appliance is fixed.

Parking Permit means a permit issued by or on behalf of Council for the purpose of parking in a space or on the road in an area owned or managed by Council.

Parking Space means a space or section in a parking meter area indicated by and lying within any markings made by Council (whether by paint or otherwise) for the accommodation of a motor vehicle, and "metered space" and "metered parking space" have a corresponding meaning.

Pedestrian means any person on foot.

Permit means a permit to park a vehicle on a road or parking space supplied by the Council, under this Bylaw.

Prescribed fee means New Zealand coin, or token, card, prepaid parking device, or other system of payment prescribed by resolution of Council pursuant to this Bylaw as the fee payable for parking in a parking meter area.

~~Powered Cycle is a pedal cycle to which is attached one or more auxiliary propulsion motors having a combined maximum power output not exceeding 300 watts.~~

Public Carpark includes a road, street or area designated for car parking (including a building) that is under the control of Council and to which the public has access, whether free or on payment of a charge, where a person can park a motor vehicle in accordance with this Bylaw.

Public Holiday means a day specified as a public holiday in section 44(1) of the Holidays Act 2003.

Public Land means a place that is under the control of Council or a Council-controlled organisation that, at any material time, is open to or is being used by the public, whether free or on payment of a charge. To avoid doubt this includes any park, reserve, recreational ground, pool, community facility, sports field or facility, public open space, public garden, public square, cemetery, beach, foreshore, dune, wharf, breakwater, boat ramp, pontoon, road, street, lane, thoroughfare, footpath, access way, cycleway, bridleway, car park, grass verge, berm, and any part of the public place.

Publicly Notified means a notice published in a newspaper circulating in the Council's district that provides information to the public and where the notice sets forth the object, purport, or general effect of a document it shall be sufficient notice of that document.

Reserve shall have the same meaning as in the Reserves Act 1977.

Resident in respect of a particular road the subject of a Residents Parking Scheme resolution under this Bylaw, means a person whose only or principal residential accommodation is a dwelling or other building which has its only or principal legal access from that particular road, or which has such access in the vicinity of that road.

Residents Parking Scheme means a scheme pursuant to a resolution passed under this Bylaw where residents and visitors can park in a Residents Parking Scheme Area with the relevant permit.

Residents Parking Scheme Area means a road, part of a road or group of roads subject to the designation as a Residents Parking Scheme Area under this Bylaw where only vehicles of residents on those roads or their visitors may park on the street with the relevant permit.

Residents Exemption Parking Area is a road, part of a road or group of roads where a parking restriction is in place and vehicles of residents residing on those roads within the Residents Exemption Parking Area, with the relevant permit, are exempt from the parking restrictions.

Road shall have the same meaning as in section 315 of the Local Government Act 1974 and the Land Transport (Road User) Rule 2004 and shall where the context requires include a street ~~(excluding State Highways)~~ and any place the public has access to, whether as of right or not.

Road Margin includes:

- a) any channel and kerbing adjoining the carriageway;
- b) any grass or metalled areas between the channel and kerbing and the footpath or the boundary of private property;
- c) any grass or metalled areas immediately adjoining the carriageway; and
- d) any areas adjoining the carriageway where underground services have been buried.

Shared Path has the same meaning as section 11.1A in the Land Transport (Road User) Rule 2004 and the provisions under section 11.1A apply.

Shared Use Zone has the same meaning as the Land Transport (Road User) Rule 2004.

Sign means anything visible from a public place (including from roads or state highways) which is intended to attract the attention of people passing by for the purpose of directing, identifying, informing or advertising. It includes any frame, board or other supporting structure, disseminating device or associated illumination of any sign. It includes flags or banners which do not contain any text or graphics but are positioned to attract the attention of passers-by. The sign may be manufactured, painted, written, drawn, projected or disseminated, digital, variable message signs, inflated or carved, in an aerial display, free-standing, or projecting from or attached to a building or other structure, vehicle or object. A sign may include advertising by sound so as to be discernible from a public place.

Small Passenger Vehicle means the same as the Land Transport Act 1998.

Small Passenger Vehicle Restricted Parking Area means the area or areas of road identified as such by resolution of Council from time to time.

Special Lane means a lane that is used by certain vehicles such as taxis, or for high occupancy vehicles such as minibuses or cars with one or more passengers.

Time Restricted Parking means a parking space, road, part of road, group of roads, zone or areas where there is a limit to the length of time a vehicle or class of vehicles may park.

Trailer means

- a) a vehicle without motive power that is capable of being drawn or propelled by a vehicle from which it is readily detachable, including a caravan and boat trailer; but
- b) does not include—
 - (i) a sidecar attached to a motorcycle; or
 - (ii) a vehicle normally propelled by mechanical power while it is being temporarily towed without the use of its own power.

Unformed Legal Road (or paper road) means legally recognised road that is undeveloped or partly formed, but provides public access.

- 4.2 For the purposes of this Bylaw the word “shall” refers to practices that are mandatory for compliance with this Bylaw and not complying will be considered to be a breach of the bylaw, while the word “should” refers to practices which are advised or recommended.
- 4.3 Any words, phrases or expressions used in this Bylaw which have meanings assigned to them by the Land Transport Management Act 2003 or the Land Transport Act 1998 or Rules made under the Land Transport Act 1998, or any amendments thereof, shall have such meanings as are respectively assigned. This is unless such meanings would be inconsistent with, or the context otherwise requires, or a different definition is given in clause 4.1.
- 4.4 Council may by resolution delegate to any Committee or elected member of Council or an officer any of the functions imposed upon it by any clause of this Bylaw or any amendments thereto.

PART ONE – GENERAL

5. GENERAL

- 5.1 Council may, by a publicly notified resolution, impose such prohibitions, restrictions, controls, or directions concerning the use by transport of any road or other area controlled by the Council, as are permitted by any relevant enactment. However, where the restriction / control / prohibition / direction is already provided for in a relevant enactment, such as the Local Government Act 1974 or Land ~~the~~ Transport Rules, a Council resolution is not required unless the acts or rules specifically require this.
- 5.2 Any resolution may:
- a) be made in respect of a specified class, type or mode of transport, and may be revoked or amended by the Council;
 - b) be expressed or limited to apply only on specified days, or between specified times, or in respect of specified event or classes of events, or be limited to specified maximum periods of time;
 - c) also, where appropriate, prescribe, abolish or amend fees, whether annual, hourly or otherwise, as Council may reasonably require for any parking space or residents’ parking scheme; and may prescribe the methods of displaying appropriate receipts for payments, or other authority to use or park in such spaces or areas;
 - d) be made in respect of any defined part of a road, including, any defined footpath or lane or other land and building under the control of Council; and
 - e) in respect of any resolution made in terms of this Bylaw, specify a minimum number of occupants in any private motor vehicle.
- 5.3 The Chief Executive shall authorise the marking of roads, buildings or land and erection of signs on any road or public carpark as necessary to give effect to any resolution made pursuant to this Bylaw.

- 5.4 Council may, by a publicly notified resolution rescind, amend or vary any resolution made pursuant to this Bylaw.
- 5.5 Resolutions proposed under this Bylaw will be published for at least four weeks before Council considers it, to enable any interested party to provide comments, and it is at Council's discretion whether requests to be heard by Council will be granted.

PART TWO - PARKING

6. PARKING - GENERAL

- 6.1 Council may by resolution impose such prohibitions, restrictions, controls, or directions concerning parking in areas owned or managed by Council including, but not limited to:
 - a) car parks;
 - b) parking buildings;
 - c) transport hubs;
 - ~~e)d) roads and road margins;~~
 - ~~d)e) time restriction zones;~~
 - ~~e)f) residents and business parking zones;~~
 - ~~f)g) meter parking zones and spaces; and~~
 - ~~g)h) coupon parking spaces and zones.~~
- 6.2 Pursuant to the resolution at clause 6.1 Council may:
 - a) Prohibit or restrict the stopping, standing or parking of vehicles on any road;
 - b) Limit the stopping, standing or parking of vehicles on any land including road, part of a road or group of roads, to vehicles of any specified class or description of vehicle;
 - c) Limit the period of time that vehicles may park on any land including road, part of a road or group of roads where parking is limited to such vehicles; and
 - d) Impose any other conditions Council sees fit, including as it may consider necessary or desirable for the efficient management and control of all or any part of a time restricted parking zone.
- 6.3 Any resolution made under clause 6.1 will be given effect to only once appropriate road markings and signs are in place.
- 6.4 A person ~~must~~ shall not park a vehicle in contravention of any prescribed fee, prohibition or restriction made by Council pursuant to this Bylaw, including a resolution made by the Council.
- 6.5 Any restrictions that apply to a zone, do not apply in locations within that zone parking area where other specific stopping, standing or parking restrictions apply.
- ~~6.6 — A person must not act in a manner that contravenes resolutions made pursuant to clauses 6.1 to 6.5.~~

7. PARKING ON THE ROAD, ROAD MARGIN AND OTHER LAND OWNED OR MANAGED BY COUNCIL

- 7.1 No person shall park a motor vehicle on any footpath.
- 7.2 No person shall park a heavy motor vehicle on any road or road margin without the prior written permission of an Authorised Officer.
- 7.3 No person shall park a vehicle on any road or road margin, including grass berm, verge, kerb, lawn, garden, or reserves, without ~~the prior written permission of an Authorised Officer~~due care.
- 7.4 Clause 7.3 does not apply if that part of the road or road margin is designed and constructed to accommodate a parked vehicle.
- 7.5 For the purposes of clause 7.3 due care means that Aany person who parks a motor vehicle on any road or road margin that:
- a) obstructs traffic flow,
 - b) presents a safety risk,
 - c) causes nuisance to the general public or
 - d) could cause damage to the road, road margin or services,
- is committing an offence and must remove the said motor vehicle at the request of an Authorised Officer.
- ~~7.5~~7.6 No person shall park any motor vehicle on any road, road margin or areas under the control of Council in contravention of a restriction imposed by the Council, and evidenced by appropriate signs and/or road markings, except with the prior written permission of an Authorised Officer and in accordance with any condition that may be required.
- ~~7.6~~7.7 Except with the written permission of the Council, and in compliance with any conditions subject to which that permission is given, no person shall park or abandon any motorhome, caravan, boat, inoperative or unregistered motor vehicle, or trailer on any road, road margin or other land under Council control for a period exceeding 7 days, or a period of less than 7 days that Council may determine by resolution.
- 7.8 For the purposes of clause 7.7 a motor vehicle shall be deemed to have been continuously parked for the prescribed period, if even if it has been moved within the period for a distance of less than 1km. ~~While parked on a road, road margin or other land under Council control it must not obstruct or hinder traffic flow and/or obstruct other road users view.~~

8. TIME LIMITED PARKING AREAS

8.1 Council may by, a resolution:

- a) Designate any land, any road, part of a road, road or group of roads under the control of Council as a time limited parking area and specify that the designation shall apply during certain hours of the day and/or certain days of the week, in a certain manner and in accordance with conditions; and/or
- b) Declare that any time limited parking area shall on certain hours of the day and/or days of the week be set aside as a clearway.

8.2 Council shall, in the resolution, specify:

- a) the number and situation of parking spaces within each time restricted parking zone;
- b) the maximum duration of time a motor vehicle may be parked within the time limited parking area;
- c) the class or description of vehicles that may stop, stand or park within a time restricted parking zone;
- d) any fees or charges that apply; and
- e) any other conditions that Council sees fit, including as it may consider necessary or desirable for the efficient management and control of all or any part of a time restricted parking zone.

8.3 Any resolution made under clause 8.2 will be given effect to only once appropriate road markings and signs are in place.

8.4 A driver of a motor vehicle shall not park or allow such motor vehicle to remain parked in a time limited parking area for a period exceeding that specified on any traffic sign alongside or near or at each end of the time limited parking area.

8.5 For the purposes of clause 8.4, a motor vehicle shall be deemed to have been continuously parked in a time limited parking area if the motor vehicle remains within the extremities of the same time limited parking area having been moved or driven from the original place the motor vehicle was parked.

9. RESIDENTS AND BUSINESS PARKING SCHEMES AND AREAS

9.1 Council may by, resolution set up residents and business parking schemes.

9.2 To give effect to clause 9.1 Council may by resolution:

- a) Designate any land, part of a road, road or group of roads under the control of Council as a residents, business or coupon parking area, and specify that the designation shall apply during certain hours of the day and/or certain days of the week.

9.3 Council shall, in the resolution, specify:

- a) the area, road, parts of a road or group of roads to which the restrictions apply;
- b) the maximum duration of time a motor vehicle may be parked within the time limited parking area;
- c) that groups to which the permits can be issued e.g. residents, businesses and their visitors (including delivery vehicles);
- d) the class or description of vehicles that may stop, stand or park within a time restricted parking zone;
- e) the number of people within a building that can apply for a permit;
- f) the manner in which the scheme and permits can be applied for (see also part four);
- g) the evidence required for consideration of a scheme;
- h) the fees it will charge to cover the reasonable cost to Council in granting a permit to park, setting up, maintaining and policing the scheme, erecting traffic signs and placing road-markings;
- i) whether any exemptions apply including, but not limited to shift workers and car pools; and
- j) any other conditions Council sees fit, including as it may consider necessary or desirable for the efficient management and control of all or any part of a time restricted parking zone.

9.4 Any resolution made under clause 9.2 will be given effect to only once appropriate road markings and signs are in place.

9.5 No permit is capable of being assigned or transferred to any person or vehicle, unless specifically issued by Council for that purpose.

9.6 A driver of a motor vehicle shall not park or allow such motor vehicle to remain parked in residents or business parking scheme area for a period exceeding that specified on any traffic sign alongside or near or at each end of the residents, business or coupon parking area or on the permit / coupon issued.

10. METHOD OF PARKING

10.1 A driver of a motor vehicle shall not park or allow such motor vehicle to remain parked in a parking space across any line marking, or in such a position that the said motor vehicle is not entirely within the parking space.

10.2 A driver of a motor vehicle shall not park or allow such motor vehicle to remain parked in a parking space which is already occupied by another motor vehicle.

10.3 If a parking space is parallel to the kerb or footpath of any road the driver of any motor vehicle occupying such parking space shall park the motor vehicle with the left side of the motor vehicle as close as practicable to the left side of the road and facing in the same direction as the flow of traffic.

10.4 If a parking space is at any angle to the kerb or footpath of any road the driver or person in charge of any motor vehicle occupying such parking space shall park the motor vehicle so that it is entirely within the parking space and parallel to the lines or other indicators

marking the limit of the parking space, with the motor vehicle aligned with the direction of traffic and as near as practicable to such kerbs or footpath.

11. DISCONTINUED PARKING SPACE

- 11.1 ~~No person shall park.~~ Where an Authorised Officer determines that any parking space should be temporarily discontinued as a parking space or, the Authorised Officer may place or erect a sign indicating this such as a "No Stopping" sign at the parking space. The sign should also indicate the reason for the temporary restriction and if known, the time frame that the restriction will be in place.
- 11.2 Under clause 11.1 Council may limit this to a class of vehicle or person.
- 11.3 If a mobility parking space is temporarily discontinued, an alternative mobility parking space shall be established in the nearest suitable place for the length of time of the discontinuance and signed correctly.

12. METERED ZONES, PARKING METERS AND PAY AND DISPLAY MACHINES

- 12.1 Council may by publicly notified resolution:
- a) declare any road or part of a road to be a metered zone;
 - b) declare any piece of land or building owned or occupied by Council and not being a road or part of a road to be a metered zone;
 - c) fix the time allowed for parking in such metered spaces;
 - d) fix the fees or other charges payable for the parking of vehicles within the metered zone or particular metered space; and
 - e) fix the hours during which the payment of a fee for parking meters or pay and display machine is required.
- 12.2 In accordance with any resolution made under clause 12.1 of this Bylaw Council shall:
- a) establish and mark out metered spaces in all metered zones;
 - b) identify the fees or other charges to be paid for parking in any parking space in a metered zone;
 - c) identify the means or manner by which fees or other charges may be paid in respect of each space, including by parking machine or other electronic means; and
 - d) apply any other conditions that Council sees fit, including as it may consider necessary or desirable for the efficient management and control of all or any part of metered parking zone or space.
- 12.3 Parking meters or pay and display machines shall be located within the metered zone which they are to control. Any pay and display machine shall issue a card on insertion of the prescribed fee in accordance with the instructions on the machine.

- 12.4 A person shall not park a motor vehicle in a metered space so that any part of that motor vehicle extends beyond any line defining that metered space unless by reason of its size it may be necessary for the motor vehicle to extend onto an adjoining and unoccupied metered space. In such event the driver shall be liable to pay a parking fee for each metered space so occupied.
- 12.5 Any resolution made under clause 12.1 will only be given effect to once appropriate road markings and signs are in place.
- 12.6 Council may, by a publicly notified resolution rescind, amend or vary any resolution made pursuant to Clause 12.1.
- 12.7 Every person commits an offence against this Bylaw who misuses any parking meter or pay and display machine, or who interferes, tampers, or attempts to tamper with the working or operation of any parking meter or pay and display machine or who without due authority affixes or attempts to affix any placard, advertisement, notice, list, document, board or thing, or to paint, write upon or disfigure any parking meter or pay and display machine.

13. PARKING FEE TO BE PAID

- 13.1 A person in charge of a motor vehicle shall not park that motor vehicle in a metered space without paying the prescribed fee and operating the parking meter, pay and display machine ~~or other method of paying~~ in accordance with the instructions on the parking meter or pay and display machine, or by any other specified electronic means or method of paying.
- 13.2 A person in charge of a vehicle shall not allow that motor vehicle to occupy a metered space in excess of the maximum period of time allowed by that metered space or within the metered zone.
- 13.3 Where a motor vehicle is parked on a metered space controlled by a pay and display machine, a valid card issued by the pay and display machine shall be placed on the dashboard at the front of the motor vehicle, in a manner which will allow the expiry time to be seen by an Authorised Officer from outside the motor vehicle.
- 13.4 A person shall not deposit in any parking meter or pay and display machine any coins that are not New Zealand currency.

14. MOBILITY PARKING

- 14.1 Council may by resolution, reserve space on any road or land under the ownership and control of Council for the exclusive use of vehicle carrying a disabled person and where a valid permit is displayed.

PART THREE – USE OF THE ROAD AND OTHER SPACES UNDER THE OWNERSHIP OR
MANAGEMENT OF COUNCIL

15. ROAD USE

15.1 Council may, by resolution and where subject to the erection of the prescribed signs, restrict or prescribe movements for vehicles or classes of vehicles on any road including, but not limited to:

- a) left and right turning movements;
- b) u-turns;
- c) requiring vehicles to travel in one direction only; and
- d) prohibiting certain movements at intersections, on road or on cycle paths.

15.2 Any resolution made under clause 15.1 may:

- a) specify the hours or days of the week to which the requirements apply; and
- b) exempt specific road users, such as cyclists from these requirements.

15.3 A person ~~must~~shall not proceed to drive a vehicle in a direction or undertake a manoeuvre that has been prohibited by Council.

16. CYCLEWAYS, WALKWAYS, BRIDLEWAYS, FOOTPATHS, CYCLE LANES AND SHARED PATHS

16.1 Council may by resolution enable or prohibit different modes and vehicles of travel from using a cycleway, walkway, bridleway, footpath, cycleway and shared path. This resolution may:

- a) be expressed or limited to apply only on specified days, or between specified times, or in respect of specified event or classes of events, or be limited to specified maximum periods of time; and
- b) identify the speed of different modes and classes of vehicles including but not limited to mobility scooters and e-bikes.

16.2 Council by a publicly notified resolution may set aside any public land or any portion of any public land as a cycleway, walkway, bridleway, footpath, cycle lane and shared path, or a combination thereof.

16.3 Except for an emergency or with the permission of an Authorised Officer a person shall not park or drive any motor vehicle on any cycleway, walkway, bridleway, footpath, cycle lane and shared path.

16.4 Clause 16.3 shall not apply to the driving of a motor vehicle over cycleway, walkway, bridleway, footpath, cycle lane and shared path by means of a vehicle crossing constructed for the purpose of gaining vehicular access to any property from a road.

- 16.5 Clause 16.3 shall not apply to the driving of a mobility device by a person who requires mobility assistance as long as the person complies with the Land Transport (Road Users) Rule 2004.

~~16.6 A person must not act in a manner that contravenes resolutions made pursuant to clauses 16.1 to 16.5.~~

17. TEMPORARY RESTRICTIONS ON THE USE OF ROADS

- 17.1 In accordance with the Setting of Speed Limits Rule 2003 where an Authorised Officer considers that there is, or is likely to arise on a road or any part of road a risk of:

- a) danger to the public or to road workers; or
- b) damage to the road.

Council may temporarily restrict the use of, or speed of, or class of vehicles which may use the road or any part of that road. Any such restriction shall be indicated by the display of temporary warning signs.

~~17.2 A person must not act in a manner that contravenes resolutions made pursuant to clause 17.1.~~

18. ROAD WORKS

- 18.1 Any vehicle being used for the purpose of maintenance or construction of roading, or of any other utility, may be driven or parked contrary to this Bylaw with permission of an Authorised Officer, provided it is parked or driven with due consideration of other road users and the general public.

19. HEAVY MOTOR VEHICLES

- 19.1 A Council may by resolution

- a) require that Heavy Motor Vehicles of a specified weight, class, size and carrying certain goods ~~must~~ shall use a High Productivity Motor Vehicle Route; or
- b) prohibit a Heavy Motor Vehicle from using certain roads, parts of roads or groups of roads because of its size or nature or the nature of the goods carried, makes it unsuitable for these roads.

- 19.2 A Council may by resolution prohibit the parking of Heavy Motor Vehicles of a specified weight, class and size from parking overnight in certain roads, parts of roads or groups of roads.

- 19.3 Any prohibitions under this Bylaw that specifically relate to Heavy Motor Vehicles shall not apply to a network utility operator or its authorised agent, or contractor engaged in the provision of, or maintenance of a network utility operation on a road or part of a

road. (The expression "network utility operator" has the same meaning given to it by Section 166 of the Resource Management Act 1991).

19.4 Council may also grant exemptions to these resolutions where it is satisfied that:

- a) safety will not be compromised;
- b) for the purpose of providing emergency access;
- c) for the purpose of loading / unloading goods where no alternatives exist;
- d) damage will not occur on roading and infrastructure assets or that this damage will be rectified; and
- e) approval has been granted by the Road Controlling Authority authorising access.

19.5 Any resolutions made under clause 19.1 to 19.4 will be given effect to only once appropriate road markings and signs are in place.

19.6 A person ~~must~~ shall not act in a manner that contravenes resolutions made pursuant to clauses 19.1 to 19.3 and any conditions relating to the granting of an exemptions under clause 19.4.

20. SPECIAL LANES

20.1 Council may by resolution designate lanes for specified classes of vehicles and prohibit other users from entering these lanes, including but not limited to:

- a) buses; and
- b) high occupancy vehicles.

20.2 Any resolution made pursuant to clause 20.1 ~~must~~ shall include the type of vehicle for which the lane is designated or prohibited, and the hours of operation.

20.3 Any resolutions made under clause 20.1 and 20.2 will be given effect to only once appropriate road markings and signs are in place.

~~20.4 A person must not act in a manner that contravenes resolutions made pursuant to clauses 20.1 and 20.2.~~

21. SELLING AND LEASE OF GOODS AND SERVICES

21.1 A person shall not sell or offer any goods or services of any kind for payment or donation (including the washing and cleaning of windows of any vehicle) or solicit any subscription or collection, on any land within the ownership or control of the Council, unless a resolution of Council is made that permits this or it is approved by an Authorised Officer.

21.2 No person shall park or place any motor vehicle, boat, caravan, motorhome, trailer or material for the purpose of sale or lease, within road, road margin, or public reserve, other than areas specified by a resolution of Council.

- 21.3 Council may by resolution identify areas of public land where the selling of goods and services is permitted subject to approvals and conditions.
- 21.4 Council may grant approval pursuant to clause 21.2 or exemptions to clause 21.1 by resolution where it is satisfied that:
- a) safety, including road safety, will not be compromised;
 - b) the integrity of public land can be protected;
 - c) it does not create an undue competitive advantage;
 - d) a permit has been issued;
 - e) the standards in the Kapiti Coast District Council Public Places Bylaw 2017, Trading in Public Places Policy 2017, and District Plan 2021, or their successors, can be met and all other relevant approvals have been acquired; and
 - f) other relevant policies and legislation has been met.
- 21.5 A person ~~must~~ shall not act in a manner that contravenes resolutions made pursuant to clauses ~~210.1~~ and ~~210.2~~ or any conditions required to ensure compliance with a Council resolution made under clause 21.4.

22. DAMAGE TO SIGNS

- 22.1 No person shall interfere with, damage or remove any traffic control sign.

23. DAMAGE TO THE ROAD AND ROAD MARGIN AND OTHER SPACES WITHIN THE CONTROL OF COUNCIL

- 23.1 No person shall interfere with, damage the road or road margin and other spaces within the control of council, or damage or remove machinery, equipment, services, materials, shipping containers, waste disposal bins or other article.

24. ACTIVITIES IN THE ROAD AND ROAD MARGIN

- 24.1 No person shall undertake any works in the road and road margin, including digging and the planting of trees and plants, without the prior written permission of an Authorised Officer, and the relevant approvals in place, including those required by the Code of Practice for Temporary Traffic Management.
- 24.2 No person shall place any stock, signs and advertising signs, machinery, equipment, materials, shipping containers, fences, retaining walls, waste disposal bins or other article, or encroach on any road, road margin or areas under the control of Council except with the prior permission of an Authorised Officer and in accordance with any conditions that may be required.
- 24.3 Any hoardings, posters, notices and sandwich boards placed in the road, road margin or areas under the control of Council ~~must~~ shall be in accordance with the Kapiti Coast ~~District~~ District Council Public Places Bylaw 2017 and District Plan 2021.

NOTE: In some circumstances, resource consent may be required. Please contact the Duty Planner at Kapiti Coast District Council for guidance and information

- 24.4 No person shall carry out repairs or modifications to a vehicle on a road, road margin or land owned or managed by Council.
- 24.5 Repairs that are minor, ~~(such as the changing of a tyre)~~, do not impede the flow of traffic, can be undertaken safely, and are necessary to enable the vehicle to be moved are exempt from clause 24.43.
- 24.6 No person shall construct a second vehicle crossing into any property without the approval of an Authorised Officer.

25. ENGINE BRAKING

- 25.1 Council may prohibit or restrict, subject to the erection of the prescribed signs, engine braking in any area where the permanent speed limit does not exceed 70 kilometres per hour.
- ~~25.2 A person must not act in a manner that contravenes resolutions made pursuant to clause 25.1.~~

26. STOCK, STOCK RACES, STOCK DROVING AND THE TRANSPORTATION OF STOCK

- 26.1 No person shall drive stock across or along roads classified as urban in the District.
- 26.2 No person allow stock to wander across along roads or other areas owned or managed by Council without the permission of an Authorised Officer.
- 26.3 No person shall drive stock across or along rural roads without the necessary permit issued by an Authorised Officer, and approval requires compliance with any conditions relating to that permit.
- 26.4 No person may construct a stock race, stock crossing, or an underpass on or under any road without the prior written permission of Council.
- 26.5 Council may by resolution restrict or prohibit the transportation of stock on any road, part of a road or network of roads.
- 26.6 Council may by resolution identify stock routes and appropriate speeds on the routes for the purposes of stock transportation.
- ~~26.7 A person must not act in a manner that contravenes resolutions made pursuant to clause 26.54.~~

27. UNFORMED LEGAL ROAD

27.1 Council may by resolution restrict the use of motor vehicles on unformed legal roads.

~~27.2 A person must not act in a manner that contravenes resolutions made pursuant to clause 27.1.~~

PART FOUR – ADMINISTRATION

28. PRESCRIBED FORM

28.1 A person applying for a permit, license or other form of parking management, such as a residents or business parking scheme, ~~must~~ shall do so on the prescribed form and provide such evidence as is required by Council.

29. SERVICE OF NOTICES

29.1 Except as otherwise expressly provided for in any Act or Bylaw, where any notice or other document is required to be served on any person for the purposes of a Bylaw service may be effected by:

- a) delivering it personally; or
- b) sending it by courier; or
- c) sending it by registered post to the person's last known place of residence; or business, or in the case of the company to its registered office.

30. GRANTING OF LICENCES AND PERMITS

30.1 An application for a licence or permit ~~must~~ shall:

- a) be made in writing on the appropriate form provided by Council (if any);
- b) contain all the required information; and
- c) be lodged with the appropriate application fee (if any).

PART FIVE – OFFENCES AND BREACHES

31. OFFENCES, ~~AND BREACHES~~ AND PENALTIES

31.1 Every person who breaches this Bylaw or resolutions of Council made under this bylaw commits an offence and is liable upon summary conviction to penalties as set out under the Land Transport Act 1962, Land Transport Act 1998, the Local Government Act 1974 or the Local Government Act 2002; whichever may apply.

31.2 Driving and parking breaches in respect of resolutions of Council made in respect of this Bylaw will incur an infringement fee as set out by any resolution of Council, and identified

in a relevant schedule to the bylaw, or Schedule 1 or 1B of the Land Transport (Offences and Penalties) Regulations 1999 or other relevant acts.

31.3 Subject to any provision to the contrary, any person guilty of an offence, other than a parking or driving offence, against this Bylaw shall be subject to the penalties as set out by any resolution of Council, and identified in a relevant schedule to the, or in section 242 of the Local Government Act 2002, and is liable on conviction to a fine not exceeding \$20,000

31.4 Any offences under this bylaw do not apply to:

- a) a vehicle that is actually engaged in urgent repair work to a public utility service;
- b) a vehicle that is being used as an emergency vehicle in attendance at an emergency situation; or
- c) a vehicle that is being used to transport registered medical personnel to assist at an emergency situation.

32. DISPENSING POWER

32.1 Council may grant a dispensation to any person or business from full compliance with any provision of a Bylaw in any case where Council is of the opinion that full compliance would needlessly and injuriously affect that person or business, without a corresponding benefit to the public or any section of it.

PART SIX - BYLAWS

33. KAPITI COAST DISTRICT COUNCIL BYLAWS

33.1 The provisions of any Bylaw passed in amendment or substitution are implied into and form part of this Bylaw.



KAPITI COAST DISTRICT COUNCIL DRAFT TRANSPORT BYLAW 2022

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1. TITLE, COMMENCEMENT AND APPLICATION

- 1.1 This Bylaw may be cited as the Kapiti Coast District Council Transport Bylaw 2022 and shall come into force on 3 March 2022.
- 1.2 The Bylaw is made pursuant to Sections 145 (a) and (b), and 146 (b) of the Local Government Act 2002 and section 22AB of the Land Transport Act 1998.
- 1.3 This Bylaw applies to the Kapiti Coast District.
- 1.4 This Bylaw replaces the Kapiti Coast District Council Traffic Bylaw 2010 and Kapiti Coast District Council General Bylaw 2010.

2. BYLAW VALIDATION

- 2.1 The Kapiti Coast District Council Transport Bylaw 2022 was approved at a meeting of the Kapiti Coast District Council on 24 February 2022, after completion of the Special Consultative Procedure.
- 2.2 The Common Seal of the Kapiti Coast District Council was affixed hereto, pursuant to resolution of Council on 24 February 2022 in the presence of:

K Gurunathan
Mayor

Councillor James Cootes

Wayne Maxwell
Chief Executive

3. OBJECTIVE AND SCOPE

- 3.1 The purpose of the Kapiti Coast District Council Transport Bylaw 2022 is to set the requirements for parking and the control of vehicular or other traffic and activities on any road, public car park, reserve or any other public place owned or controlled by Kapiti Coast District Council in the district.
- 3.2 The Bylaw does not apply to State Highways controlled by Waka Kotahi NZ Transport Agency (Waka Kotahi), except for the determination and management of the transport network where delegated by Waka Kotahi to the Kapiti Coast District Council, pursuant to section 62 of the Government Roadway Powers Act.
- 3.3 The Bylaw only applies to land or buildings owned or controlled by Kapiti Coast District Council, and areas of State Highways as identified in clause 3.2.
- 3.4 This Bylaw applies to public carparks, reserves, any public place owned and controlled by Kapiti Coast District Council and all roads vested in or under the care, control and management of the Kapiti Coast District Council, including partial management or control.
- 3.5 Nothing in this Bylaw derogates from any provision of, or the necessity for compliance with:
- i. the Land Transport Act 1998 or any Act passed in amendment or substitution thereof;
 - ii. the Land Transport Act 1962 or any Act passed in amendment or substitution thereof;
 - iii. the Local Government Act 2002 or any Act passed in amendment or substitution thereof;
 - iv. the Land Transport Act 1998 (Road User) Rule 2004 or any Rules passed in amendment or substitution thereof;
 - v. the Land Transport Management Act 2003 or any Rules passed in amendment or substitution thereof;
 - vi. any other applicable Acts, regulations or rules; and
 - vii. any other Council Bylaws or District Plan requirements.
- 3.6 In the interests of clarity, whilst the beach is classed as a road, all permitted activities and regulations relating to beaches can be found in the Kapiti Coast District Council Beach Bylaw 2021, and speed limits are identified in the Kapiti Coast District Council Speed Limit Bylaw 2015.

4. INTERPRETATION

- 4.1 In this Bylaw, unless the context otherwise requires:
- a) the following term definitions apply:

Approval means permission granted, by Council or an Authorised Officer, to carry out an activity. This may require a permit and may be subject to conditions

Authorised Officer means any officer of Council or other person authorised by Council to administer and enforce its Bylaws, and any person appointed especially or generally by Council to enforce the provisions of this Bylaw, including:

- a) a Council enforcement officer;
- b) a parking warden appointed by Council under Section 128D of the Land Transport Act 1998; and
- c) any Police Officer.

Bridleway means an off-road path for horse riders to which motor vehicles do not have access. Cyclists and pedestrians may be allowed to share use.

Bus Lane has the same meaning as in the Land Transport (Road User) Rule 2004.

Business means a commercial activity paying rates as such.

Business Parking Scheme means a scheme pursuant to a resolution passed under this Bylaw, where businesses and their staff and visitors are able to park in a Business Parking Scheme Area with a relevant and valid permit.

Business Parking Scheme Area means a road, part of a road or group of roads subject to the designation as a Business Parking Scheme Area under this Bylaw where only vehicles of businesses in these areas or their staff and visitors may park on street with the relevant and valid permit.

Car Share Vehicle means a vehicle or groups of vehicles operated by an organisation approved by Council that rents out vehicles to its members.

Carriageway means the portion of the road that has been formed and laid out for the use of vehicular traffic in general.

Class of vehicle shall have the same meaning as vehicle types as defined by Waka Kotahi and includes, but is not limited to:

- a) car and passenger vehicles;
- b) heavy motor vehicles;
- c) heavy trailers;
- d) light goods vehicles;
- e) buses and taxis;
- f) boats;
- g) motorhomes, caravans and light trailers;
- h) electric vehicles;
- i) low powered vehicles such as e-scooters, e-bikes and power assisted scooters;
- j) mobility scooters;
- k) automated and autonomous vehicles;

- l) cycles;
- m) motorbikes;
- n) quads and all terrain vehicles;
- o) specialist vehicles;
- p) agricultural vehicles and forklifts; and
- q) scooters and skateboards.

For the avoidance of doubt, taxi means the same as a small passenger vehicle for the purpose of this Bylaw.

Clearway means any part of the road which pursuant to a resolution of Council is set aside for the free passage of motor vehicles during the times specified within the resolution.

Council means the Kapiti Coast District Council or any committee, community board, or a person delegated or authorised to exercise the authority of the Council.

Cycle means a wheeled vehicle that is designed primarily to be propelled by the muscular energy of the rider/s. It includes but is not limited to unicycles, bicycles, and tricycles.

Cycle Lane means part of a road way allocated specifically for cycle use, but which may occasionally be used for motor vehicles (e.g. for turning at intersections or driveways or manoeuvring into parking spaces).

Cycle Path means an off-road path for cycles to which motor vehicles do not have access – it can be an exclusive cycle path, a shared use path or a separated path.

Driver of a vehicle includes any person in charge of the vehicle.

Driveway means a defined area used by vehicles travelling between a public roadway and property adjacent to or near the road.

Footpath or Walkway means as much of any road or public place that is laid out or constructed by the authority of Council for pedestrian use.

Heavy Motor Vehicle means a motor vehicle that has a gross vehicle mass exceeding 3,500 kg.

High Productivity Motor Vehicle means trucks that are able to operate above the current 44 tonne weight limit under permit

High Productivity Motor Vehicle Route means routes that are suitable for high productivity motor vehicles (HPMVs) carrying the maximum loads available under a permit.

High Occupancy Vehicle Lane means a lane for high occupancy vehicles such as buses, minibuses and cars with multiple passengers.

Lane has the same meaning as in clause 1.6 of the Land Transport (Road User) Rule 2004.

Loading zone means an area designated solely for the purpose of loading or unloading goods or passengers.

Low Powered Vehicles mean micro mobility devices such as powered bicycles, standing and seated scooters, segways, self-balancing and non-self-balancing devices, and skates that are partially or fully powered by a motor/engine, have a maximum power output not exceeding 300kw. For e-scooters the wheels shall not exceed 355mm

Metered Space means a part of a road in a metered zone which has boundaries marked out and defined by painted lines for the accommodation of a motor vehicle.

Metered Zone means any road, or part of a road, or any other piece of land owned or occupied by the Council, and determined by resolution of the Council, to be used as a place where motor vehicles may park and at which parking meters or pay and display machines, parking machines or mobile app based parking are established and maintained.

Mobility Device has the same meaning as in the Land Transport (Road User) Rule 2004.

Mobility Parking Permit means a current / valid permit or concession card issued by CCS Disability Action or Sommerville Disability Support Services to a person with a physical disability.

Mobility Parking Space means a parking space set aside by signs or markings by Council for exclusive use by holders of a current / valid mobility parking permit or concession from CCS Disability Action or Sommerville Disability Support Services.

Motorhome means a motor vehicle equipped with living quarters.

Motor Vehicle shall have the same meaning as a motor vehicle defined in the land transport act.

No Parking means 'no stopping', except that stops for short periods are permitted for the purpose of taking up or setting down passengers or goods.

No Stopping means that a vehicle may not be stopped or allowed to remain stationary, except when necessary to avoid conflict with other traffic or to comply with the directions of a member of the police force or a traffic control sign or signal.

Occupier in relation to any property or premises, means the inhabitant occupier of that property or premises and, in any case where any building, house, tenement, or premises is unoccupied includes the owner.

Parking shall have the same meaning as defined in the Land Transport (Road User) Rule 2004.

Parking Machine means a device designed for the purpose of issuing a receipt, by print or electronic communications, including mobile app parking:

- a) indicating the date and time of payment of a fee;
- b) identifying the amount of fee paid and time until which a motor vehicle may be parked within a parking meter area controlled by that pay and display parking meter;
- c) used for the purpose of controlling or monitoring the parking of any motor vehicle in a parking place; and
- d) includes single, multiple and pay and display parking meters and any other device that is used to collect payment in exchange for parking a motor vehicle in a particular place for a limited time.

Parking Meter and Pay and Display Machines means an appliance designed and installed for the purpose of automatically measuring and indicating the time within which a motor vehicle may be parked at a metered space and includes the standard to which that appliance is fixed.

Parking Permit means a permit issued by or on behalf of Council for the purpose of parking in a space or on the road in an area owned or managed by Council.

Parking Space means a space or section in a parking meter area indicated by and lying within any markings made by Council (whether by paint or otherwise) for the accommodation of a motor vehicle, and "metered space" and "metered parking space" have a corresponding meaning.

Pedestrian means any person on foot.

Permit means a permit to park a vehicle on a road or parking space supplied by the Council, under this Bylaw.

Prescribed fee means New Zealand coin, or token, card, prepaid parking device, or other system of payment prescribed by resolution of Council pursuant to this Bylaw as the fee payable for parking in a parking meter area.

Public Carpark includes a road, street or area designated for car parking (including a building) that is under the control of Council and to which the public has access, whether free or on payment of a charge, where a person can park a motor vehicle in accordance with this Bylaw.

Public Holiday means a day specified as a public holiday in section 44(1) of the Holidays Act 2003.

Public Land means a place that is under the control of Council or a Council-controlled organisation that, at any material time, is open to or is being used by the public, whether free or on payment of a charge. To avoid doubt this includes any park, reserve, recreational ground, pool, community facility, sports field or facility, public open space, public garden, public square, cemetery, beach, foreshore, dune, wharf, breakwater, boat

ramp, pontoon, road, street, lane, thoroughfare, footpath, access way, cycleway, bridleway, car park, grass verge, berm, and any part of the public place.

Publicly Notified means a notice published in a newspaper circulating in the Council's district that provides information to the public and where the notice sets forth the object, purport, or general effect of a document it shall be sufficient notice of that document.

Reserve shall have the same meaning as in the Reserves Act 1977.

Resident in respect of a particular road the subject of a Residents Parking Scheme resolution under this Bylaw, means a person whose only or principal residential accommodation is a dwelling or other building which has its only or principal legal access from that particular road, or which has such access in the vicinity of that road.

Residents Parking Scheme means a scheme pursuant to a resolution passed under this Bylaw where residents and visitors can park in a Residents Parking Scheme Area with the relevant permit.

Residents Parking Scheme Area means a road, part of a road or group of roads subject to the designation as a Residents Parking Scheme Area under this Bylaw where only vehicles of residents on those roads or their visitors may park on the street with the relevant permit.

Residents Exemption Parking Area is a road, part of a road or group of roads where a parking restriction is in place and vehicles of residents residing on those roads within the Residents Exemption Parking Area, with the relevant permit, are exempt from the parking restrictions.

Road shall have the same meaning as in section 315 of the Local Government Act 1974 and the Land Transport (Road User) Rule 2004 and shall where the context requires include a street and any place the public has access to, whether as of right or not.

Road Margin includes:

- a) any channel and kerbing adjoining the carriageway;
- b) any grass or metalled areas between the channel and kerbing and the footpath or the boundary of private property;
- c) any grass or metalled areas immediately adjoining the carriageway; and
- d) any areas adjoining the carriageway where underground services have been buried.

Shared Path has the same meaning as section 11.1A in the Land Transport (Road User) Rule 2004 and the provisions under section 11.1A apply.

Shared Use Zone has the same meaning as the Land Transport (Road User) Rule 2004.

Sign means anything visible from a public place (including from roads or state highways) which is intended to attract the attention of people passing by for the purpose of directing, identifying, informing or advertising. It includes any frame, board or other

supporting structure, disseminating device or associated illumination of any sign. It includes flags or banners which do not contain any text or graphics but are positioned to attract the attention of passers-by. The sign may be manufactured, painted, written, drawn, projected or disseminated, digital, variable message signs, inflated or carved, in an aerial display, free-standing, or projecting from or attached to a building or other structure, vehicle or object. A sign may include advertising by sound so as to be discernible from a public place.

Small Passenger Vehicle means the same as the Land Transport Act 1998.

Small Passenger Vehicle Restricted Parking Area means the area or areas of road identified as such by resolution of Council from time to time.

Special Lane means a lane that is used by certain vehicles such as taxis, or for high occupancy vehicles such as minibuses or cars with one or more passengers.

Time Restricted Parking means a parking space, road, part of road, group of roads, zone or areas where there is a limit to the length of time a vehicle or class of vehicles may park.

Trailer means

- a) a vehicle without motive power that is capable of being drawn or propelled by a vehicle from which it is readily detachable, including a caravan and boat trailer; but
- b) does not include—
 - (i) a sidecar attached to a motorcycle; or
 - (ii) a vehicle normally propelled by mechanical power while it is being temporarily towed without the use of its own power.

Unformed Legal Road (or paper road) means legally recognised road that is undeveloped or partly formed, but provides public access.

- 4.2 For the purposes of this Bylaw the word “shall” refers to practices that are mandatory for compliance with this Bylaw and not complying will be considered to be a breach of the bylaw, while the word “should” refers to practices which are advised or recommended.
- 4.3 Any words, phrases or expressions used in this Bylaw which have meanings assigned to them by the Land Transport Management Act 2003 or the Land Transport Act 1998 or Rules made under the Land Transport Act 1998, or any amendments thereof, shall have such meanings as are respectively assigned. This is unless such meanings would be inconsistent with, or the context otherwise requires, or a different definition is given in clause 4.1.
- 4.4 Council may by resolution delegate to any Committee or elected member of Council or an officer any of the functions imposed upon it by any clause of this Bylaw or any amendments thereto.

PART ONE – GENERAL

5. GENERAL

- 5.1 Council may, by a publicly notified resolution, impose such prohibitions, restrictions, controls, or directions concerning the use by transport of any road or other area controlled by the Council, as are permitted by any relevant enactment. However, where the restriction / control / prohibition / direction is already provided for in a relevant enactment, such as the Local Government Act 1974 or Land Transport Rules, a Council resolution is not required unless the acts or rules specifically require this.
- 5.2 Any resolution may:
- a) be made in respect of a specified class, type or mode of transport, and may be revoked or amended by the Council;
 - b) be expressed or limited to apply only on specified days, or between specified times, or in respect of specified event or classes of events, or be limited to specified maximum periods of time;
 - c) also, where appropriate, prescribe, abolish or amend fees, whether annual, hourly or otherwise, as Council may reasonably require for any parking space or residents' parking scheme; and may prescribe the methods of displaying appropriate receipts for payments, or other authority to use or park in such spaces or areas;
 - d) be made in respect of any defined part of a road, including, any defined footpath or lane or other land and building under the control of Council; and
 - e) in respect of any resolution made in terms of this Bylaw, specify a minimum number of occupants in any private motor vehicle.
- 5.3 The Chief Executive shall authorise the marking of roads, buildings or land and erection of signs on any road or public carpark as necessary to give effect to any resolution made pursuant to this Bylaw.
- 5.4 Council may, by a publicly notified resolution rescind, amend or vary any resolution made pursuant to this Bylaw.
- 5.5 Resolutions proposed under this Bylaw will be published for at least four weeks before Council considers it, to enable any interested party to provide comments, and it is at Councils discretion whether requests to be heard by Council will be granted.

PART TWO - PARKING

6. PARKING - GENERAL

- 6.1 Council may by resolution impose such prohibitions, restrictions, controls, or directions concerning parking in areas owned or managed by Council including, but not limited to:
- a) car parks;
 - b) parking buildings;

- c) transport hubs;
- d) roads and road margins;
- e) time restriction zones;
- f) residents and business parking zones,
- g) meter parking zones and spaces; and
- h) coupon parking spaces and zones.

6.2 Pursuant to the resolution at clause 6.1 Council may:

- a) Prohibit or restrict the stopping, standing or parking of vehicles on any road;
- b) Limit the stopping, standing or parking of vehicles on any land including road, part of a road or group of roads, to vehicles of any specified class or description of vehicle;
- c) Limit the period of time that vehicles may park on any land including road, part of a road or group of roads where parking is limited to such vehicles; and
- d) Impose any other conditions Council sees fit, including as it may consider necessary or desirable for the efficient management and control of all or any part of a time restricted parking zone.

6.3 Any resolution made under clause 6.1 will be given effect to only once appropriate road markings and signs are in place.

6.4 A person shall not park a vehicle in contravention of any prescribed fee, prohibition or restriction made by Council pursuant to this Bylaw, including a resolution made by the Council.

6.5 Any restrictions that apply to a zone, do not apply in locations within that zone parking area where other specific stopping, standing or parking restrictions apply.

7. PARKING ON THE ROAD, ROAD MARGIN AND OTHER LAND OWNED OR MANAGED BY COUNCIL

7.1 No person shall park a motor vehicle on any footpath.

7.2 No person shall park a heavy motor vehicle on any road or road margin without the prior written permission of an Authorised Officer.

7.3 No person shall park a vehicle on any road or road margin, including grass berm, verge, kerb, lawn, garden, or reserves, without due care.

7.4 Clause 7.3 does not apply if that part of the road or road margin is designed and constructed to accommodate a parked vehicle.

7.5 For the purposes of clause 7.3 due care means that any person who parks a motor vehicle on any road or road margin that:

- a) obstructs traffic flow,
- b) presents a safety risk,

- c) causes nuisance to the general public or
- d) could cause damage to the road, road margin or services

is committing an offence and must remove the said motor vehicle at the request of an Authorised Officer.

- 7.6 No person shall park any motor vehicle on any road, road margin or areas under the control of Council in contravention of a restriction imposed by the Council, and evidenced by appropriate signs and/or road markings, except with the prior written permission of an Authorised Officer and in accordance with any condition that may be required.
- 7.7 Except with the written permission of the Council, and in compliance with any conditions subject to which that permission is given, no person shall park or abandon any motorhome, caravan, boat, inoperative or unregistered motor vehicle, or trailer on any road, road margin or other land under Council control for a period exceeding 7 days, or a period of less than 7 days that Council may determine by resolution.
- 7.8 For the purposes of clause 7.7 a motor vehicle shall be deemed to have been continuously parked for the prescribed period, if even if it has been moved within the period for a distance of less than 1km.

8. TIME LIMITED PARKING AREAS

- 8.1 Council may by, a resolution:

- a) Designate any land, any road, part of a road, road or group of roads under the control of Council as a time limited parking area and specify that the designation shall apply during certain hours of the day and/or certain days of the week, in a certain manner and in accordance with conditions; and/or
- b) Declare that any time limited parking area shall on certain hours of the day and/or days of the week be set aside as a clearway.

- 8.2 Council shall, in the resolution, specify:

- a) the number and situation of parking spaces within each time restricted parking zone;
- b) the maximum duration of time a motor vehicle may be parked within the time limited parking area;
- c) the class or description of vehicles that may stop, stand or park within a time restricted parking zone;
- d) any fees or charges that apply; and
- e) any other conditions that Council sees fit, including as it may consider necessary or desirable for the efficient management and control of all or any part of a time restricted parking zone.

- 8.3 Any resolution made under clause 8.2 will be given effect to only once appropriate road markings and signs are in place.

- 8.4 A driver of a motor vehicle shall not park or allow such motor vehicle to remain parked in a time limited parking area for a period exceeding that specified on any traffic sign alongside or near or at each end of the time limited parking area.
- 8.5 For the purposes of clause 8.4, a motor vehicle shall be deemed to have been continuously parked in a time limited parking area if the motor vehicle remains within the extremities of the same time limited parking area having been moved or driven from the original place the motor vehicle was parked.

9. RESIDENTS AND BUSINESS PARKING SCHEMES AND AREAS

- 9.1 Council may by resolution set up residents and business parking schemes.
- 9.2 To give effect to clause 9.1 Council may by resolution:
- a) Designate any land, part of a road, road or group of roads under the control of Council as a residents, business or coupon parking area, and specify that the designation shall apply during certain hours of the day and/or certain days of the week.
- 9.3 Council shall, in the resolution, specify:
- a) the area, road, parts of a road or group of roads to which the restrictions apply;
 - b) the maximum duration of time a motor vehicle may be parked within the time limited parking area;
 - c) that groups to which the permits can be issued e.g. residents, businesses and their visitors (including delivery vehicles);
 - d) the class or description of vehicles that may stop, stand or park within a time restricted parking zone;
 - e) the number of people within a building that can apply for a permit;
 - f) the manner in which the scheme and permits can be applied for (see also part four);
 - g) the evidence required for consideration of a scheme;
 - h) the fees it will charge to cover the reasonable cost to Council in granting a permit to park, setting up, maintaining and policing the scheme, erecting traffic signs and placing road-markings;
 - i) whether any exemptions apply including, but not limited to shift workers and car pools; and
 - j) any other conditions Council sees fit, including as it may consider necessary or desirable for the efficient management and control of all or any part of a time restricted parking zone.
- 9.4 Any resolution made under clause 9.2 will be given effect to only once appropriate road markings and signs are in place.
- 9.5 No permit is capable of being assigned or transferred to any person or vehicle, unless specifically issued by Council for that purpose.
- 9.6 A driver of a motor vehicle shall not park or allow such motor vehicle to remain parked in residents or business parking scheme area for a period exceeding that specified on any

traffic sign alongside or near or at each end of the residents, business or coupon parking area or on the permit / coupon issued.

10. METHOD OF PARKING

- 10.1 A driver of a motor vehicle shall not park or allow such motor vehicle to remain parked in a parking space across any line marking, or in such a position that the said motor vehicle is not entirely within the parking space.
- 10.2 A driver of a motor vehicle shall not park or allow such motor vehicle to remain parked in a parking space which is already occupied by another motor vehicle.
- 10.3 If a parking space is parallel to the kerb or footpath of any road the driver of any motor vehicle occupying such parking space shall park the motor vehicle with the left side of the motor vehicle as close as practicable to the left side of the road and facing in the same direction as the flow of traffic.
- 10.4 If a parking space is at any angle to the kerb or footpath of any road the driver or person in charge of any motor vehicle occupying such parking space shall park the motor vehicle so that it is entirely within the parking space and parallel to the lines or other indicators marking the limit of the parking space, with the motor vehicle aligned with the direction of traffic and as near as practicable to such kerbs or footpath.

11. DISCONTINUED PARKING SPACE

- 11.1 No person shall park where an Authorised Officer determines that any parking space should be temporarily discontinued as a parking space or, the Authorised Officer may place or erect a sign indicating this such as a "No Stopping" sign at the parking space. The sign should also indicate the reason for the temporary restriction and if known, the time frame that the restriction will be in place.
- 11.2 Under clause 11.1 Council may limit this to a class of vehicle or person.
- 11.3 If a mobility parking space is temporarily discontinued, an alternative mobility parking space shall be established in the nearest suitable place for the length of time of the discontinuance and signed correctly.

12. METERED ZONES, PARKING METERS AND PAY AND DISPLAY MACHINES

- 12.1 Council may by publicly notified resolution:
 - a) declare any road or part of a road to be a metered zone;
 - b) declare any piece of land or building owned or occupied by Council and not being a road or part of a road to be a metered zone;
 - c) fix the time allowed for parking in such metered spaces;
 - d) fix the fees or other charges payable for the parking of vehicles within the metered zone or particular metered space; and

- e) fix the hours during which the payment of a fee for parking meters or pay and display machine is required.

12.2 In accordance with any resolution made under clause 12.1 of this Bylaw Council shall:

- a) establish and mark out metered spaces in all metered zones;
- b) identify the fees or other charges to be paid for parking in any parking space in a metered zone;
- c) identify the means or manner by which fees or other charges may be paid in respect of each space, including by parking machine or other electronic means; and
- d) apply any other conditions that Council sees fit, including as it may consider necessary or desirable for the efficient management and control of all or any part of metered parking zone or space.

12.3 Parking meters or pay and display machines shall be located within the metered zone which they are to control. Any pay and display machine shall issue a card on insertion of the prescribed fee in accordance with the instructions on the machine.

12.4 A person shall not park a motor vehicle in a metered space so that any part of that motor vehicle extends beyond any line defining that metered space unless by reason of its size it may be necessary for the motor vehicle to extend onto an adjoining and unoccupied metered space. In such event the driver shall be liable to pay a parking fee for each metered space so occupied.

12.5 Any resolution made under clause 12.1 will only be given effect to once appropriate road markings and signs are in place.

12.6 Council may, by a publicly notified resolution rescind, amend or vary any resolution made pursuant to Clause 12.1.

12.7 Every person commits an offence against this Bylaw who misuses any parking meter or pay and display machine, or who interferes, tampers, or attempts to tamper with the working or operation of any parking meter or pay and display machine or who without due authority affixes or attempts to affix any placard, advertisement, notice, list, document, board or thing, or to paint, write upon or disfigure any parking meter or pay and display machine.

13. PARKING FEE TO BE PAID

13.1 A person in charge of a motor vehicle shall not park that motor vehicle in a metered space without paying the prescribed fee and operating the parking meter, pay and display machine in accordance with the instructions on the parking meter or pay and display machine, or by any other specified electronic means or method of paying.

13.2 A person in charge of a vehicle shall not allow that motor vehicle to occupy a metered space in excess of the maximum period of time allowed by that metered space or within the metered zone.

- 13.3 Where a motor vehicle is parked on a metered space controlled by a pay and display machine, a valid card issued by the pay and display machine shall be placed on the dashboard at the front of the motor vehicle, in a manner which will allow the expiry time to be seen by an Authorised Officer from outside the motor vehicle.
- 13.4 A person shall not deposit in any parking meter or pay and display machine any coins that are not New Zealand currency.

14. MOBILITY PARKING

- 14.1 Council may by resolution, reserve space on any road or land under the ownership and control of Council for the exclusive use of vehicle carrying a disabled person and where a valid permit is displayed.

PART THREE – USE OF THE ROAD AND OTHER SPACES UNDER THE OWNERSHIP OR MANAGEMENT OF COUNCIL

15. ROAD USE

- 15.1 Council may, by resolution and where subject to the erection of the prescribed signs, restrict or prescribe movements for vehicles or classes of vehicles on any road including, but not limited to:
- a) left and right turning movements;
 - b) u-turns;
 - c) requiring vehicles to travel in one direction only; and
 - d) prohibiting certain movements at intersections, on road or on cycle paths.
- 15.2 Any resolution made under clause 15.1 may:
- a) specify the hours or days of the week to which the requirements apply; and
 - b) exempt specific road users, such as cyclists from these requirements.
- 15.3 A person shall not proceed to drive a vehicle in a direction or undertake a manoeuvre that has been prohibited by Council.

16. CYCLEWAYS, WALKWAYS, BRIDLEWAYS, FOOTPATHS, CYCLE LANES AND SHARED PATHS

- 16.1 Council may by resolution enable or prohibit different modes and vehicles of travel from using a cycleway, walkway, bridleway, footpath, cycleway and shared path. This resolution may:
- a) be expressed or limited to apply only on specified days, or between specified times, or in respect of specified event or classes of events, or be limited to specified maximum periods of time; and

- b) identify the speed of different modes and classes of vehicles including but not limited to mobility scooters and e-bikes.

- 16.2 Council by a publicly notified resolution may set aside any public land or any portion of any public land as a cycleway, walkway, bridleway, footpath, cycle lane and shared path, or a combination thereof.
- 16.3 Except for an emergency or with the permission of an Authorised Officer a person shall not park or drive any motor vehicle on any cycleway, walkway, bridleway, footpath, cycle lane and shared path.
- 16.4 Clause 16.3 shall not apply to the driving of a motor vehicle over cycleway, walkway, bridleway, footpath, cycle lane and shared path by means of a vehicle crossing constructed for the purpose of gaining vehicular access to any property from a road.
- 16.5 Clause 16.3 shall not apply to the driving of a mobility device by a person who requires mobility assistance as long as the person complies with the Land Transport (Road Users) Rule 2004.

17. TEMPORARY RESTRICTIONS ON THE USE OF ROADS

- 17.1 In accordance with the Setting of Speed Limits Rule 2003 where an Authorised Officer considers that there is, or is likely to arise on a road or any part of road a risk of:

- a) danger to the public or to road workers; or
- b) damage to the road.

Council may temporarily restrict the use of, or speed of, or class of vehicles which may use the road or any part of that road. Any such restriction shall be indicated by the display of temporary warning signs.

18. ROAD WORKS

- 18.1 Any vehicle being used for the purpose of maintenance or construction of roading, or of any other utility, may be driven or parked contrary to this Bylaw with permission of an Authorised Officer, provided it is parked or driven with due consideration of other road users and the general public.

19. HEAVY MOTOR VEHICLES

- 19.1 A Council may by resolution
 - a) require that Heavy Motor Vehicles of a specified weight, class, size and carrying certain goods shall use a High Productivity Motor Vehicle Route; or

- b) prohibit a Heavy Motor Vehicle from using certain roads, parts of roads or groups of roads because of its size or nature or the nature of the goods carried, makes it unsuitable for these roads.
- 19.2 A Council may by resolution prohibit the parking of Heavy Motor Vehicles of a specified weight, class and size from parking overnight in certain roads, parts of roads or groups of roads.
- 19.3 Any prohibitions under this Bylaw that specifically relate to Heavy Motor Vehicles shall not apply to a network utility operator or its authorised agent, or contractor engaged in the provision of, or maintenance of a network utility operation on a road or part of a road. (The expression "network utility operator" has the same meaning given to it by Section 166 of the Resource Management Act 1991).
- 19.4 Council may also grant exemptions to these resolutions where it is satisfied that:
 - a) safety will not be compromised;
 - b) for the purpose of providing emergency access;
 - c) for the purpose of loading / unloading goods where no alternatives exist;
 - d) damage will not occur on roading and infrastructure assets or that this damage will be rectified; and
 - e) approval has been granted by the Road Controlling Authority authorising access.
- 19.5 Any resolutions made under clause 19.1 to 19.4 will be given effect to only once appropriate road markings and signs are in place.
- 19.6 A person shall not act in a manner that contravenes resolutions made pursuant to clauses 19.1 to 19.3 and any conditions relating to the granting of an exemptions under clause 19.4.

20. SPECIAL LANES

- 20.1 Council may by resolution designate lanes for specified classes of vehicles and prohibit other users from entering these lanes, including but not limited to:
 - a) buses; and
 - b) high occupancy vehicles.
- 20.2 Any resolution made pursuant to clause 20.1 shall include the type of vehicle for which the lane is designated or prohibited, and the hours of operation.
- 20.3 Any resolutions made under clause 20.1 and 20.2 will be given effect to only once appropriate road markings and signs are in place.

21. SELLING AND LEASE OF GOODS AND SERVICES

- 21.1 A person shall not sell or offer any goods or services of any kind for payment or donation (including the washing and cleaning of windows of any vehicle) or solicit any subscription or collection, on any land within the ownership or control of the Council, unless a resolution of Council is made that permits this or it is approved by an Authorised Officer.
- 21.2 No person shall park or place any motor vehicle, boat, caravan, motorhome, trailer or material for the purpose of sale or lease, within road, road margin, or public reserve, other than areas specified by a resolution of Council.
- 21.3 Council may by resolution identify areas of public land where the selling of goods and services is permitted subject to approvals and conditions.
- 21.4 Council may grant approval pursuant to clause 21.2 or exemptions to clause 21.1 by resolution where it is satisfied that:
- a) safety, including road safety, will not be compromised;
 - b) the integrity of public land can be protected;
 - c) it does not create an undue competitive advantage;
 - d) a permit has been issued;
 - e) the standards in the Kapiti Coast District Council Public Places Bylaw 2017, Trading in Public Places Policy 2017, and District Plan 2021, or their successors, can be met and all other relevant approvals have been acquired; and
 - f) other relevant policies and legislation has been met.
- 21.5 A person shall not act in a manner that contravenes resolutions made pursuant to clauses 21.1 and 21.2 or any conditions required to ensure compliance with a Council resolution made under clause 21.4.

22. DAMAGE TO SIGNS

- 22.1 No person shall interfere with, damage or remove any traffic control sign.

23. DAMAGE TO THE ROAD AND ROAD MARGIN AND OTHER SPACES WITHIN THE CONTROL OF COUNCIL

- 23.1 No person shall interfere with, damage the road or road margin and other spaces within the control of council, or damage or remove machinery, equipment, services, materials, shipping containers, waste disposal bins or other article.

24. ACTIVITIES IN THE ROAD AND ROAD MARGIN

- 24.1 No person shall undertake any works in the road and road margin, including digging and the planting of trees and plants, without the prior written permission of an Authorised Officer, and the relevant approvals in place, including those required by the Code of Practice for Temporary Traffic Management.

- 24.2 No person shall place any stock, signs and advertising signs, machinery, equipment, materials, shipping containers, fences, retaining walls, waste disposal bins or other article, or encroach on any road, road margin or areas under the control of Council except with the prior permission of an Authorised Officer and in accordance with any conditions that may be required.
- 24.3 Any hoardings, posters, notices and sandwich boards placed in the road, road margin or areas under the control of Council shall be in accordance with the Kapiti Coast District Council Public Places Bylaw 2017 and District Plan 2021.

NOTE: In some circumstances, resource consent may be required. Please contact the Duty Planner at Kapiti Coast District Council for guidance and information

- 24.4 No person shall carry out repairs or modifications to a vehicle on a road, road margin or land owned or managed by Council.
- 24.5 Repairs that are minor (such as the changing of a tyre), do not impede the flow of traffic, can be undertaken safely, and are necessary to enable the vehicle to be moved are exempt from clause 24.4.
- 24.6 No person shall construct a second vehicle crossing into any property without the approval of an Authorised Officer.

25. ENGINE BRAKING

- 25.1 Council may prohibit or restrict, subject to the erection of the prescribed signs, engine braking in any area where the permanent speed limit does not exceed 70 kilometres per hour.

26. STOCK, STOCK RACES, STOCK DROVING AND THE TRANSPORTATION OF STOCK

- 26.1 No person shall drive stock across or along roads classified as urban in the District.
- 26.2 No person allow stock to wander across along roads or other areas owned or managed by Council without the permission of an Authorised Officer.
- 26.3 No person shall drive stock across or along rural roads without the necessary permit issued by an Authorised Officer, and approval requires compliance with any conditions relating to that permit.
- 26.4 No person may construct a stock race, stock crossing, or an underpass on or under any road without the prior written permission of Council.
- 26.5 Council may by resolution restrict or prohibit the transportation of stock on any road, part of a road or network of roads.

- 26.6 Council may by resolution identify stock routes and appropriate speeds on the routes for the purposes of stock transportation.

27. UNFORMED LEGAL ROAD

- 27.1 Council may by resolution restrict the use of motor vehicles on unformed legal roads.

PART FOUR – ADMINISTRATION

28. PRESCRIBED FORM

- 28.1 A person applying for a permit, license or other form of parking management, such as a residents or business parking scheme, shall do so on the prescribed form and provide such evidence as is required by Council.

29. SERVICE OF NOTICES

- 29.1 Except as otherwise expressly provided for in any Act or Bylaw, where any notice or other document is required to be served on any person for the purposes of a Bylaw service may be effected by:
- a) delivering it personally; or
 - b) sending it by courier; or
 - c) sending it by registered post to the person's last known place of residence; or business, or in the case of the company to its registered office.

30. GRANTING OF LICENCES AND PERMITS

- 30.1 An application for a licence or permit shall:
- a) be made in writing on the appropriate form provided by Council (if any);
 - b) contain all the required information; and
 - c) be lodged with the appropriate application fee (if any).

PART FIVE – OFFENCES AND BREACHES

31. OFFENCES, BREACHES AND PENALTIES

- 31.1 Every person who breaches this Bylaw or resolutions of Council made under this bylaw commits an offence and is liable upon summary conviction to penalties as set out under the Land Transport Act 1962, Land Transport Act 1998, the Local Government Act 1974 or the Local Government Act 2002; whichever may apply.
- 31.2 Driving and parking breaches in respect of resolutions of Council made in respect of this Bylaw will incur an infringement fee as set out by any resolution of Council, and identified

in a relevant schedule to the bylaw, or Schedule 1 or 1B of the Land Transport (Offences and Penalties) Regulations 1999 or other relevant acts.

- 31.3 Subject to any provision to the contrary, any person guilty of an offence, other than a parking or driving offence, against this Bylaw shall be subject to the penalties as set out by any resolution of Council, and identified in a relevant schedule to the, or in section 242 of the Local Government Act 2002, and is liable on conviction to a fine not exceeding \$20,000
- 31.4 Any offences under this bylaw do not apply to:
- a) a vehicle that is actually engaged in urgent repair work to a public utility service;
 - b) a vehicle that is being used as an emergency vehicle in attendance at an emergency situation; or
 - c) a vehicle that is being used to transport registered medical personnel to assist at an emergency situation.

32. DISPENSING POWER

- 32.1 Council may grant a dispensation to any person or business from full compliance with any provision of a Bylaw in any case where Council is of the opinion that full compliance would needlessly and injuriously affect that person or business, without a corresponding benefit to the public or any section of it.

PART SIX - BYLAWS

33. KAPITI COAST DISTRICT COUNCIL BYLAWS

- 33.1 The provisions of any Bylaw passed in amendment or substitution are implied into and form part of this Bylaw.

10.2 DISTRICT GROWTH STRATEGY FOR ADOPTION

Kaituhi | Author: **Hamish McGillivray, Manager Research & Policy**

Kaiwhakamana | Authoriser: **Natasha Tod, Group Manager Strategy, Growth and Recovery**

TE PŪTAKE | PURPOSE

- 1 This report provides a final District Growth Strategy for Council to adopt.

HE WHAKARĀPOOTO | EXECUTIVE SUMMARY

- 2 This report provides the background for developing a final District Growth Strategy including the consideration of submissions received during public consultation on a proposed approach for growth in October 2021.

TE TUKU HAEPAPA | DELEGATION

- 3 Council has authority to make this decision under B1 of the Governance Structure and Delegations for the 2019-2022 Triennium as a responsibility delegated to the Strategy and Operation Committee.

TAUNAKITANGA | RECOMMENDATIONS

THAT COUNCIL ADOPT THE DISTRICT GROWTH STRATEGY: TE TUPU PAI: GROWING WELL. THAT COUNCIL AGREES TO AN EDITORIAL GROUP COMPRISING THE MAYOR, DEPUTY MAYOR AND CHIEF EXECUTIVE TO APPROVE ANY FURTHER EDITORIAL CHANGES TO THE DOCUMENT PRIOR TO PUBLICATION.

TŪĀPAPA | BACKGROUND

- 4 The development of the District Growth Strategy began in late 2020 in response to the rapid growth the district was facing, new central government direction in the National Policy Statement – Urban Development (NPS-UD) and anticipated future population growth in the western corridor as indicated in the Wellington Regional Growth Framework (WRGF).
- 5 The new growth strategy provides a vision for managing how, where and when our district grows to meet the 32,000 extra residents anticipated over the next 30 years. It has a key role in guiding the intensification and greenfield district plan changes scheduled over the next few years and is pivotal in ensuring there is adequate planning and investment in the necessary infrastructure, services and facilities needed by our future population.
- 6 The new growth strategy will replace the current Development Management Strategy 2007, which no longer reflects the challenges and opportunities facing the district, including those arising from government direction.
- 7 The growth strategy sits alongside other Council strategies to provide direction and coordination of activities to help support and achieve our community outcomes for the district. It will provide more detail on how Kāpiti's future growth sits within the Wellington Regional Growth Framework (WRGF) and how we intend to meet the requirements for intensification and enablement of sufficient capacity for growth under the NPS-UD and the new Medium Density Residential Standards (MDRS) that recently came into force through amendment to the Resource Management Act 1991 (RMA). It also has the potential to assist us respond to upcoming government direction for greater spatial planning in the signalled Strategic Planning Act (part of the Resource Management reforms).
- 8 A draft approach to growth was developed from a series of briefings held with elected members and iwi partners across 2021 and from iwi and community feedback received about growth during the *What matters most* initiative in November and December 2020, and subsequent submissions to the draft 2021-2041 Long-term Plan consultation.

- 9 Council approved a proposed approach for growth for consultation on 30 September 2021. Consultation on *Te Tupu Pai, Growing Well: our proposed approach for enabling sustainable growth in Kāpiti* ran from 19 October to 19 November 2021.
- 10 Feedback was received through 145 submissions. Of these, 46, including our three iwi partners, spoke to their submissions at a hearings workshop with Councillors on 30 November 2021. Councillors were provided with copies of submissions for those wanting to be heard ahead of hearings and formally received all submissions at the Council meeting held on the 9 December 2021.
- 11 Submissions received during the consultation period have been considered and have informed changes to the attached District Growth Strategy document (Appendix 1). A Summary of Submissions providing a thematic analysis carried out by Public Voice is provided at Appendix 2.
- 12 During the consultation period, the government introduced new legislation which requires greater density housing to be enabled within most existing urban areas in Kāpiti. These new requirements are reflected in the final growth strategy now proposed for adoption.
- 13 The recommendations of this report to adopt the draft District Growth Strategy as attached (Word document), include the recommendations from staff outlined in the Issues section below.

He kōrerorero | Discussion

- 14 The attached District Growth Strategy builds on the consultation document, *Tu tupu pai – Growing well*, and now focuses more on the approach to growth, presented now as the growth strategy for the district. The growth strategy also highlights the underpinning principles, and priorities on which it is based, with implementation of the growth strategy outlined in section 3 on *Delivering our strategy*.

Our approach to growth – Growing up and Growing out

- 15 Our district is growing. We are anticipating around 32,000 more people coming to live in Kāpiti over the next 30 years between 2021 and 2051. Our strategy in response to this growth is articulated in our vision to “grow well”. Our vision for growth supports the community’s clearly expressed desire to see Kāpiti grow sustainably, retaining what we value most while taking advantage of the opportunities that come from a larger population.
- 16 Through our growth strategy we are aiming for growth that contributes to our overall vision for the district of a thriving environment, vibrant economy and strong communities – Toitu Kāpiti.
- 17 This vision reflects our drive for a vibrant and thriving Kāpiti made up of flourishing communities that are strongly connected to our natural environment and contributing to a sustainable future. Our approach, therefore, is to grow progressively, our urban areas in stages, over the next 30 years, emphasising intensification, with some greenfield development, enabling different types of housing, businesses and community facilities
- 18 This approach to growth is based on Council’s decisions to date and takes account of submissions from our iwi partners and the community. The main elements of the strategy include:
 - growing both up and out, with an emphasis on intensification and greenfield development progressively over time
 - protecting, enhancing and living sensitively with our beautiful whenua, wai and green spaces (both natural and developed)
 - offering different kinds of homes and more options for how people live (including papakāinga, apartments and semi-detached and terraced houses)
 - revitalising our centres: encouraging more ‘mixed uses’ – places to live and gather with a wider range of businesses and services to support people’s everyday needs

- reducing our carbon footprint and connecting our communities through improving access and transport options, making our communities and public spaces more welcoming and walkable
 - integrating spaces for business and industry and protecting our highly productive rural land.
- 19 How this approach will look across the district is outlined in Section 2 of the attached Strategy.
- 20 The approach to growth outlined in the growth strategy is designed to deliver resilient, accessible, and connected communities in a way that protects and enhances our environment and our sense of place and identity.

Rationale for the approach taken

- 21 The approach to growth was chosen as it placed emphasis on a compact urban form, that, supported by good design, would protect and enhance Kāpiti's natural and built environments, and better enable reducing carbon emissions. Well designed and focused development around denser town and local centres will attract a wider range of services, employment and business offerings, providing for the ability to more readily 'live, work and play' within the local community. This will reduce the need to travel, which in turn supports reducing our carbon footprint, proactively responding to climate change. Strong town and local centres within the urban fabric can further enhance our sense of community and identity, while a wider mix of housing choice can provide more affordable options and will foster diversity arising from our community growing and changing into the future.

Implementing the District Growth Strategy

- 22 How the District Growth Strategy will be implemented as outlined in the *Delivering our strategy* section of the strategy. Section 3 outlines how we will deliver our growth strategy working with our iwi partners and community, in the context of the Government's requirements and the development of the greater Wellington region.
- 23 The section explains the Council's role in delivering the growth strategy and how parts of our approach are dependent on key developments by central government, and others like the regional council for the rail services and public transport.
- 24 It also identifies key work programmed in the 2021—41 Long-term Plan to invest in infrastructure and increase options for housing. The section sets out the key first steps in implementation such as updating the District Plan to apply the Government's new requirements for urban development and planning for our infrastructure needs in the upcoming 2024—44 Long-term Plan, and highlights work in other Council strategies that contributes to our objectives of growing well.

Next steps

- 25 On Council's approval of the attached District Growth Strategy, we will produce a publishable version for release. The finalised growth strategy will be published in hardcopy, online in pdf, with the online version having links to supporting and ancillary information. This information will include the thematic summary of submissions produced by Public Voice (Attachment B). We will also report back to the community and submitters on the changes we have made to the growth strategy in response to submissions.

He take | Issues

- 26 The following section identifies and discusses matters raised in response to consultation questions on the proposed approach and a number of specific issues that emerged. Staff have considered both the thematic analysis by Public Voice, as well as individual

submissions. For brevity we haven't duplicated the submission summary into this report, but refer to key parts of the summary of submissions.

Thematic analysis by question

27 Challenges and Opportunities:

Q1. Have we reflected all the significant challenges and opportunities?

Q2. If you have any views, please comment.

Of submissions received, 38% agreed the consultation document reflected all the significant challenges and opportunities facing the district, with 62% disagreeing.

For the points raised by submitters please see Section 5, pages 14 to 19 of Appendix 2.

Response:

28 'Growing well' is the central theme of the strategy, and the priorities and aspirations identified within the growth strategy have been further strengthened, their linkages more fully expressed, to support the growth principles. In the final strategy we have strengthened the statements on housing affordability and supply, more explicitly linking them through to the growth principles regarding choice, and the focus for intensification that will provide for a wider range of housing options. Within the *Delivering our strategy* section, we note the Housing Strategy currently being developed, and the housing needs analysis and action plan associated with this strategy. Council's ongoing monitoring and reporting under the NPS-UD is also captured and will help provide regular information on changes and progress in implementing the growth strategy.

29 In the growth strategy, the need for infrastructure planning to support growth is more prominent, both within the prioritisation, timing and sequencing of when and where development will occur and within the implementation actions, through for example, the Sustainable Transport Strategy and the Open Space Strategy. Links to the Economic Development Strategy and Implementation Plan and other work in the area of social and economic wellbeing are also captured in the implementation actions (Accessibility Strategy, scoping and developing town centre plans).

30 Our Growth Principles and our Priorities and Aspirations:

Q.3. Do you think these give us the right focus?

Q.4. If yes, why?

Q.5. If no, why?

Q.6. Have you any views on our growth principles, or our priorities and aspirations?

61% of submissions agreed that the growth principles, priorities, and aspirations provided the right focus, while 39% disagreed.

For the points raised by submitters please see Section 5, pages 20 to 25 of Appendix 2.

Response:

31 The overall thrust of the growth strategy is to support housing choice by enabling a full range of housing typologies, with newer typologies for Kāpiti (eg terrace housing and apartments) enabled through intensification, while also strengthening our communities and looking after the environment. These new housing typologies make more efficient use of land and will feature in both existing urban areas and future greenfield developments, alongside more traditional housing designs. As discussed above, the Implementation of our growth strategy identifies a number of additional initiatives to be undertaken to better understand and therefore support delivery of housing affordability and choice (Housing needs assessment and the three yearly Housing and Business Assessment under the NPS-UD).

32 Overall, the growth strategy provides a balanced approach to growth, reflecting government directives within a framing that strongly upholds the Kāpiti lifestyle and focus on protecting

and enhancing our natural environment that that lifestyle is based on. The linkages between the principles and priorities have been strengthened to ensure this, including how the compact urban area spatial approach supports response to climate change, both through directing new areas of greenfield development away from coastal areas, and also by focusing on intensification within walkable catchments of a hierarchy of centres offering progressively more and wider selections of services and businesses. These enhanced centres of service and amenity will offer further opportunity for strengthening a sense of place and identity while providing Kāpiti with an efficient urban form supporting, walkability, enhanced accessibility, and infrastructure affordability.

33 Our proposed approach (Growing up and Growing out):

Q.7. Do you think our proposed approach will help us achieve good growth?

Q.8. If yes, how?

Q.9. If no, what is your concern?

Of submissions received, 60% agreed the proposed approach to growth – Growing up and Growing out – would help achieve good growth for the district. 40% disagreed.

For the points raised by submitters please see Section 5.4, pages 26 to 29 of Appendix 2.

Response:

34 The growth strategy carries forward a spatial approach that responds to growth through intensification of existing urban areas, supported by progressive release of greenfield. This approach has been further supported by recent changes to the NPS-UD that requires councils to be more enabling of growth (through intensification) around existing town and local centres. Additionally, recent changes to the Resource Management Act 1991 have seen the introduction of the medium density residential standards that require councils to now provide for the construction of up to three dwellings of up to three storeys on any urban site (except on sites where a qualifying matter has been applied) as a permitted activity within the District Plan.

35 Our overall approach is to emphasise intensification within the existing urban area, with greenfield development progressively staged over the 30 years of the growth strategy. Initially this will see greenfield growth on the periphery of current urban areas to provide growth capacity while the market orients to growth through intensification.

36 The growth strategy is flexible as to timing; if our population grows faster than expected, development can be brought forward, if slower, pushed back. We will monitor capacity uptake through the Housing and Business Assessments and infrastructure provisions through our Long-term plans and annual reporting.

37 Growing up – Intensification

Q.10. Do you think these heights and levels of intensification around existing centres will help us grow well?

Q.11. If yes, how?

Q.12. If no, what alternatives should be considered?

37% of submissions supported that the heights and levels of intensifications in the proposed approach to growth would support Kāpiti growing well while 63% disagreed. This result was contradictory to that delivered on the previous question on the overall proposed approach and seemed to reflect the concern about growth in specific centres. In particular, a number of submissions raised concerns on increased density in the Waikanae Beach area and its local centre. This matter is discussed further below in paragraphs 57- 62.

For the points raised by submitters please see Section 5.5, pages 30 to 34 of Appendix 2.

Response:

38 As noted above, response to questions on density for the district were contradictory. Given new government direction, and the overall fit of our spatial strategy with the growth principles, and priorities and aspirations underpinning the growth approach, we believe that the densities and catchments around the different centres provide a logical density hierarchy. They provide different levels of population and activity to support access, walkability, and service levels (including for public transport) for people's everyday activities and reduce potential reliance on private motor vehicles, supporting carbon emissions reduction. It is considered that the benefits of our growth approach to deliver housing choice and affordability, lower our carbon footprint, while protecting our natural environment, productive land, biodiversity and freshwater quality, are preferable to the potential for ongoing unplanned urban encroachment into greenfield areas, and requiring extension to infrastructure networks.

39 Although, it should be noted, that efficient delivery of intensification is dependent on key investments in infrastructure – including public transport – particularly for Ōtaki .

40 Growing out – Greenfield growth:

Q.13. Are the locations and scale of proposed greenfield areas suitable for supporting good growth?

Q.14. If yes, how?

Q.15. If no, what alternatives should we consider?

55% of submissions agreed that the scale and indicative priority of the proposed greenfield areas is suitable for supporting good growth, with 45% disagreeing.

For the points raised by submitters please see Section 5.6, pages 35 to 39 of Appendix 2.

Response:

41 While providing for additional greenfield development was questioned by some submitters, the need to allow for measured expansion balances this. Overall, the greenfield provisions in the growth strategy, alongside the emphasis on intensification, remain unchanged, although it should be noted that reflecting the MDRS adds further capacity within existing urban areas. We consider that for the district and within the WRGF, what is proposed provides a resilient, sustainable and flexible provision of new land for development over the 30 years of the strategy. Through submissions several additional pieces of land were put forward for inclusion in the strategy. These are further discussed below in paragraphs 66 – 71.

42 Flexibility is provided in that the timing of greenfield land release will be influenced by capacity needs (as determined through Council's Housing and Business Assessments (HBA)) and subsequent review of the growth strategy over time, and the provision of enabling infrastructure. There is flexibility to bring forward or push back timing depending on growth and market pressures. Any new greenfield areas will also need to be enabled through plan change processes.

43 Growing up and Growing out mix:

Q.16. Do you think our proposed approach gives us a good mix between intensification and greenfield development to grow well?

Q.17. If you have any views, please comment here.

55% of submissions agreed that the proposed approach would give a good mix between intensification and greenfield development, with 45% disagreeing.

For the points raised by submitters please see Section 5.6.4, pages 40 to 41 of Appendix 2.

Response:

44 A majority of submitters agreed that we had the quantum and location of greenfield development right in our spatial approach. A number of those who disagreed to this question opposed intensification in support of greenfield development or opposed any greenfield development in favour of intensification. While there were requests for changing the priority

of some of the greenfield areas, there were only a couple of requests for additional areas. These are both discussed in more detail below in paragraphs 66-71.

45 Our plan for implementing the proposed approach:

Q.18. Is there anything else you think is important that we need to do to achieve our approach to good growth in Kāpiti?

Q.19. If you have any views, please comment here.

64% of submitters agreed there were other factors that needed to be considered to those captured in the strategy to achieve good growth, while 37% disagreed.

For the points raised by submitters please see Section 5.7, pages 42 to 44 of Appendix 2.

Response:

46 The growth strategy has a section on *Delivering our strategy*, which outlines the main things we'll be working on to deliver our approach to growth. This focus on implementation has been further developed in the strategy. The growth strategy outlines a number of streams of implementation that will support delivery of the strategy. Our delivery approach includes how we will work with our iwi partners, central government agencies, developers, and our community to achieve our objective of growing well. This includes actions taken through the district plan, Council's long-term plans, the infrastructure strategy, and other strategies such as the Open Space Strategy, Sustainable Transport Strategy and Economic Development Strategy and Implementation Plan, and through work Council is involved in with the Wellington Regional Growth Framework.

47 District plan changes will be a primary mechanism for implementing the growth strategy, both in respect to its spatial elements and also in providing the design guidance to ensure well-functioning urban environments will be created. Plan changes anticipated over the next few years include the Urban Development plan change focusing on implementing the intensification requirements of the NPS-UD and MDRS, Urban Design guidelines, with future changes focused on greenfield areas, flood risk, coastal hazards and mana whenua.

48 We will share progress on delivering the growth strategy through our annual monitoring and reporting to meet central government requirements under the National Policy Statement on Urban Development and more broadly through Council's annual reports.

49 If there are significant changes to proposed work – such as needing to respond to new Government directives and reform – these will be reflected in updates to our implementation plan that will flow into a reviewed growth strategy. The Council's Long-term Plans will be a key tool for engaging with the community on changes.

50 Other feedback:

Q.20. If you have any other feedback about how we can grow well, please comment here.

For the points raised by submitters please see Section 5.8, pages 45 to 46 of Appendix 2.

Response:

51 Points raised by submitters in response to these questions were predominantly around infrastructure, enabling quality development, and future opportunities for community input.

52 Within the growth strategy, the Priorities and Aspirations support the Growth Principles. They provide a focus on ensuring development keeps what is great about our district as a place to live, through protecting the natural environment and enhancing our links to the district's natural resources and heritage and our sense of place and identity. Achieving this through developing well designed walkable neighbourhoods that promote physical activity and social interaction sits at the core of our growth strategy's objective to enhance the physical, economic, and social wellbeing of our community.

53 These themes arising from the priorities and aspirations will be picked up through the actions to be carried out, as outlined in the growth strategy's section on *Delivering our strategy*. The delivery plan will also canvass the infrastructure work that will be done as part of the 2024-

2044 Long-term Plan, to ensure Council is planning for delivery of infrastructure necessary to support the growth identified.

Specific issues

New Government requirements:

- 54 The growth strategy emphasises enabling growth through intensification of Kāpiti's urban areas. The NPS-UD initially directed certain levels of intensification around metropolitan centres and rapid transit stops, leaving Council some discretion as to the level of intensification around its town and local centres. In the growth approach taken out to consultation we settled on a density hierarchy across our urban areas ranging from 12 storeys in central Paraparaumu to two to three storeys in suburban areas. Amendments to the NPS-UD in late 2021 strengthened the requirement for Council to focus intensification within and around town and local centres. Also in late 2021, Parliament passed legislation requiring councils to make changes to the district plan to enable the construction of up to three homes of up to three storeys on most residential sites without the need for a resource consent. These new rules amending the RMA are referred to as medium density residential standards (MDRS). The MDRS are required to be enabled in all residential zones within the district, except on sites where there are "qualifying matters", such as natural hazards, ecological sites, and sites of significance to mana whenua.

Densities

- 55 Higher density can sustain delivery of increased services and facilities to better support peoples' everyday needs. Our vision is for more people living in accessible, walkable neighbourhoods. The emphasis is on urbanised living with less reliance on private vehicle use, and new developments centred on public transport, particularly rail.
- 56 As discussed above there were a range of comments generally on the density/intensification levels proposed. However, for the growth strategy as a whole, we believe we have promoted a logical density hierarchy. Our approach in the growth strategy means:
- in and around our town and local centres there will be medium-high density development (enabling development in local and town centres up to 4 and 6 storeys respectively, and in central Paraparaumu enabling up to 12 storeys)
 - infill development in residential areas up to 3 storeys as per the Government's MDRS
 - more intensity in greenfields developments including different forms of housing – such as terraced housing and apartments.
- 57 For the suburban areas the new MDRS requirements provide a minimum that we must enable, however, this is not a minimum standard that has to be built. Property owners and/or developers may choose to develop at lower levels.

Changes to local centres

- 58 We have made a number of changes to the growth strategy with respect to local centres. In the consultation document local centres included Raumati South, Kena Kena, the Meadows precinct, Te Moana Road (at the Te Moana Road/Ono Road corner), and Paekākāriki (although the local centre area in Paekākāriki is subsumed within the rapid-transit walkable catchment). These centres are all currently listed as local centres in the current District Plan. There is also one other local centre identified in the District Plan at the corner of Mazengarb Road and the Guildford Drive extension. As the NPS-UD now emphasises intensification around town and local centres, although this local centre is quite small, we believe it should now be included, providing consistency with how we have treated the other listed local centres.
- 59 We received a submission from the Waikanae Beach Residents Society opposing the intensification levels proposed for the Te Moana Road (Waikanae Beach) local centre and surrounding walkable catchment. This submission was directly supported by 31 further submissions. The Society suggested that the density proposed for the centre and its surrounding catchment were contrary to the area's character and that the local centre could

more usefully be located at Ngārara. On the basis that the Te Moana Road local centre is currently identified in the District Plan and the directives of the NPS-UD are quite clear, we have not changed it's inclusion as a local centre in the growth strategy. This retains a consistent approach to local centres across the district.

- 60 There is also currently provision for future local centres at both Ngārara and Waikanae North in the District Plan. To be consistent with the NPS-UD and overall approach we are taking in the growth strategy, these are now included as Indicative Future Local Centres.

Intensification at Paekākāriki

Submitter comment on intensification in Paekākāriki was directly tied to the provision of infrastructure and concerns regarding coastal hazards. Under the NPS-UD we are required to include Paekākāriki, as it is both a rapid transit (rail) stop and a local centre in our District Plan. However, Paekākāriki is limited by a range of constraints including the presence of a range of natural hazards, and the lack of reticulated wastewater infrastructure. These issues will likely present practical challenges to intensification in this area.

Intensification at Ōtaki

- 61 With respect to Ōtaki, we received a submission from Ngā Hapu o Ōtaki and from others in the community, that intensification anywhere in Ōtaki should not be developed over two storeys in height. Reasons given were the town's special character, cultural heritage, and places of significance to mana whenua.
- 62 Within the growth strategy, Ōtaki is planned to take a greater prominence as the district centre for the northern half of the district supporting economic and cultural development in the area. Both within the District Plan and under the definitions of the NPS-UD, Ōtaki is an urban environment, and therefore one that should be intensified. Growth in Ōtaki will see better service provision and can recognise Ōtaki's rich cultural heritage and identity. As a northern centre it also reflects our district's relationship with the Horowhenua district and the emphasis on strengthening our linkages with all our neighbouring districts through the Wellington Regional Growth Framework.
- 63 Maintaining densities as proposed in the growth approach delivers on the requirements of the NPS-UD's emphasis on intensification in town and local centres. Intensification can provide opportunities for Ōtaki to grow and deliver a range of housing (including papakāinga) to provide better opportunity for all who want to live in, and maintain their connection to, their rohe, to do so. In implementation, council will be working with its iwi partners and the community to help shape Ōtaki's twin townships to ensure that attractive well-functioning urban environments are designed to incorporate the area's cultural identity in future development.

Additional greenfield areas proposed for inclusion

- 64 Two separate submitters requested consideration of two extensive areas (one north of Ōtaki, the other at Peka Peka), to be added to the greenfield areas in the growth strategy and to have the priority for development of these areas brought forward to either high priority or medium priority.
- 65 The area north of Ōtaki is considerable (at 200ha) and would roughly double the urban area and current and future housing capacity of Ōtaki. The area was not included in the areas assessed in the supporting technical work as a potential future greenfield area. The area is separate from the current urban area (but adjoins a future urban zone), with development isolated from the town's services and current public transport. Although the area could provide future areas for development, its subject to a range of constraints and further away from existing urban areas than other areas already identified.
- 66 It is not recommended that the area is included in the current growth strategy, but that a preliminary assessment of the area be undertaken for possible inclusion of the area as a long-term growth area / Future urban study area when the growth strategy is next reviewed. Should the property owner wish to move sooner they could look to plan change processes (including a private plan change) to progress their development interests.

- 67 The Peka Peka Farm submission sought reclassification of the Peka Peka Farm area to Priority 1 or 2A in the supporting technical report, which would then potentially warrant the area's inclusion in the growth strategy as at least a Medium Priority. Due to the significant natural hazard constraints of areas west of the State Highway in the north Waikanae/Peka Peka area, the growth strategy has focused future development on the areas east of the Expressway in contiguous extension to existing urban areas and centred around the rail and expressway in the medium- and longer-term. This is consistent with not encouraging new development on coastal margins and in areas prone to hazards. As such it is not recommended that the Peka Peka Farm area be brought into the growth strategy at this time. As with the Ōtaki proposal, the property owner could look to private plan change processes to progress their development interests. The area could be reviewed at the next review of the growth strategy.

Site specific requests

- 68 Several submitters sought the re-prioritisation of specific sites within wider assessment areas looked at in the supporting technical reports. Areas of prioritisation in the growth strategy are based on maintaining in the first instance, growth contiguous with the current urban edge. The growth strategy's spatial strategy does not resolve to the level of specific sites. Further work on hazard assessment for some of the areas put forward, particularly with respect to flooding, will be undertaken. Based on this work these areas may be brought into the urban area in future plan changes.

Land to the east of Otaihangā/ near Otaraua Park (Tini Village)

- 69 The submitter requested that the priority for development of this area as assessed in the supporting technical work, be brought forward to 2A, which would suggest a reconsideration of the area to medium priority in the growth strategy. They also requested that some adjoining areas of land (some of which have not been assessed at all in the supporting technical work) be included. It is recommended that the additional areas could be assessed for potential inclusion in the future. It is proposed to retain the current categorisation.

The airport lands

- 70 The owners of the airport lands submitted, requesting an amendment to how the airport lands are referenced in the growth strategy. Currently, the land around the operating airport is provisionally indicated as a potential greenfield development opportunity. This land around the operating airport is listed within the 'High priority greenfield growth areas' category. The submitter requested that the description of this land, which currently reads, "*Potential development around an operating airport,*" be added to with the words "... *plus the land containing the airport if the airport closes.*" This would be out of step with commentary on other land parcels which doesn't tie development opportunity to potential future change of land use. It is therefore recommended that the wording in the growth strategy remains changed.

Te Horo/Hautere area

- 71 Points were also raised by submitters around the provision for rural residential use and that development in the Hautere future urban study area include more of Te Horo and that the type of development indicated for the area be based on rural residential/lifestyle development (with development in rural clusters) rather than fully urbanised development. It was suggested that the need for rural lifestyle was not sufficiently recognised in the growth strategy. It was submitted that this rural lifestyle provision could occur from the immediate future.
- 72 While rural residential is envisaged as part of the overall housing mix across the district, additional provision for its increased use or consolidation has not been identified as part of the growth strategy with its focus on compact urban areas and low carbon forms. Another key consideration is the need to ensure productive land is appropriately considered and protected to support future localised food security. The Hautere future study area, is also identified as a potential future urban centre. It is important that these areas are not further fragmented so they can support productive land and potential future urban uses. Further

rural lifestyle development would not deliver the density of development necessary to support a future railway station, preserving reliance on private motor vehicles, which does not support carbon emissions reduction.

Climate change

- 73 Some submissions emphasised the need for a stronger stance in the growth strategy on responding to climate change, including taking a regenerative approach to enhancing the district's environment. Achieving climate neutral living is one of the priorities and aspirations of the growth strategy. This includes applying our climate emergency framework to our development management approach, actively planning on how to reduce our carbon footprint through an incremental approach to expanding the district's urban extent and emphasising intensification for delivering on growth capacity. Captured as one of the growth strategy's Priorities and Aspirations, achieving climate neutral living, will be reflected through the approach to the growth strategy's implementation through other Council strategies, such as the Sustainable Transport Strategy, Takutai Kāpiti and Stormwater Strategy.

Ngā kōwhiringa | Options

- 74 Options for the issues raised have been canvassed in the section above.

Tangata whenua

- 75 We have engaged with our iwi partners, Ngāti Toa Rangatira, Ngā Hapū o Ōtaki, and Ātiawa ki Whakarongotai, over the development of the growth strategy, and they provided initial feedback on the Proposed Approach that went out for consultation.
- 76 All three iwi provided in-depth submissions (two in writing and one orally) on the consultation document, and each took the opportunity to speak directly to councillors on their feedback, Ngāti Toa Rangatira and Ngā Hapū o Ōtaki on 30 November, and Ātiawa ki Whakarongotai on 7 December 2021.
- 77 Through their submissions our iwi partners re-iterated their concerns, aspirations and keen willingness to partner with council through the implementation of the growth strategy.
- 78 A key issue raised was their interest in seeing a wider range of housing – including papakāinga – in the district, enabling more people to live and work closer to their ancestral whenua to avoid growth displacing whānau.
- 79 Concern was expressed that if not managed well, growth could put too much pressure on the environment. Preference was expressed that growth is focused away from natural hazards and areas at particular risk from climate change impacts.
- 80 Opportunity was also recognised in using development to enhance the natural and built environment through improving riparian margins, revitalising lost wetlands, and enabling better access to waterways, and to encourage quality urban design and more rigorous building standards.
- 81 Our iwi partners also expressed a wish to contribute their unique knowledge of the environment to achieve sensitive and appropriate development across our district. They voiced a desire that the cultural identity of each iwi to be respected and given effect to in the planning for and development of their rohe enabling the wellbeing of their people to be advanced.
- 82 We will work in partnership with iwi to implement our growth strategy and monitor our progress in achieving our objectives to grow well using our kaupapa framework.

Panonitanga āhuarangi | Climate change

- 83 The growth strategy emphasises intensification and a climate neutral approach to development. The district's proximity to the coast means that climate change, and sea level rise in particular, can present potential challenges to future development. Stormwater and flooding are also existing hazards faced in areas of our district and are projected to become

worse due to climate change. Areas proposed for intensification and greenfield development have undergone initial high-level assessment for natural hazard constraints. Further work is underway (see section on *Delivering our strategy*) in this area.

- 84 The approach to growth in the growth strategy provides a mix of growing up and growing out, an emphasis on intensification and walkability around existing and new proposed centres supports active travel options and with improved public transport, will help reduce the use of motor vehicles, lowering carbon emissions and the overall impact of growth on our natural environment. Greater housing density will also require more emphasis on quality public open spaces, which is why the Open Spaces strategy is a key supporting strategy.

Ahumoni me ngā rawa | Financial and resourcing

- 85 Planning for growth, including providing the infrastructure and community facilities to support this growing population will have financial implications over time. The implementation of the strategy is proposed to form part of monitoring and reporting alongside NPS-UD requirements. The implementation of the strategy will primarily coordinate current activities and projects identified under other strategies and the Long-term Plan. Where new or additional areas of work are identified they will be raised and considered as part of the annual plan process and future Long-term Plan processes. The 2021-2041 Long-term Plan has a significant programme of work under District Planning with ongoing pressures from new Government direction in this area.

Ture me ngā Tūraru | Legal and risk

- 86 There were no specific legal considerations to take account of in Council developing and adopting the District Growth Strategy. Council was not required to follow the special consultative procedures set out in the Local Government Act, however, given the importance of the growth strategy, a period of public consultation was undertaken, with receipt of submissions and an opportunity provided for submitters who wished to, to directly address councillors at a workshop at the end of November 2021.
- 87 Some submissions expressed a desire for more consultation on the growth strategy prior to finalisation. Best practice consultation was undertaken to the extent allowed by the restrictions of Covid-19 Alert level 2 in place at the time. Consultation on aspects of the management of growth were also tested with the public through the *What matters most initiative* in late 2020, and through the 2021-2041 Long-term Plan consultation.
- 88 There will be opportunities for direct public input into a range of implementation activities ranging from Long-term plan consultation, the notification and submission processes of the upcoming District Plan changes and through development of a range of further strategies and plans.
- 89 There are no implications on human rights and the District Growth Strategy is consistent with the New Zealand Bill of Rights Act 1990.

Ngā pānga ki ngā kaupapa here | Policy impact

- 90 The strategic direction set in the 2021 Long Term Plan includes strong emphasis on growth and resilience and investing in infrastructure to support this. The growth strategy aligns with this direction. Our growth strategy also aligns with our community outcomes of partnership with mana whenua, restoring and enhancing the natural environment and enabling our people to have access to suitable housing in Kāpiti so they can live and thrive
- 91 The growth strategy has a section on delivering the growth strategy that will identify the links between it and Council's other strategies, such as the Open Spaces Strategy (draft), Economic Development Strategy and Implementation Plan, Sustainable Transport Strategy, and work going forward on district plan changes, infrastructure planning and work, coastal management, and stormwater and flood management. It will also identify future work such as the Centres Plans which will initially focus on the main centres, and work associated with the WRGF.

92

TE WHAKAWHITI KŌRERO ME TE TŪHONO | COMMUNICATIONS & ENGAGEMENT**Te mahere tūhono | Engagement planning**

- 93 This matter has a low degree of significance under Council's Significance and Engagement Policy. The growth strategy itself will be a non-statutory document, and while it provides a framework for how we manage growth, changes to achieve it will be implemented under further processes. These includes change under the District Plan and planning and investment decisions around council infrastructure and services under the Long-term Plan.
- 94 The growth strategy provides the 'Kāpiti Vision' for growth in our district and will provide a basis for input to regional planning activities such as the WRGF and any future Regional Strategic Plan/Spatial Plan proposed as part of reforms to the RMA.
- 95 Feedback to submitters and the community from the consultation document will include publication of the finalised growth strategy, a summary of submissions received, and report back to the community and submitters on the changes we have made to the growth strategy in response to submissions.

Whakatairanga | Publicity

- 96 Submitters will be informed by email that the finalised District Growth Strategy will be considered for adoption at the Council meeting on 24 February 2022, along with a thematic summary of submissions.
- 97 For the 24 February 2022 Council meeting there will be a media release briefly outlining the main points in the final growth strategy. Further media releases will accompany the publication of the District Growth Strategy at the end of March 2022. Further work will be undertaken to communicate the strategy to the wider community, including through Council's website.

NGĀ ĀPITI HANGA | ATTACHMENTS

1. Te tupu pai, Growing well — District Growth Strategy [↓](#)
2. Te tupu pai, Growing well — summary of community consultation [↓](#)

Te tupu pai

Growing well

Our strategy for enabling sustainable growth in Kāpiti

Welcome

Kāpiti is special. From the mountains through our river-crossed land to the coast, our district's natural beauty is breathtaking. We love our district and value the lifestyle it gives us. We always want Kāpiti to be a great place to live so we need to plan for good growth.

Te tupu pai – our growth strategy – sets out a vision and roadmap for how Kaunihera (Council) and Mana Whenua will work to achieve sustainable development for our district in the 30 years to 2051.

The strategy has been developed with input from across the community. It is designed to fulfil the needs and aspirations of our community and supports Government requirements.

It is about 'growing well' with all that this embraces: that respects our whenua and wai – and places people at the heart. It recognises our need for different types of housing, for more local jobs and businesses. It will help us develop in ways that make it easier for people to connect and be part of their communities; for all our development to support ways of living, and working, and getting around that are more sustainable and protect and enhance our environment; for the way we grow to make a positive contribution to all aspects of our wellbeing.

Toitū te whenua, toitū te wai, toitū te tangata, toitū Kāpiti!

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Our growth principles
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SECTION 2 Our approach to growth

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- Central Paraparaumu – developing as a city centre for our district
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- Local centres – emphasising walkable neighbourhoods and easy access to services
- Suburban areas – allowing for better use of land to increase housing
- New greenfield areas – progressively opening up sites for development in more sustainable ways
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Where to find more information

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*You can keep up to date with our progress/what's happening....online.
If you would like to read more detail and background, see*

Our strategy to grow well links strongly to our other strategies such as our Climate Change Action Framework, our Open Space, Sustainable Transport and Housing strategies and our Economic Development Strategy and Implementation Plan. You can find these....

You can see information about our process for developing the strategy – including the feedback from consultation and how we responded to this online.....

SECTION 1

Overview

Our district is growing and we want to grow well. We are anticipating around 32,000 more people coming to live here over the 30 years between 2021 and 2051 – the broad period to which this strategy relates. Our strategy articulates our vision for growing well – what we are prioritising and where we've got to plan for and support growth.

We know that our community wants our district's growth to be sustainable and retain what we value most, while taking advantage of the opportunities that come from a larger population. Through this strategy we are aiming for growth that contributes to our overall vision of a **thriving environment, vibrant economy and strong communities**.

'Te tupu pai: Growing well' reflects what our community have shared is important including upholding obligations to our Mana Whenua partners and reflecting their aspirations. We engaged with our iwi partners and the community about growth through the development of the 2021–41 Long-term Plan and consulted specifically on the approach to growth in late 2021. This strategy largely reflects the input and feedback we received.

Our growth strategy is underpinned by our commitment to act in response to climate change and encourage low-carbon living. It will provide direction for and help deliver on the aims of other key Council strategies too, such as our strategies for open space, sustainable transport, economic development and housing.

The growth strategy applies Government direction and new laws – notably the requirements for greater intensification in the National Policy Statement on Urban Development. It takes account of planning for development of the region and our contribution to the Wellington Regional Growth Framework and its impact on our district.

Our vision for growing well

To ensure our strategy can take us through thirty years, it is built on a set of growth principles.

These, in turn, are based on the overarching principles and values agreed between Mana Whenua and Kaunihera (Council) – and endorsed by the community – in the development of the 2021–41 Long-term Plan. These overarching principles are presented in our Te Kaupapa Matua framework which you can see online at.....and in our long-term plans. Te Kaupapa Matua guides all of Council's work.

Our overarching principles are:

- **Kaitiakitanga** – sustaining the environment and people
- **Ūkaipōtānga** – identity
- **Whanaungatanga** – connectedness
- **Pūkengatanga** – preserving, creating, teaching and knowledge
- **Manaakitanga** – supporting each other.

Our growth principles

Building on these, our six specific growth principles are:

- supporting Mana Whenua aspirations
- valuing our environment
- fostering strong communities
- encouraging low-carbon living
- embracing the opportunities of growth, and
- enabling choice.

Show relationship between growth principles and kaupapa framework visually

Our growth principles guided the development of our approach, and we will continue to refer to them knowing that over thirty years there will be changes – such as further Government requirements – and new challenges to respond to. Our principles will keep us focused on the vision of growing well and guide us in how we respond to things that arise.

To help link our approach through to the principles as we implement our strategy, we have a supporting set of priorities and aspirations. These reflect input and feedback from consultation with the community. The themes are all linked and each reinforces the others. Our priorities and aspirations are to:

- keep, protect and enhance
- improve walkability, neighbourhoods and wellbeing
- achieve climate neutral living
- ensure affordable and efficient urban form
- be prosperous and productive.

You can read the full definitions of our growth principles and the priorities and aspirations that flow from them on page X.

Our iwi partners' aspirations

As we work in partnership with Mana Whenua, we strive to reflect the aspirations of our iwi partners: Te Āti Awa ki Whakarongotai, Ngāti Raukawa ki te Tonga and Ngāti Toa Rangatira. As well as endorsing our growth principles, Mana Whenua wish to see:

- a wider range of housing – including papakāinga – enabling more people to live and work closer to their ancestral whenua
- care to avoid growth displacing whānau and putting too much pressure on the environment
- growth focused away from natural hazards and areas at particular risk from climate change impacts
- using development to:
 - enhance the natural and built environment through improving riparian margins, revitalising lost wetlands and enabling better access to waterways, and
 - encourage quality urban design and more rigorous building standards.

Our iwi partners wish to contribute their unique knowledge of the environment to achieve sensitive and appropriate development across our district. They desire the cultural identity of each iwi to be respected and given effect to in the planning for and development of their rohe enabling the wellbeing of their people to be advanced.

We will work in partnership with iwi to implement our strategy and monitor our progress in achieving our objectives to grow well using our kaupapa framework (see section 3, Delivering our strategy).

Main elements of our approach

How we will grow includes:

- growing both up and out, with an emphasis on intensification and opening up some greenfields progressively over time, with our greenfields development also being denser and more connected into public transport
- protecting, enhancing and living sensitively with our beautiful whenua, wai and green spaces (those naturally occurring and those that have been developed for recreation)
- offering different kinds of homes and more options for how people live such as papakāinga, apartments, semi-detached and terraced houses, and including more affordable homes
- revitalising our centres: encouraging more 'mixed uses' – places to live and gather with a wider range of businesses and services to support people's everyday needs and offer more jobs
- improving access and public transport and active transport options, making our communities and communal spaces more welcoming, walkable and connected and supporting low carbon living
- integrating spaces for business and industry and protecting our highly productive rural land.

Our approach for how this will look across the district is set out in section 2.

Delivering our strategy

The third section of the strategy outlines the main things we'll be working on to deliver our approach. This will be closely linked to our long-term plans – particularly the investment Council will need to make in infrastructure to support growth – and our sequence of district plan updates.

Our delivery approach includes how we will work with our iwi partners, central government agencies, developers and our community to achieve our objectives. This includes through the district plan, our long-term plans, our infrastructure strategy and other strategies as outlined, and the Wellington Regional Growth Framework.

We will share progress through our annual monitoring and reporting to meet central government requirements under the National Policy Statement on Urban Development and more broadly through Council's annual reports.

If there are significant changes to proposed work – such as needing to respond to new Government directives we will capture and reflect this as part of our ongoing planning, monitoring and reporting and update our overall approach for implementation. We will engage with the community on any other changes in the development of our long-term plans.

Our priorities for delivery are outlined in section 3.

SECTION 2

Our approach to growth

In line with our growth principles, our approach seeks to deliver resilient, accessible and connected communities in a way that protects and enhances our environment as we grow. Our approach emphasises making the best use of our land by mainly 'growing up' (increasing density) with some 'growing out' (development of new areas). We will have more of a mix of housing and other uses such as businesses, with development focused around existing centres to make it easy for people to access services, encourage low carbon living and support community wellbeing.

How it will look is different in each part of the district depending on how areas are already developed, what can be done given natural constraints and infrastructure needs, and what the Government requirements dictate.

It's intended development will occur in stages. Development is heavily dependent on making sure we can put in place sufficient infrastructure which will enable developers and community housing providers and iwi to explore specific development opportunities.

This section presents a breakdown of how growth is planned across the district. It outlines the main features and shows with descriptions, maps and illustrations how they will be applied in different parts of the district.

How we will grow

Toitū Kāpiti – our vision – reflects our drive for a vibrant and thriving Kāpiti made up of flourishing communities that are strongly connected to our natural environment and contributing to a sustainable future. Our approach, therefore, is to grow progressively in stages over the next 30 years, emphasising intensification with some greenfield development.

We'll enable different types of housing, business and community facilities through:

- intensification in our urban areas – 'growing up'
- some new developments (greenfields) – 'growing out'

We still have space to develop – in our existing urban centres and on their edges – and can carefully manage how and where we do that. That means we can accommodate a bigger population while retaining what make Kāpiti special – preserving our green, rural and open spaces and protecting and enhancing our waterways and coastline.

As our population grows over time, central Paraparaumu will become established as the coast's city centre with Ōtaki as a district centre in the north.

Increased density for existing and new development

For our centres, suburbs and new greenfield developments, we are required by Government to provide for increased density and make more efficient use of our land. This will help enable a wider choice of housing to be delivered – including affordable housing.

The updates to the Government's national policy statement on urban development (late 2021) requires the Council to focus intensification within and around town and local centres.

Also in late 2021, Parliament passed legislation requiring councils to make changes to the district plan to enable the construction of up to three homes of up to three storeys on most residential sites without the need for a resource consent. These new rules amending the Resource Management Act are referred to as medium density residential standards. The standards are required to be enabled in all residential zones within the district, except on sites where there are "qualifying matters", such as natural hazards, ecological sites, and sites of significance to mana whenua.

Our approach – consulted on with the community, coupled with the Government requirements finalised after our consultation – means:

- in and around our town and local centres there will be medium-high density development (enabling development in local and town centres up to 4 and 6 storeys respectively, and in central Paraparaumu enabling up to 12 storeys)
- infill development in residential areas up to 3 storeys in line with the Government's medium density residential standards, and
- more intensity in greenfields developments including different forms of housing – such as terraced housing and apartments.

The degree of intensification supports our vision for growing well by creating vibrant, people-centred, compact urban areas that enable us to preserve as much of our open space as possible for recreation, environmental restoration and productive use.

Benefits of intensification

Higher density development can deliver increased services and facilities to support people's everyday needs. Our vision is for more people living in accessible, walkable neighbourhoods. The emphasis is on more urbanised living with less reliance on private vehicle use, and new developments centred on public transport, particularly rail. Improved public transport will need to be delivered as part of achieving improved access and connectivity.

Development around existing centres and more compact urban form supporting our increased population will set up our district well for securing other services such as health and education as well as attracting businesses and providing for more employment locally. Additional benefits will flow from this, as with more people able to work locally and not needing to commute, we will reduce our carbon footprint. More services and facilities in our centres will encourage greater use of our cycleways and walkways for active modes of transport within centres, east-west, and between centres, north-south. Our cycleways, walkways and bridleways network will be important for ensuring our greenfields developments can make use of alternative transport options too.

Growth will happen over time

Our strategy plans for the growth in our population projected over the 30 years from 2021–2051. Some development will happen in the first few years of the strategy while other development – both growing up and growing out – might not happen for 20 years or more.

Planning for this growth now, and gradually expanding our urban areas and adding some new greenfield areas progressively, means we will be able to ensure all necessary infrastructure is in place in time to support staged growth.

Our approach also has the flexibility to adjust to population growth – if growth is faster or slower than expected, we can bring forward development or push it further out.

Sequencing development to ensure sufficient infrastructure of all types

Ensuring we have sufficient infrastructure in place, or planned, is key to our ability to grow well and we know this is extremely important for our community. The need for sufficient infrastructure applies to both intensification and greenfields development.

Intensification has the advantage of being able to use existing infrastructure however, over time, it will need to be expanded to deal with a larger number of households. With greenfields development, we will require some new infrastructure. There is considerable work in planning for infrastructure and a significant investment. This is a focus in our 2021–41 Long-term Plan – investing for growth and resilience – and will be an ongoing focus in the long-term plans over the course of this strategy.

Section 3, Delivering our strategy outlines the infrastructure work underway and planned. We will use our long-term plan process to look ahead to our future needs to support growth and ensure our development is lined up with our infrastructure.

When we consider our community's infrastructure needs, we are talking about all forms of infrastructure that enable our communities to function and flourish. That is, our community facilities like libraries and pools, our green spaces and community gathering places as well as our 'hard' infrastructure like water networks and roads. We will look at all aspects of infrastructure needed.

Good design and protection for our green spaces

The development we aspire to will deliver well designed, sustainable new homes, buildings and spaces for our community with all the infrastructure – the networks, services and facilities embraced by that term as discussed above.

Council's role in design is primarily through setting the requirements in our district plan and processing resource consents for development to occur. We also work closely with developers and will look to partner with iwi and community housing providers.

Protecting the beautiful environment in which we live is paramount. The backdrop of bush-clad hills, the rivers and streams they feed, our wonderful coastline – these are the things that make living in Kāpiti so special.

Our approach looks to foster development in a way that protects and enhances our green spaces, natural habitats and the quality of our fresh water. The first stage of reflecting where and how development can occur and the 'shape' of our centres will be fleshed out through the intensification update to our district plan and our design guidelines. It will also be influenced through other strategies including our open space, economic development, housing, age friendly and accessibility strategies and as we develop town centres plans (see section 3, Delivering our strategy).

An exciting aspect of development will be the opportunity to create new types of green spaces and community open spaces as part of more compact urban design and accessible, walkable neighbourhoods. This is a role for both developers and for Council working with communities and is included in our open space strategy. This will also be reflected in work we undertake to develop town centres plans to ensure we have holistic frameworks for shaping our towns' development and enhancing local characteristics. We will also continue to expand our cycleways, walkways and bridleways network which takes advantage of that infrastructure already in place.

Achieving good design will mean recognising the existing qualities of each of our areas and respecting their unique identity from the rich cultural heritage of Ōtaki to the character of our beach settlements. This will mean that as we grow, we retain what is important to our communities and iwi partners.

Responding to climate change

Due to our coastal location, climate change and sea level rise present particular challenges for development in our district.

The areas identified for development have undergone initial high-level assessment for natural hazard constraints, including sea level rise and flood hazards. We will also be looking at how we manage stormwater arising from higher density developments. Further work will be necessary, and some of this is already underway, as outlined in section 3, Delivering our strategy. This work will feed into future district plan changes and will provide clarity around specific development.

Our whole approach to how we grow is designed to support sustainability and encourage low carbon living, so we reduce our impact on the environment and protect our precious whenua and wai for future generations.

Different types of housing

To meet the needs of changing demographics and lifestyles – such as more single person households – we want to enable different types of housing.

A wider range of housing can deliver a greater range of affordable housing options – increasing our appeal as a lifestyle choice and allowing those with a deep connection to the district to continue to live here.

We want to enable forms of development we know we have a need for on the Kāpiti coast. This might mean working with community housing providers on social housing or supporting Mana Whenua to develop housing solutions – including papakāinga – to meet their aspirations for their people to live and be able to work closer to their ancestral home.

The biggest change will be in areas of increased density where, over time, we will see apartment blocks, terraced housing and townhouses providing much greater diversity in our housing with new types of green and communal space.

As outlined, our greenfield developments will also have a mix of housing styles including apartments and townhouses.

Transport and development

Our focus on walkable neighbourhoods goes hand-in-hand with further developing our public transport networks – commuter trains for connection to the wider region and bus services to connect our walkable communities with each other. Reliable and frequent intra-Kāpiti services will reduce our reliance on private cars and help support progress toward reducing the district's carbon emissions.

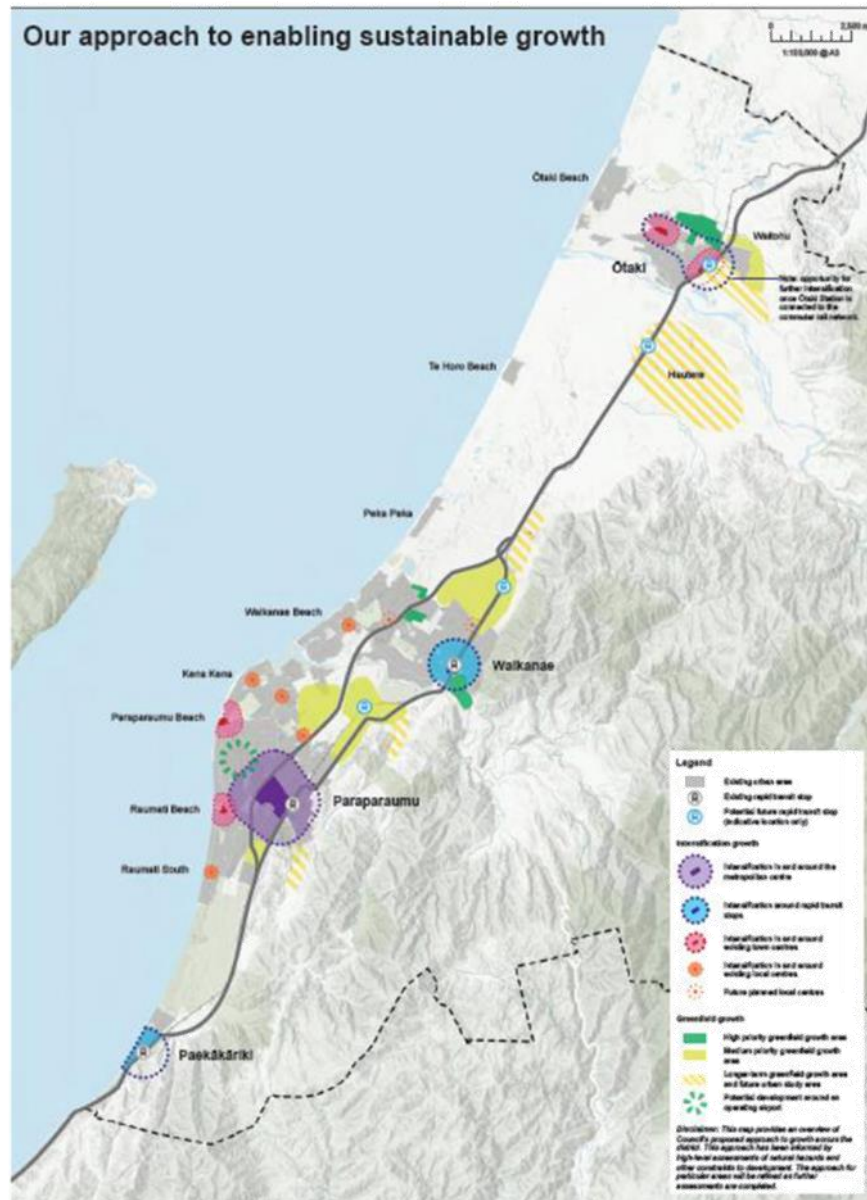
Main elements of our approach

As outlined, the nature of development will vary across the district. The following pages give details of each of the main elements as listed below.

- **Central Paraparaumu** – developing as a city centre for our district
- **Areas around railway stations** – maximising development where people can access transport
- **Town centres** – boosting the vitality of our towns
- **Ōtaki** – developing Ōtaki as the district's northern centre, respecting its cultural identity
- **Local centres** – emphasising walkable neighbourhoods and easy access to services
- **Suburban areas** – allowing for better use of land to increase housing
- **New greenfield areas** – progressively opening up sites for development in more sustainable ways
- **Business and commercial** – supporting a vibrant and diverse business community
- **Rural** – protecting productive land and providing for lifestyle choice.

How we will grow in summary – spread

to be a spread with map as per consultation document, pages 38-39



How we will grow in summary (*spread*)

Emphasis on intensification

Central Paraparaumu

- Enable up to 12 storeys within the Paraparaumu city centre.
- Enable up to six storeys within an 800m walkable area (about 10 minutes' walk) of central Paraparaumu and railway station.

Railway stations

- Enable up to six storeys within an 800m walkable area (about 10 minutes' walk).
 - Paekākāriki (potentially in the future – there are currently infrastructure-related constraints)
 - Paraparaumu
 - Waikanae
 - Ōtaki (subject to upgrading to a rapid transit stop)
 - Potential new railway stations in future major greenfield developments

Town centres

- Enable up to six storeys within town centre area and four storeys within a 400m walkable area (5 minutes' walk).
 - Raumati Beach
 - Paraparaumu Beach
 - Waikanae
 - Ōtaki

Local centres

- Enable up to four storeys in centre and four storeys within a 200m walkable area (a short walk).
 - Paekākāriki (falls under railway station-focused development)
 - Raumati South
 - Kena Kena
 - Meadows Precinct (southern end of Mazengarb Road between Realm Drive and the Expressway)
 - Mazengarb Road at the Guildford Drive intersection
 - Waikanae Beach (Te Moana Road at Ono Street intersection)

Suburban areas

- Enable up to 3 storeys of infill and development.

While also enabling greenfields

- Greenfield development enabled up to three storeys, and six storeys around any future rapid transit stops.
- Any major development to be centred along transport routes and designed to incorporate housing, business and community facilities.
- All the identified greenfield areas require further investigation to assess constraints and infrastructure needs. How quickly and cost effectively an area could be developed is heavily dependent on the level of infrastructure required to support growth.

-

High priority greenfield growth areas

- Southeast Waikanae
- Waikanae and Ōtaki future urban zones
- Paraparaumu – potentially land located next to the airport

Medium priority greenfield growth areas

- Raumati South near the start of the expressway
- Paraparaumu North/Otaihanga/near Otarua Park
- North of Waikanae (between expressway and east of old state highway)
- Waitohu in Ōtaki

Longer-term greenfield growth areas

- Valley Road, Paraparaumu
- East of Otarua Park
- Peka Peka, east of state highway
- Te Horo/Hautere
- Ōtaki, south of Waitohu

Central Paraparaumu

Developing as a city centre for our district

Sidebar

Central Paraparaumu

- Up to 12 storeys within central Paraparaumu.
- Up to six storeys within an 800m walkable area (about 10 minutes' walk) of central Paraparaumu and railway station.

Central Paraparaumu will be developed, over time, as the city centre for our district. This will give us the facilities and benefits of size you would expect in a city benefitting our whole community.

Government policy requires councils in urban areas like ours to focus intensification within and around metropolitan centres. Paraparaumu is already our largest centre and at the heart of our district. Focusing development here makes the best use of existing infrastructure and facilities.

Currently, central Paraparaumu includes a lot of undeveloped or lightly developed land. We have the opportunity to avoid more unsustainable sprawl and create a wonderful, compact 'coastal city' with all the benefits that a city can bring to the surrounding district.

Increased density and a bigger population have the potential to support greater 'amenity':

- a fuller range of services – including potentially a hospital and tertiary education facilities
- vibrant spaces for people to meet and gather
- a wider variety of shops
- different forms of housing such as apartments
- improved ability to attract investment and new businesses
- more local employment opportunities.

To achieve increased density there will be expanded mixed use of commercial land – for instance, a building with shops on the ground floor and offices and apartments above. Business land will be retained for business purposes, with the ability to build higher opening up opportunities for apartments.

We are also enabling development up to six storeys within an 800m walkable area (about 10 minutes' walk). This area includes providing for development up to six storeys within a walkable area of the railway station as a rapid transit stop.

There will be easy access to public transport for those commuting or others coming to Paraparaumu from other parts of the district or region. Central Paraparaumu itself will consist of a number of walkable neighbourhoods where residents can walk to a range of services and facilities and link to our network of cycleways and walkways.

Areas around railway stations

Maximising development where people can access transport

Sidebar

Railway stations

- Up to six storeys within an 800m walkable area (about 10 minutes' walk).

The Government's urban development policy has a focus on enabling intensification in and around railway stations and this fits with our desire to protect our open space and encourage low-carbon living.

Development around our railway stations can include options for housing, such as apartments, as well as commercial buildings.

The area around any station that has a 'rapid transit stop' must be enabled to be intensified up to six storeys. For us, that is all our railway stations – Paekākāriki, Paraparaumu and Waikanae – and any future rapid transit stops– including at Ōtaki when double tracking occurs. Up to six storeys will be enabled within an 800m walkable area.

- Although **Paekākāriki** railway station is a rapid transit stop, it is limited by a number of constraints including a range of natural hazards, and the lack of reticulated wastewater infrastructure. This could be resolved through new infrastructure; however, this will take time and involve significant cost.
- The area around the station at **Paraparaumu** will be developed as part of the intensification of the wider Paraparaumu metropolitan area.
- Similarly, in **Waikanae**, the railway station-centered development will be developed along with the Waikanae town centre.
- Further north, we are planning for the likelihood that **Ōtaki** railway station becomes a rapid transit stop, once double tracking and electrification of the line occurs, and so similar development would take place here. This would enable Ōtaki to flourish as our northern centre and bring significant opportunities to its community which is currently underserved in many ways.
- Over the longer term our approach to growth also includes enabling medium density in major new greenfield developments centred on **potential future railway stations** such as at Otaihangā/near Otara Park and north of Waikanae.
- Some of this development depends on decisions on the rail network and services. We will continue to advocate to central and regional government for improved services. You can read more about this in section 3, Delivering our strategy.

Town centres

Boosting the vitality of our towns

Sidebar

Town centres

- Up to six storeys within town centre area and four storeys within a 400m walkable area (5 minutes' walk).

To help retain thriving communities and develop in and around our existing centres, we will also see increased density and higher buildings in our town centres – **Raumati Beach, Paraparaumu Beach, Waikanae and Ōtaki**.

This will mean our higher density growth is not simply focused on Paraparaumu central; other areas will also have a greater range of housing, businesses, services and potentially local employment.

Government policy requires councils in urban areas like ours to focus intensification within and around centres. Our approach will see our centres become more active and vibrant with apartments, shops and commercial buildings bringing people for shopping, work and leisure.

- Within the **Raumati Beach** and **Paraparaumu Beach** town centres we will enable density of up to six storeys – including opportunities for mixed use buildings (with business and residential) – and up to 4 storeys of residential development within a 400m walkable area.
- The **Waikanae** town centre is right by the railway station, around which development is required by Government to be enabled up to six storeys. This density of development will be enabled within an 800m walkable area of the station, an area that includes the town centre.
- For **Ōtaki**, see the following spread (pages X-X).

Ōtaki

Developing Ōtaki as the district's northern centre, respecting its cultural identity

Sidebar

Ōtaki town centres

Up to six storeys within both town centre areas and four storeys within a 400m walkable area (5 minutes' walk) of each.

We plan for Ōtaki to take on greater prominence as a district centre for the northern half of our district. This will support economic and cultural development in the area and recognise Ōtaki's rich cultural heritage and identity.

A northern centre also reflects our district's relationship with the Horowhenua district and the emphasis on strengthening our linkages with all our neighbouring districts through the Wellington Regional Growth Framework.

Ōtaki is growing and will grow even more through better transport links, such as the Peka Peka to Ōtaki (PP2Ō) expressway, followed by its extension through to north Levin.

We are also planning for the likelihood that Ōtaki railway station becomes a 'rapid transit stop', following double tracking and electrification of the line in the future. When this happens, there will be the opportunity for intensification up to six storeys within an 800m walkable area in line with Government requirements. Some of this area covers the SH1 centre, which will already have been enabled for development.

Initial development will be focused around both town centres – the shops/centre along State Highway 1 (SH1) as well as the original town centre halfway towards the beach. Our strategy enables up to six storeys within both town centres and up to four storeys within a 400m walkable area of each. Development in the Ōtaki centres and around the railway station would be for mixed use buildings – apartments and commercial – as well as other housing which could include more affordable options.

In addition, Ōtaki has a number of areas of land suitable for greenfields development around its periphery. These are the future urban zone area to the north of the Ōtaki township and areas north and south of Waitohu. These areas provide development opportunity in each of the high priority, medium priority and long-term greenfield development categories which fits with our priorities of sustainable development close to existing centres. They have a range of complexities and constraints that will require further investigation before development can be progressed. The areas provide an opportunity for more affordable housing and papakāinga to meet iwi aspirations in the area. The specific areas are discussed in the section New greenfield areas on page XX.

As part of the Wellington Regional Growth Framework, there is a pilot project focused on facilitating future housing development opportunities in Ōtaki, incorporating a te ao Māori perspective. This is further described in section 3, Delivering our strategy.

We will continue to advocate for increased central government services for Ōtaki which is currently underserved and isolated from many services.

Local centres

Emphasising walkable neighbourhoods and easy access to services

Sidebar

Local centres

- Up to four storeys in a local centre and four storeys within a 200m walkable area (a short walk).

Local centres with shops, services and community facilities people can walk to making for even more liveable neighbourhoods.

Our approach to growth sees gradual intensification in our local centres as currently identified in our district plan:

- **Raumati South**
- **Kena Kena**
- **Meadows Precinct** (southern end of Mazengarb Road between Realm Drive and the Expressway)
- **Mazengarb Road** at the Guildford Drive intersection
- **Waikanae Beach** (Te Moana Road at Ono Street intersection)

Could show on a zoom out of the main map

Development in local centres will be enabled up to 4 storeys high within a 200m walkable area. This is expected to occur over time through infill and re-development. There will be some commercial development as well as 4-storey mixed use development with apartments above and business use on the ground floor.

As outlined, Government policy requires councils in urban areas like ours to focus intensification within and around town and local centres.

We have also planned for potential local centres in the future in **Ngārara** and in **Waikanae North**.

Paekākāriki, while also a local centre, falls within the even broader area (an 800m walkable area) of the railway station, around which development must be enabled up to six storeys under the NPS-UD. Although Paekākāriki railway station is an identified rapid transit stop, Paekākāriki is limited by a number of constraints including a range of natural hazards, and the lack of reticulated wastewater infrastructure. This could be resolved through new infrastructure; however, this will take time and involve significant cost.

Suburban areas

Allowing for better use of land to increase housing

Sidebar

Suburban areas

- Up to 3 storeys of infill housing and development.

Across the district, there will be more infill housing in suburban areas which will enable better use of land to offer more housing and more choice in types of housing.

Legislative change at the time of this strategy introduced medium density residential standards. These enable the construction of up to three homes of up to three storeys on most residential sites without the need for a resource consent – although resource consent may be required for other aspects.

The medium density residential standards are required to be enabled in all urban residential zones within the district, except on sites where there are “qualifying matters”, such as natural hazards, ecological sites, and sites of significance to mana whenua. These standards will be incorporated in our district plan.

As part of this intensification, we want to encourage different forms of housing in our district, such as semi-detached and terraced housing. More diversity in our housing will help meet the need for accessibility and affordability and recognises different household types within our community. Well- designed neighbourhoods offering compact housing with easy walkability to services also supports our growth principle of low carbon living.

To ensure we continue to provide good infrastructure as the number of households increase, greater intensification in our suburban areas may require us to bring forward our planned infrastructure upgrades.

Different types of housing across the district.

Expected type of building	Indicative Dwellings per hectare	Urban Development Areas				
Apartments/commercial buildings. Buildings enabled up to 12 storeys.	100					Central Paraparaumu
Apartments/commercial buildings. Buildings enabled between 4 and 6 storeys	80				Areas around railway stations in Paraparaumu and Waikanae (potentially Ōtaki and Paekakariki in time as well as new train stations)	
Apartments/commercial buildings. Buildings enabled up to 6 storeys	60			Town Centres of Raumati Beach, Paraparaumu Beach, Waikanae, Ōtaki		
Townhouses/terraced houses/apartments (potential business use on ground floor) Buildings enabled up to 3 - 4 storeys	40		Local centres of Raumati South, Kena Kena, Meadows Precinct (Mazengarb Road), Mazengarb Road (Guildford Drive Cnr), Te Moana Road, Waikanae Beach			
Detached houses/semi-detached townhouses (no business use) Buildings enabled up to 3 storeys	30	Suburban areas with increased density enabled up to 3 storeys				

New greenfield areas

Progressively opening up sites for development in more sustainable ways

Overall, our approach puts emphasis on 'growing up' along with some 'growing out' – complementary greenfield development. This will help protect our valued green spaces and natural ecosystems, and safeguard highly productive land where it has not already been fragmented.

Our greenfield development areas are carefully selected to preserve our green spaces but recognise that we have scope for some new development progressively over the 30 years of this strategy. Our approach puts a focus on development in our greenfield areas which supports low carbon living – providing walkable neighbourhoods and linking to public transport.

Future greenfield developments will be denser than previously: up to three storeys in new developments, and up to six storeys around any new railway station – as required by Government. We may also see greater intensity of development round any future town or local centres within these developments.

This is part of creating walkable neighbourhoods – reducing reliance on cars as we transition to a low carbon future. Larger greenfield areas will have the scale to support local shops, services, and business activity. Greater density in new neighbourhoods also helps create efficiencies in infrastructure provision.

Through community feedback on the development of the strategy, additional areas were suggested for urban expansion, some of which will be assessed in future for suitability. These are further discussed in section 3, Delivering our strategy.

In selecting and prioritising greenfield areas, we need to consider availability of infrastructure and the presence of natural hazards that may affect development. Investment in infrastructure and more detailed planning may mean our indicative priorities, as outlined below, could change. Some developments may be able to happen sooner, others could be rescheduled for later or deferred.

High priority greenfield growth areas

The greenfield areas within the high priority category are located within and adjoining existing urban areas – including in what are known as future urban zones. As these are extensions of our current 'urban form', while they require only minimal expansion of infrastructure, they have complexities and constraints that will need to be investigated and worked through prior to development being able to take place.

These indicative areas are:

- southeast Waikanae
- Waikanae future urban zone
- Ōtaki future urban zone
- potentially land located next to the airport in Paraparaumu.

Medium-priority greenfield growth areas

We will look to centre any major new developments along transport routes, particularly rail, and as extensions to the current urban area. The areas currently identified in this category, as with the high priority areas, require further investigation of constraints, including what infrastructure development would be required.

New urban areas, with their own local centres will be provided for:

- in an area running from Paraparaumu North/Otaihanga near Otarua Park
- north of the current Waikanae urban area.

Development will happen over the medium term of the strategy as these need considerably greater expansion and development of infrastructure. Some of these areas reflect those initially indicated in the Wellington Regional Growth Framework (although other indicative WRGF areas were not considered feasible) and would need to be supported by future rail services.

New urban areas will also be developed at:

- Raumati South
- Waitohu in Ōtaki.

Longer-term greenfield growth areas and future urban study area

Long-term greenfield growth areas have been identified in:

- Valley Road in Paraparaumu
- East of Otarua
- Peka Peka east of State Highway1
- Ōtaki south of Waitohu.

Long-term, a greenfield future urban study area has also been identified to the north of the district, indicatively for the Te Horo/Hautere area. This would need extensive further investigations for suitability including assessment of natural hazards and constraints, and infrastructure implications. Such an area would be anticipated for development in the latter years of this strategy.

In line with our growth principle of encouraging low carbon living and use of public transport, we would want long-term greenfield development in the north of our district to be matched with increased rail services. We will continue to advocate to central government for these.

Business and commercial

Supporting a vibrant and diverse business community

Our vision for our district's development is for more businesses and local jobs alongside housing and services to support a growing population. Our growth and economic development strategies will be implemented closely together. We are also scoping the development of town centre plans to look in a holistic way at shaping development for our town centres incorporating community vision. Our aim is for vibrant town centres that attract businesses providing more services within easy access and more employment opportunities including for our young people.

With a growing economy and population, we will need to plan for more business land over the longer term. We will include business land in some strategically located greenfield developments that are both well connected to transport infrastructure and have the space where we could include industrial activities sensitively. We will review this as part of the Housing and Business Assessment we carry out to inform the 2024–44 Long-term Plan. All existing business land will be retained for business use.

We know our district generally has enough business land capacity in the short, medium and long-term, however, Council's Housing and Business Assessment 2018 found demand for business land was sensitive to population growth and improved connections to the district, such as Transmission Gully.

In areas where higher buildings and density is enabled – such as central Paraparaumu and our town centres – the mixed use of commercial land will be further encouraged, for instance, taller buildings with shops on the ground floor and offices and apartments above.

Higher density in centres and around train stations will enable businesses to be more accessible to people – by car, public transport or, in many cases, within walking distance. A more concentrated population in our centres – such as those living in apartments – will also add vibrancy to these centres and local businesses.

Rural

Protecting productive land and providing for lifestyle choice

Our approach to growth will ensure we retain highly productive land in the district and potentially help develop new food production and manufacturing businesses.

A significant area of the Kāpiti Coast is used for farming and horticulture (particularly around Ōtaki, Te Horo and Hautere where there is high-quality soil for growing). In recent years, subdivision of rural land for housing has increased, mostly on the fringes of urban areas, although this has been somewhat managed through the district plan.

We will also continue to provide for some rural residential living – on larger blocks of land – as part of the mix of housing in our district. The strategy recognises that this is part of the character of Kāpiti and that those areas contribute to our green spaces overall.

Our approach to growth aims to minimise the further fragmentation of productive rural land by setting out areas for future housing right through until 2051. This may involve tightening-up the current subdivision provisions in our most productive rural areas where the land has not already been significantly fragmented. We may also explore the possibility of incentivising re-amalgamation of subdivided land where feasible.

Our overall focus on intensification, in both our urban areas and greenfields developments, supports our emphasis on protecting productive land. Our strategy aims for all our land – urban and rural – to be used well.

Growth plan summary by area

This summary provides an outline of the main points of our approach for each part of the district. For each 'centre' it includes the wider surrounding area. For details, see the individual sections discussing the elements of our approach pages X-X.

Paekākāriki

- Up to 3 storeys of infill and residential development
- Potentially, in the future, up to six storeys within an 800m walkable area (about 10 minutes' walk) of railway station (for more information, see page X).

Raumati South

- Up to four storeys in local centre and four storeys within a 200m walkable area (a short walk).
- Up to 3 storeys of infill and residential development in other areas.
- Greenfield development near the start of the expressway/Raumati exit).

Raumati Beach

- Up to six storeys within town centre area and four storeys within a 400m walkable area (5 minutes' walk).
- Up to 3 storeys of infill and residential development in other areas.

Paraparaumu

- Up to 12 storeys within the Paraparaumu city centre.
- Up to six storeys within an 800m walkable area (about 10 minutes' walk) of central Paraparaumu and railway station.
- Up to 3 storeys of infill and residential development in other areas.
- Greenfield development on land located next to the airport.
- Potential greenfield development in Valley Road (longer-term greenfield growth area).

Paraparaumu Beach

- Up to four storeys in centre and four storeys within a 200m walkable area (a short walk).
- Up to 3 storeys of infill and residential development in other areas.

Meadows Precinct (southern end of Mazengarb Road between Realm Drive and the Expressway)

- Up to four storeys in local centre and four storeys within a 200m walkable area (a short walk).
- Up to 3 storeys of infill and residential development in other areas.

Kena Kena

- Up to four storeys in local centre and four storeys within a 200m walkable area (a short walk).
- Up to 3 storeys of infill and residential development in other areas.

Paraparaumu North/Otaihanga/near Otarua Park

- Greenfield development area, with its own local centre where development would be up to four storeys in local centre and four storeys within a 200m walkable area (a short walk).

- Potential new rapid transit stop here where development would be up to six storeys within an 800m walkable area (about 10 minutes' walk) of the railway station.
- Potential greenfield development east of Otara Park (longer-term greenfield growth area).

Waikanae

- Up to six storeys within an 800m walkable area (about 10 minutes' walk) of the railway station. This area includes the town centre.
- Up to 3 storeys of infill and residential development in other areas.
- Greenfield development in southeast Waikanae.
- Waikanae future urban zone north along Ngarara Road.

Waikanae Beach (Te Moana Road at Ono Street intersection)

- Up to four storeys in local centre and four storeys within a 200m walkable area (a short walk).
- Up to 3 storeys of infill and residential development in other areas.

Waikanae North

- Greenfield development north of Waikanae, between expressway and east of old state highway. This area would have its own local centre where development would be up to four storeys in local centre and four storeys within a 200m walkable area (a short walk).
- Potential new rapid transit stop here where development would be up to six storeys within an 800m walkable area (about 10 minutes' walk) of the railway station.

Peka Peka

- Potential greenfield development east of state highway at start/end of the expressway (longer-term greenfield growth area).

Te Horo

- Potential greenfield development in Hautere (longer-term greenfield growth area).

Ōtaki

- Up to six storeys within town centre areas (both township and SH1 centre) and four storeys within a 400m walkable area (5 minutes' walk) of each.
- Up to 3 storeys of infill and residential development in other areas.
- When Ōtaki railway station becomes a rapid transit stop, up to six storeys within an 800m walkable area (about 10 minutes' walk) of the railway station.
- Ōtaki future urban zone, an area to the north of the township and running towards SH1 .
- Greenfield development in Waitohu, east of Ōtaki.
- Potential greenfield development south of Waitohu (longer-term greenfield growth area).

Guiding our approach

We know that there will need to be changes to our growth strategy over time – whether that's to adapt to a faster or slower growing population or further changes from Government.

As we implement our approach to growth, our decision making will be guided by our growth principles and the priorities and aspirations, which informed the development of the strategy and which we consulted on in late 2021. This guiding framework is grounded in what's most critical to our community and reflects our strategic direction.

These guiding principles, priorities and aspirations:

- combine what we want to nurture and protect:
 - our sense of identity and the importance of community
 - our environment and acting on climate change
- outline the key elements of our approach to growth
 - different types of housing to help affordability
 - denser development of our urban centres to preserve our land
 - thinking about our district developing to a city-scale with the scope this brings for more services, facilities and education and work opportunities.

Our growth principles

As outlined in the Overview, our strategy is based on a set of growth principles which align to the overarching principles and values Council has developed in partnership with Mana Whenua in our Te Kaupapa Matua framework (see page X).

Our growth principles reflect our iwi partners' and community's aspirations shared with us through the development of this strategy.

Opportunity to present more visually for prominence

Supporting Mana Whenua aspirations

We recognise our partnership with Mana Whenua, and their role as kaitiaki for our district and our shared goal to grow sustainably. We will also support Mana Whenua to use their land and to provide for their needs for business, housing, educational and cultural purposes.

Valuing our environment

We will carefully consider the suitability of where and how we develop. We will protect our taiao, restoring habitats and enhancing our whenua and awa.

Fostering strong communities

By growing well and planning new developments thoughtfully we can foster connected, resilient communities who identify both with their immediate neighbourhoods and the wider district.

Encouraging low-carbon living

Concentrating development on centres and transport hubs better supports low-carbon living. Having close access to public transport and walkable communities with easy access to jobs and services means we can grow in a way that puts whānau and communities first. Greater density provides opportunities that helps us make a strong contribution to our climate emergency response.

Embracing the opportunities of growth

We want to actively plan for the benefits a larger population can bring to our whole district. 'City thinking' envisages the benefits that scale can bring with regards to jobs, education, training, and services, while retaining the community character that makes Kāpiti special.

Enabling choice

Our growth strategy will help enable more options for housing to suit people's different needs, including apartments, townhouses, papakāinga and social housing; and provide opportunities for different types of businesses and jobs to be created.

Our priorities and aspirations

Supplementing our growth principles, we have expressed what we want to achieve through our growth strategy in a set of priorities and aspirations. These expand on the principles and capture the many aspects of growing well that our community have shared are important.

Show these in a graphic way – such as a circle – to indicate they are all linked and collectively contribute to the whole

Keep, protect, enhance

As we grow, we want to maintain, protect and enhance:

- our whakapapa and ancestral connections
- our district's natural assets
- the connection between our natural environment and the values underpinning our Kāpiti lifestyle
- our sense of place and identity.

Improve walkability, neighbourhoods and wellbeing

We can design our urban spaces in a way that:

- provides equity of access within communities
- supports us to be active and healthy
- enables positive interaction and connection,
- create age-friendly communities
- helps build resilient and sustainable communities.

Achieve climate neutral living

We want to develop in harmony with our environment:

- applying our climate emergency action framework to our development approach
- actively planning how we can reduce our carbon footprint as our population increases, including encouraging intensification of our existing urban areas.

Enable affordable and efficient urban form

We will aim for a mix of intensification and greenfield expansion to give us:

- more housing available within existing urban areas
- efficient and effective transport networks
- attractive public spaces
- enhanced green and blue networks through the district (land and waterways)
- resilient infrastructure with costs fairly shared.

Be prosperous and productive

We can use growth to:

- encourage more diverse business and employment opportunities and grow our skill base
- attract tertiary healthcare and educational services
- promote Kāpiti as a lifestyle destination
- protect the productivity of our rural sector and high-quality land from fragmentation.

Be respectful, inclusive, and diverse

We want the way we grow to:

- enhance the mauri of our district and communities and recognise that they are interrelated
- celebrate who we are – acknowledging our diversity and our sense of our local communities as well as what we love about our whole district
- provide vibrant, accessible and safe spaces and facilities for everyone to enjoy
- support a compassionate and just society.

What growing well will look like for our community

People and communities are at the heart of growth and to grow well over the coming years we need to think about all aspects of how we experience and enjoy our district – our homes, our natural environment and open spaces, our community facilities, our services and our workplaces – all the things that contribute to our wellbeing.

We want to take care of what we value and see the opportunities growth gives us to enhance how we live. We know we need good design and choice, and to recognise climate change impacts and find ways to reduce our carbon footprint in all our development.

Our strategy emphasises the aspirations our community has shared for Kāpiti.

Opportunity for visual presentation like the consultation document section 'What we know is important to our community as we grow, pages 19-21



What our approach takes into account

As outlined, many of the requirements in our growth strategy come from central government and are underpinned by the Wellington Regional Growth Framework.

Because how we develop is so multifaceted, our growth strategy links to numerous other Council plans, policies and strategies. These linkages are vital in ensuring our planning for growth is holistic and looks at all aspects of our community's wellbeing: social, cultural, environmental and economic.

This section outlines the main things impacting and linking to the strategy and where you can find more detail about them.

Legislation, Government directives and regional plans affecting our strategy

National policy statement on urban development

The National Policy Statement on Urban Development (NPS-UD) directs councils to enable greater housing density in urban areas, especially around centres and transport hubs.

See hud.govt.nz/urban-development/national-policy-statement-on-urban-development/

National policy statement on freshwater quality

The National Policy Statement for Freshwater Management (NPS-FM) provides direction on how freshwater resources should be managed under the Resource Management Act.

See <https://environment.govt.nz/assets/Publications/Files/national-policy-statement-for-freshwater-management-2020.pdf>

Medium density residential standards

These requirements – part of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 – apply to the country's main urban areas and aim for increased housing plus a wider range of housing choice. They enable the construction of up to three homes of up to three storeys on most residential sites without the need for a resource consent.

See hud.govt.nz/urban-development/enabling-housing-density/

Wellington Regional Growth Framework

A 30+ year plan developed by local and regional councils for how the Wellington region (and Horowhenua) will work together to accommodate growth in the medium and long term.

See wrlc.org.nz (Wellington Regional Leadership Committee)

Other Council plans linked to our growth strategy

2021–41 Long-term Plan: Securing our future

The long-term plan sets out our direction, our financial and infrastructure strategies and our budget for 20 years, with detailed planning for the first three years.

See kapiticoast.govt.nz/longtermplan

Infrastructure strategy 2021–51: Building for now and the future

This strategy sets out Council's approach to managing our district's core infrastructure services (transport, stormwater, water supply, wastewater and coastal assets) for the following 30 years.

See kapiticoast.govt.nz/council-strategies (link to be confirmed)

Development contributions policy

The policy ensures that new developments contribute a fair proportion of the costs of infrastructure needed to support their development.

See kapiticoast.govt.nz/council-policies (link to be confirmed)

District plan

The district plan outlines the controls for land use and subdivision in our district and specifies our desired environmental outcomes. It is amended progressively through an ongoing programme of review and plan changes.

See kapiticoast.govt.nz/district-plan/

Key Council strategies and policies linking to our growth strategy

Our growth strategy aligns with Council's other key strategies agreed with the community and implementing our strategy will help deliver on their aims too.

Below is a list of the strategies in place, and upcoming, at the time the growth strategy was finalised.

You can find specific information about all Council's strategies and policies on our website. See kapiticoast.govt.nz

Climate emergency action framework

This framework sets out the overarching vision, objectives and principles we follow when we make decisions about climate change.

The vision at the heart of our framework is a thriving, vibrant and strong Kāpiti that has reduced its carbon footprint significantly, transitioned to a low-carbon future, and prepared for challenges and opportunities that come from responding to the climate crisis.

Economic development strategy and implementation plan

Our approach to economic development recognises the increasing attractiveness of our district for business investment, particularly as our population grows. It provides a vision for how we can grow

the diversity of our economy by partnering with iwi, business and the community, leading to greater opportunity, resilience and wellbeing for all.

Sustainable transport strategy 2020

This is our 20-year vision for transport in Kāpiti, which seeks to enhance community connectedness by improving how we can get around, including our transport network, and reducing the reliance on private cars.

Open space strategy

The open space strategy guides how we manage and provide for open space and recreation including how we develop new green spaces as part of how we grow.

It includes our strategy for our comprehensive network of **cycleways, walkways and bridleways**. We want to develop this to improve connections across the district for active transport options as well as opportunities for exercise and recreation.

Stormwater management strategy

This focuses on managing stormwater risk and how we deal with stormwater as we develop. Our development will need to take into account national requirements for prioritising the health and wellbeing of freshwater outlined in the National Policy Statement for Freshwater Management.

Sustainable water management strategy

This strategy covers our management of access to and use of water and sets out specific water management plans for different parts of the district.

Takutai Kāpiti/climate change adaptation

Working with our iwi partners, our community-led coastal adaptation programme – Takutai Kāpiti – will help prepare us for changes to our coastline.

Natural hazards information

We have an ongoing programme of work updating our flood hazard, coastal, and other hazard information. This work will help direct where intensification and new development can occur.

Further strategies

At the time the growth strategy was finalised, work was underway or planned on developing other specific strategies including for housing, accessibility and positive aging.

These are all areas that make a vital contribution to the wellbeing of our community, and we will link closely to each of these strategies in delivering our growth strategy.

SECTION 3

Delivering our strategy

This section gives an outline of how we will deliver our growth strategy working with our iwi partners and community in the context of the Government's requirements and the development of the greater Wellington region.

It explains the Council's role and how parts of our approach are dependent on key developments by central government, and others like the regional council, for the rail network and public transport.

It identifies key work programmed in the 2021–41 Long-term Plan to invest in infrastructure and increase options for housing. It sets out the key first steps in implementation such as updating the district plan to apply the Government's new requirements for urban development and planning for our infrastructure needs in the 2024–44 Long-term Plan.

It highlights work in other Council strategies that contributes to our objectives of growing well.

Long-term focus of strategy

Our strategy gives us an overall road map that we will firm up and be able to plan in detail as we go forward.

A big part of that work will be closely monitoring what is happening, including how our population growth is tracking against projections; how the market is responding – developers and purchasers; and how we need to act on central government changes and reforms such as for three waters.

There will be things that we adjust as we get more information, for example detailed assessments of how land identified for potential development can be used, or responding to climate change impacts. We will adjust our pace and extent of development, to match what is happening and updated projections. Key issues will be reported and shared with our community.

Who's involved

Implementation will be led by Council, working with our iwi partners, our communities, developers, central government and the regional council. There are key parts of implementing our strategy which require action from others, such as central and regional government, to deliver infrastructure and services, for example, improvements in public transport, health and education, to support our anticipated growth.

Working within the Government's framework means there are things outside our control and over which we have no choice. We will have to adapt along the way and work closely together to coordinate activities.

Council's main roles are in helping set the direction and rules for development, and planning infrastructure and services to support growth. Development of housing, offices, shops and

commercial facilities will be led by others, including property development firms, builders, community housing providers and iwi.

We will take a partnership approach wherever we can, working with iwi, community housing providers and developers. A partnering approach extends to our big works projects such as the long-term implementation of Takutai Kapiti our coastal adaptation programme and planning new urban spaces and green spaces and revamping existing ones.

Ongoing planning, monitoring and reporting

Delivering our strategy will happen across Council activities. Key vehicles are our long-term plans – particularly for investment in the infrastructure we will need – and our district plan which sets our framework for development. The work needed to deliver on our strategy will be refreshed every three years to coordinate with our long-term planning process.

As our strategy covers 30 years, a key activity in ensuring we remain focused on our vision and consistent with our growth principles is our monitoring and reporting activity.

We will undertake specific monitoring, including annual monitoring and reporting required to central government under the National Policy Statement on Urban Development. We will also closely monitor what is happening across our district including the growth in population and how this may affect what we need to deliver when. We will also respond to changes that arise such as new Government requirements.

We will share progress with the community through our annual monitoring and reporting requirements to central government and more broadly through Council's annual reports.

Working with our iwi partners to apply our kaupapa framework

To ensure we remain consistent with our principles and values, and that our strategy contributes to the wellbeing of everyone in our community, we will work with our iwi partners to apply our Te Kaupapa Matua framework to how we deliver our growth strategy. This will guide our detailed planning and monitoring and reporting. We will work with our iwi partners to develop a monitoring framework as an early project to support implementation.

Key areas of activity

The table on the following page/s outlines the main areas of activity to deliver our strategy. These will be firmed up and updated progressively as we plan in more detail.

Our big areas of work are:

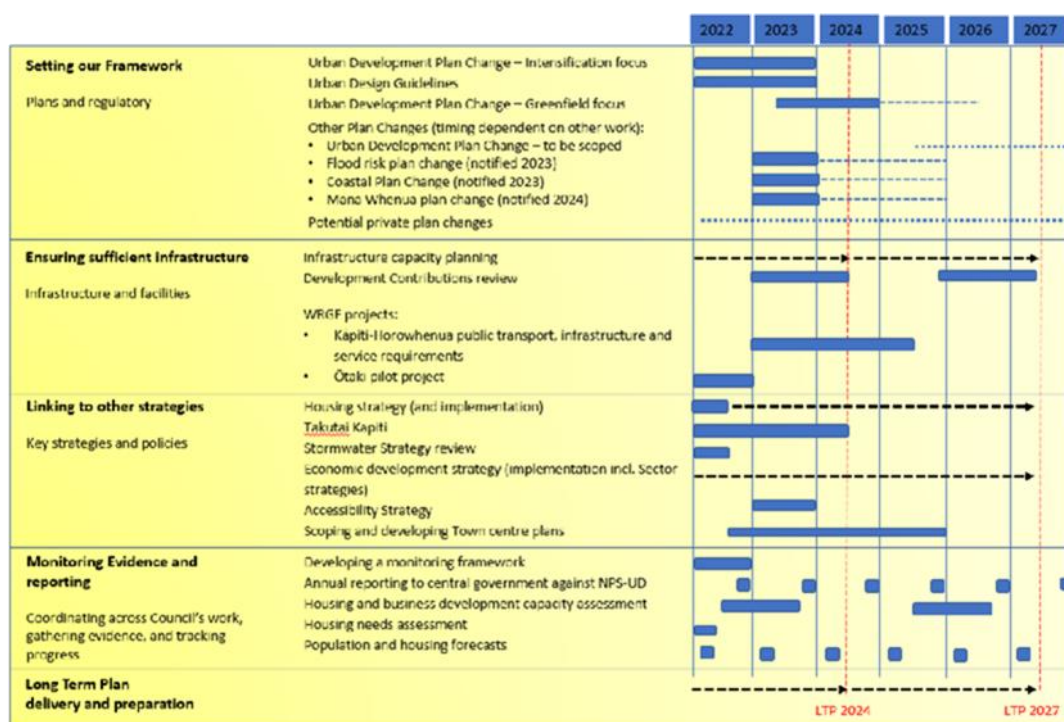
- **Setting our framework** – all our district plan and regulatory work
- **Ensuring sufficient infrastructure** – planning and implementing the infrastructure and facilities development we will need as we grow
- **Linking to other key strategies** – many aspects of growing well are delivered through other Council policies and strategies

- **Monitoring and reporting** – coordinating across all the activities, gathering evidence, and tracking progress to make sure we are achieving the strategy's objectives. As described, this will include working with our iwi partners to apply our Te Kaupapa Matua framework of principles and values.

Advocacy and response

Throughout the course of the strategy, we will advocate to central government to increase their investment in Kāpiti to support growth, and work with our regional partners as part of the Wellington Regional Growth Framework. We will continue to advocate for our community's interests in Government's proposed changes such as to three waters infrastructure and delivery arrangements and respond as necessary. (Our advocacy and response role is discussed further on page X).

Key activities in delivering our growth strategy



Setting our framework

Along with the long-term plan, the district plan is the main mechanism that will enable the delivery of our growth strategy.

Our district plan sets out rules for where and how development can take place. The district plan can be updated through Council initiated plan changes and/or private plan changes, to ensure we enable sufficient development capacity in suitable areas, both in land zoning and intensification,

while also ensuring it is identifying those parts of the district which are not suitable for residential development. We need to ensure we are building resilience into new developments.

The updated district plan will incorporate Government requirements for intensification, productive land, biodiversity and freshwater management. All these will need to be reflected in how and where we grow. We will also need to incorporate further changes over time, in relation to responding to Mana Whenua aspirations, and coastal and flood risks identified by current work.

The work to update the district plan will occur progressively to ensure development is appropriately staged and that infrastructure is provided at the right time. In addition, where appropriate, greenfield sites will have structure planning undertaken to ensure well-functioning urban environments, and this will be undertaken progressively alongside district plan changes.

Enabling quality development

We will increase our activities to support and enable quality development. We will review how infrastructure is funded through our development contributions policy. We will also look at ways to incentivise good development that offers different types of housing, is climate friendly and provides spaces for community and recreation – this work is in the 2021–41 Long-term Plan and inform the next long-term plan.

As part of 'growing up', we will work with developers to encourage and incentivise higher-density development in suitable areas. This includes how we support green spaces and other quality public and community spaces in new types of development. This links with the objectives of our open space strategy.

Investigating suitability of land for development

We are checking the suitability of land for different development, including considering natural hazards. We know there are areas of the district that have constraints, including some of the areas identified for development. The district plan changes we do through the 2021-41 Long-term Plan will address these challenges in more detail, providing specific direction to guide development taking into account updated hazard information and the associated legislative requirements. Developers will need to work within these constraints for specific developments.

Greenfield site assessments

We have done preliminary assessment of the areas identified for greenfields development. This included considering their proximity to existing centres, access to transport and infrastructure, natural hazards, potential effects on the environment, effects on highly productive land and impact on climate change. More detailed examination of these areas will be required as they are progressed through infrastructure and planning processes (both Council and/or developer initiated).

As part of the consultation process, further potential land was identified at sites north of Ōtaki, east of Otaraia Park (Tini village) and Te Moana Road. Preliminary assessments will be undertaken for these areas not previously assessed to determine land potentially suitable for future development.

Ensuring sufficient infrastructure

The 2021–41 Long-term Plan is focused on investing for resilience and growth. Much of the work programme is designed to set us up to grow sustainably at the same time as meeting our immediate infrastructure needs.

As discussed in section 2, investment in our infrastructure and careful sequencing of our infrastructure development is key to enable good growth. We will continue to plan comprehensively for our infrastructure needs and avoid piecemeal development. For example, we know we will need to increase our water infrastructure for a larger population, including possibly a new wastewater treatment plant and water reservoir.

Our infrastructure strategy sits alongside our long-term plans. Our infrastructure strategy developed in 2021 – ‘Building for now and the future’ – takes a 30-year view, which aligns with our growth strategy.

At the time this strategy was developed, central government was working through proposed reform of management of the ‘three waters’ – drinking water, wastewater and stormwater. Our strategy identifies all our district’s needs to support growth. Any changes we are required to make because of central government moves will be worked through in our long-term plans.

Specific requirements

We will need investment across our different areas of infrastructure. Some of the key investments required are our direct responsibility while others sit with our partner organisations, such as Waka Kotahi NZ Transport Agency, KiwiRail and the Greater Wellington Regional Council.

Key work we need to plan for in infrastructure to enable and support growth includes in our transport, water, wastewater and stormwater and coastal activities.

We will need to expand and develop new infrastructure to meet growth in the number of households and service new areas.

This includes projects such as our link roads to improve traffic flow, our water capacity and supply networks and our wastewater treatment and pump stations. We will need to look at impacts of climate change on our stormwater system and how sea level rise and increased flooding affect the suitability of sites for development. Our 2021–41 Long-term Plan has a comprehensive programme of infrastructure development, and our needs for the next 30 years are outlined in our Infrastructure Strategy: Building for now and the future.

Our long-term plans also look at our community’s needs for services and facilities and the 2021–41 Long-term Plan includes the commitment to rebuild the Waikanae Library in the Waikanae town centre and redesign a Paraparaumu-based community centre. Exploring the needs of our communities for cultural and recreational facilities as we grow will be built into our planning.

Regional projects

Over the course of delivering our strategy, there will be significant development across our region delivered as part of the Wellington Regional Growth Framework including development of a regional housing action plan and a regional emissions reduction strategy. Two further key projects that impact our district include the following.

Kāpiti–Horowhenua public transport, infrastructure and service requirements

This project is an assessment of public transport and infrastructure (social, roading and three waters) and service requirements (health and education in particular) needed to support the increase in population in the Kāpiti and Horowhenua districts.

Ōtaki pilot project

The Ōtaki pilot project is focused on facilitating future housing development opportunities in Ōtaki, incorporating a te ao Māori perspective. The project will deliver a practical toolkit for iwi and Māori housing providers that will help them through regulatory processes, as well as increasing Council's understanding of te ao Māori perspectives on housing and development in Ōtaki. We will use this to inform further work we do to support our iwi partners to meet their aspirations for accessible and affordable homes for their people.

Linking to other key strategies

As outlined, we have developed our approach to make sure we align with Council's other key strategies agreed with the community and that implementing our plan for how we grow will help deliver on the aims of those strategies too.

We will look closely at how our implementation needs to link with these strategies. At the time of finalising our growth strategy this included the following:

- climate emergency action framework and Takutai Kāpiti/climate change adaptation plan
- economic strategy and implementation plan
- our strategies for:
 - sustainable transport
 - open space, including cycleways, walkways and bridleways
 - stormwater management
 - sustainable water management.

Particularly critical to our delivery of the growth strategy are both our community-led coastal adaptation programme – Takutai Kāpiti – looking at how we prepare for changes to our coastline; and our stormwater management strategy, focusing on how we deal with stormwater as we grow. Our future approach to stormwater will need to take into account the national requirements for wetlands protection and restoration.

Housing strategy

We are working to expand Council's role in improving housing access and affordability in our community. A housing strategy is being developed that will outline the direction and activities of Council to help address the range of housing related issues in the district. It will include exploring opportunities to increase social and affordable housing by partnering with iwi, community housing providers or central government.

Assessments of housing and business land capacity

We have a programme of work to look at current housing and business land capacity against future demand to inform the 2024–44 Long-term Plan. A full updated housing and business assessment will help identify shortfall in provision and the response required. An investigation of Māori and social housing needs will also be completed in 2022. This work will happen through the monitoring and reporting stream of our main delivery activities.

Town centres plans

We will develop town centres plans which will provide a cohesive approach for how our town centres will grow and evolve over time. This is particularly important with anticipated changes intensification will bring. Town centres plans are intended to cover all aspects of how our centres function, including housing, business, services and communal spaces that connect people. They will also reflect local perspectives on the vision and identity for an area within the context of our growth strategy. Town centres plans may become more important over time as a local input into regional planning. We will do further work to scope our approach to their development starting with plans for Paraparaumu and Waikanae which are already identified in the 2021-41 Long-term Plan.

Advocacy and response

Along with these key areas of work, throughout the course of the strategy we will advocate to key government agencies about increasing their investment in Kāpiti to support and respond to growth. We will continue to advocate for improved public transport – such as double tracking the railway to Ōtaki to support growth in the north of our district – key needs such as health services and increased direct Government investment in housing to expand our district's supply and range of housing options. Our housing strategy (being developed at the time of completing this strategy) will cover this in detail.

We will work with our regional partners and central government agencies to support the district's growth needs as part of the Wellington Regional Growth Framework. The framework provides a high-level spatial plan for the region's growth, a 'joined up' approach and broad direction on priorities to prepare for growth within the region.

Our growth strategy provides the direction for our district within that framing and is underpinned by more specific strategies and plans where appropriate. Our strategy will help ensure our district's needs and aspirations are considered in future review of the Wellington Regional Growth Framework. Under the reform of the Resource Management Act, regions will need to have strategic plans for development.

Our strategy gives us a clear view of how we want to grow and to work with our regional partners to deliver key projects such as better transport options and increased housing to meet future need and will ensure we're all investing in the right things.

We will continue to advocate for our community's interests in plans and changes the Government is proposing and prepare to respond as necessary to new requirements. At the time this strategy was finalised in 2022, we were anticipating reforms of resource management laws and three waters infrastructure and delivery arrangements, and overall reform of local government.

Although we will likely need to adjust for changes in the future, such as for supply of waters services, we are still required to plan for all our district's needs and we have done that comprehensively through our infrastructure Strategy and 2021-41 Long-term Plan. The assessments we have made to date about our needs for the future are reflected in our growth strategy. As we progress, our monitoring activity will identify where we need to adjust our planning.

Opportunities for community input

There will be opportunities for community input throughout implementation. Some of these opportunities will be with the big pieces of work we consult on, such as changes to the district plan and our future long-term plans. As outlined, this includes proposed policy changes to our development contributions policy.

There will also be engagement about specific aspects such as design of shared spaces and new community facilities as we develop our town centres plans.

There will be opportunities to influence how we grow through input to other strategies and work Council is doing. As mentioned, two key pieces of work are our planning for adaptation to climate change impacts on our coast and ensuring our stormwater system is developed in a way that is sensitive to our environment – including finding new, creative solutions.

A big part of developing our approach has been looking at the challenges we face, and can foresee, and also the opportunities they present or which we want to pursue. As time goes on other challenges – and opportunities – will emerge and that will be an area for further conversations and inviting and testing ideas.

Growing well will involve our whole community.

Toitū te whenua, toitū te wai, toitū te tangata, toitū Kāpiti!

Te Reo Māori terms used in this strategy

Section to be developed for final publication

Where to find more information

.....

You can keep up to date with our progress/what's happening....online.

If you would like to read more detail and background – including a summary of our consultation process, see

Our strategy to grow well links strongly to our other strategies such as our Climate Change Action Framework, our Open Space and Sustainable Transport strategies and our Economic Development Strategy and Implementation Plan. You can find these....



Te tupu pai, Growing well

Summary of community consultation

December 2021

Te tupu pai, Growing well — summary of community consultation

About PublicVoice

PublicVoice has produced this report. PublicVoice is a research and engagement consultancy located in Wellington, New Zealand. We specialise in research and engagement activities related to public policy and public consultation. PublicVoice works for a range of New Zealand local and central government agencies. You can find out more about our work at www.publicvoice.co.nz

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Te tupu pai, Growing well — summary of community consultation

1 Executive summary

1.1 Introduction



The Kāpiti Coast District Council has reflected on the district's most significant challenges and opportunities. Upon reflection, Council has outlined their proposed approach for enabling sustainable growth in the 'Te tupu pai, Growing well' consultation document¹. The document sets out Council's growth strategy for the next 30 years.

1.2 The consultation process

Consultation on the Growing well strategy occurred from 19 October 2021 to 19 November 2021. The community was invited to submit their feedback on the four key areas outlined in the document. Online submissions were made using the online survey hosted by Council. Written submissions could be made by filling in the 'Growing well feedback form.' The form could then be emailed to Council, dropped off at a Kāpiti Coast District Council library, or posted using freepost. 145 submissions were received.


2 Key findings

Below are the key findings from the community consultation process.



Our challenges and opportunities 	
(Q1) Have we reflected all the significant challenges and opportunities?	38% (n=38) of submissions agreed that Council have reflected all the significant challenges and opportunities, while 62% (n=61) disagreed.
(Q2) If you have any views, please comment here:	<p>Responses generally focused on additional opportunities or challenges.</p> <p>Comments related to additional opportunities focused on:</p> <ul style="list-style-type: none"> Housing (n=20), suggestions included areas to develop (n=8) Transport (n=12), and developing more cycling networks (n=6) Growing well (n=10), with growth that is sustainable and balanced (n=2) <p>Comments related to additional challenges focused on:</p> <ul style="list-style-type: none"> Housing (n=19), and the ability to supply affordable and accessible homes (n=8) Infrastructure and Council services (n=15), consideration of limited infrastructure and improvements that need to be made (n=12) Growing well (n=14), with the need to address discrimination, economic and social inequalities (n=4)
Our growth principles, and our priorities and aspirations 	
(Q3) Do you think these give us the right focus?	61% (n=57) of submissions agreed that these principles, priorities and aspirations provide the right focus, while 39% (n=36) disagreed.
(Q4) If yes, why?	The most common reasons for support were:

¹ [Growing well | Have Your Say | Kāpiti Coast \(kapiticoast.govt.nz\)](https://www.kapiticoast.govt.nz/growing-well)



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	<ul style="list-style-type: none"> Enabling choice and affordable and efficient urban form (n=13), focusing on affordable homes (n=4) Valuing our environment/achieve climate neutral living (n=11), focusing on environmental sustainability (n=10) Supporting mana whenua aspirations/Keep, protect, enhance (n=10), focusing on the emphasis on partnership with mana whenua (n=7)
(Q5) If no, why?	<p>The most common reasons for disagreement were:</p> <ul style="list-style-type: none"> Enabling choice/enable affordable, efficient urban form (n=16), opposition to the intensification of Kāpiti (n=5) Valuing our environment (n=12), submissions suggested environmental improvements (n=11), such as regenerating the environment (n=5) Embracing the opportunities of growth/be prosperous and productive (n=8), support for economic and social security of iwi (n=2)
(Q6) Have you any views on our growth principles, or our priorities and aspirations?	<p>Comments on the principles, priorities and aspirations mainly focused on:</p> <ul style="list-style-type: none"> Enabling choice/enable affordable and efficient urban form (n=24), with opposition to the intensification of Kāpiti (n=4) Fostering strong communities/improve walkability, wellbeing (n=10), recognition needed for the significant role of marae in Kāpiti (n=2) Other priorities needed/suggested (n=7), aligning the strategy with amendments to the Resource Management Amendment Act 1991 (n=3)
Our proposed approach 	
(Q7) Do you think our proposed approach will help us achieve good growth?	60% (n=54) of submissions agreed that the proposed approach would help achieve good growth, while 40% (n=36) disagreed.
(Q8) If yes, how?	<p>The most common reasons for agreement were:</p> <ul style="list-style-type: none"> Growing up — intensification in Kāpiti would help achieve good growth (n=11) by reducing carbon emissions (n=5) Offering different/affordable homes would help achieve good growth (n=11) by increasing and diversifying the housing market as well as the rates base (n=7) Improving access and transport options would help achieve good growth (n=7) by double tracking and extending the railway to Ōtaki (n=3)
(Q9) If no, what are your concerns?	<p>The most common reasons for disagreement were:</p> <ul style="list-style-type: none"> General opposition was expressed (n=14), as the evidence and decision making in the proposal will not lead to good growth (n=6) Growing up — intensification in Kāpiti would not lead to good growth (n=13), as it will negatively impact the character and lifestyle of the district (n=7) Improving access and transport options would not lead to good growth (n=9) because the provision of infrastructure for active travel is needed (n=3)

Te tupu pai, Growing well — summary of community consultation

Growing up – Intensification 	
(Q10) Do you think these heights and levels of intensification around existing centres will help us grow well?	37% (n=46) of submissions agreed that these heights and levels of intensification around existing centres will help Kāpiti to grow well, while 63% (n=78) disagreed.
(Q11) If yes, how?	<p>The most common reasons for agreement were:</p> <ul style="list-style-type: none"> • General support for the proposal (n=39) and intensifying Kāpiti (n=23) • 12 storeys in central Paraparaumu 6 storeys within 800m (n=6), with consideration for higher (n=2) and lower (n=2) level storeys suggested • 6 storeys in town centres and 4 storeys within 400m (n=3), with consideration for higher storeyed buildings (n=1)
(Q12) If no, what alternatives should we consider?	<p>The most common reasons for disagreement were:</p> <ul style="list-style-type: none"> • 4 storeys within 200m of local centres (n=42), opposition to rezoning/intensification in Waikanae Beach (n=37), suggesting development in Ngārara as an alternative (n=8) • Heights, catchments and zoning (n=13), with support for greenfield development only in Kāpiti (n=4) • 6 storeys in town centres within 400m (n=12), development should not occur due to environmental impacts (n=3)
Growing out – Greenfield growth 	
(Q13) Are the locations and scale of proposed greenfield areas suitable for supporting good growth?	55% (n=52) of submissions agreed that the scale of the proposed greenfield areas is suitable for supporting good growth, while 45% (n=43) disagreed.
(Q14) If yes, how?	<p>The most common reasons for agreement were:</p> <ul style="list-style-type: none"> • Support for locations and scale (n=29) as they are close to transport routes (n=8) • Good growth is conditional upon infrastructure development (n=14)
(Q15) If no, what alternatives should we consider?	<p>A wide array of alternatives were suggested. They included:</p> <ul style="list-style-type: none"> • Proposed heights, catchments and zoning (n=24), reclassify WB-03 (n=1), WB-02 (n=1) and Peka Peka Farm (n=1) as Priority Group 1 sites • Environmental considerations associated with growing out (n=14), prefer to use available land for managed retreat (n=1)
(Q16) Do you think our proposed approach gives us a good mix between intensification and	55% (n=43) of submissions agreed that the proposed approach would give a good mix between intensification and greenfield development to grow well, while 45% (n=35) disagreed.

Te tupu pai, Growing well — summary of community consultation

greenfield development to grow well?	
(Q17) If you have any views, please comment here:	<p>The most common views were:</p> <ul style="list-style-type: none"> • The proposed approach does not give a good mix to grow well (n=22), due to the proposed heights, catchments and zoning (n=15) • Suggestions for a good mix were also offered (n=17), such as improving or changing the governance of development (n=12) • The proposed approach does give a good mix to grow well (n=13) because of the proposed governance of development (n=5)
Our plan for implementing our proposed approach 	
(Q18) Is there anything else you think is important that we need to do to achieve our approach to good growth for Kāpiti?	64% (n=67) of submissions agreed there are other important factors that Council needs to consider to achieve good growth, while 36% (n=37) disagreed.
(Q19) If you have any views, please comment here:	<p>The most common views were:</p> <ul style="list-style-type: none"> • Planning our infrastructure needs (n=33), with transport being an important factor (n=20) • Exploring housing opportunities (n=13), and the need for an assessment of housing and business land capacity (n=6) • Valuing the environment (n=10), with a focus on eco-friendly development (n=7)
Other feedback 	
(Q20) If you have any other feedback about how we can grow well, please comment here:	<p>Other feedback included:</p> <ul style="list-style-type: none"> • Planning our infrastructure needs (n=15) and developing transport infrastructure (n=8) • Enabling quality development (n=13) must include publicly accessible green spaces (n=2) • Further opportunities for community input (n=13) requires more meaningful consultations with residents (n=8)

Te tupu pai, Growing well — summary of community consultation

3 Data analysis methodology

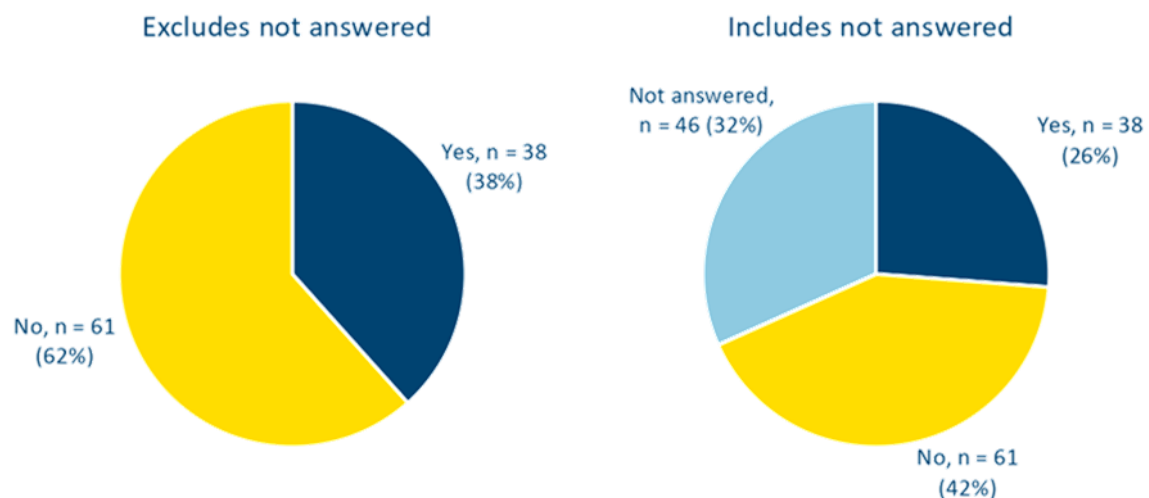
3.1 Framework of analysis

An online survey was built in the software platform, 'Engagement HQ', to collect submissions. 145 submissions were received and processed via the survey. The survey questions (see Appendix A) formed the analysis framework for all submissions.

3.1.1 Statistical analysis

All submissions were analysed and categorised using the questions asked in the online survey interface (see Appendix A: Consultation questions).

Figure 1: Example charts



3.1.2 Thematic analysis

PublicVoice undertook the analysis of responses to open-ended interface questions and written submissions. Themes were extracted from the text data by having a team of research analysts identify, analyse and interpret patterns of meaning within the open-ended responses. Each theme was then analysed for frequency. Results are presented in table format. Frequency tables are a representation of the number of times a code is mentioned in all submissions. The foundation for the thematic analysis used by PublicVoice is the methodology developed by Braun and Clarke, 2006.²

3.1.2.1 Classification of themes

The results from the thematic analysis were mostly organised into the following top-level themes:

Climate change and achieve climate neutral living/encourage low carbon living — includes comments related to climate change, associated impacts, and how to mitigate and adapt.

Housing and enabling choice — includes comments related to the provision and choice of housing in the district.

Environment and valuing our environment — includes comments related to environmental preservation, degradation and the environment more generally.

² Braun and V. Clarke (2006), 'Using thematic analysis in psychology'. *Qualitative Research in Psychology*, 3(2), 77-101.

Te tupu pai, Growing well — summary of community consultation

Infrastructure/Council services and planning our infrastructure needs — includes comments related to various types of infrastructure and the provision thereof in the district.

Fostering strong communities — includes comments related to the Kāpiti community generally and the social implications of the proposal more specifically.

Further opportunities for community input — includes comments related to community input and consultation.

Growing out — greenfield development in Kāpiti — includes comments related to greenfield developments in Kāpiti as a whole and specific areas within the district.

Growing up — intensification in Kāpiti — includes comments related to the proposal to intensify Kāpiti as a whole and specific areas within the district.

Growing well — includes comments related to achieving good growth.

4 storeys within 200m of local centres — includes comments related to the height and catchment proposed for local centres.

Governing development — includes comments related to the role of governing institutions (including Council) regarding the planning and implementation of the strategy.

3.2 Reporting

Tables illustrating the frequency of codes associated with each theme have been included to demonstrate the significance of each theme. Table 1 provides an example of how the thematic analysis has been reported.

Table 1: Example of thematic analysis table

Main theme	Sub theme(s)	Count
Encouraging low-carbon living/achieve climate neutral living		6
	Prioritise environmental sustainability	3
	Protection and restoration of the natural environment	2
	Promote green development	2
	Do not develop in high risk areas	1
	Densely populated areas are more sustainable	1
General agreement with principles/priorities/aspirations		6
Embracing the opportunities of growth/be prosperous and product		4
	Establish the District Services Partnership Group	1
	More focus on economic growth needed	1
	Development in Te Horo must not change rural aesthetic	1
	Methods required for attracting businesses	1
Supporting mana whenua aspirations/keep, protect, enhance		1
	Work with mana whenua to ensure culturally competent leadership	1
	Recognise the rangatiratanga of hapū and iwi	1
Valuing our environment		3
	Prioritise environmental sustainability	3
	Protection and restoration of the natural environment	1

3.3 Endorsed submissions

Some submitters made mention of their support and endorsement of other submissions. Submissions that were endorsed by others were:

- 31 submitters endorsed the Waikanae Beach Residents Society Incorporated submission
- 2 submitters endorsed the Kāpiti Climate Change Action Group submission
- 2 submitters endorsed the Low Carbon Kāpiti submission
- 1 submitter endorsed the submission made by Dr Paul Callister

Te tupu pai, Growing well — summary of community consultation

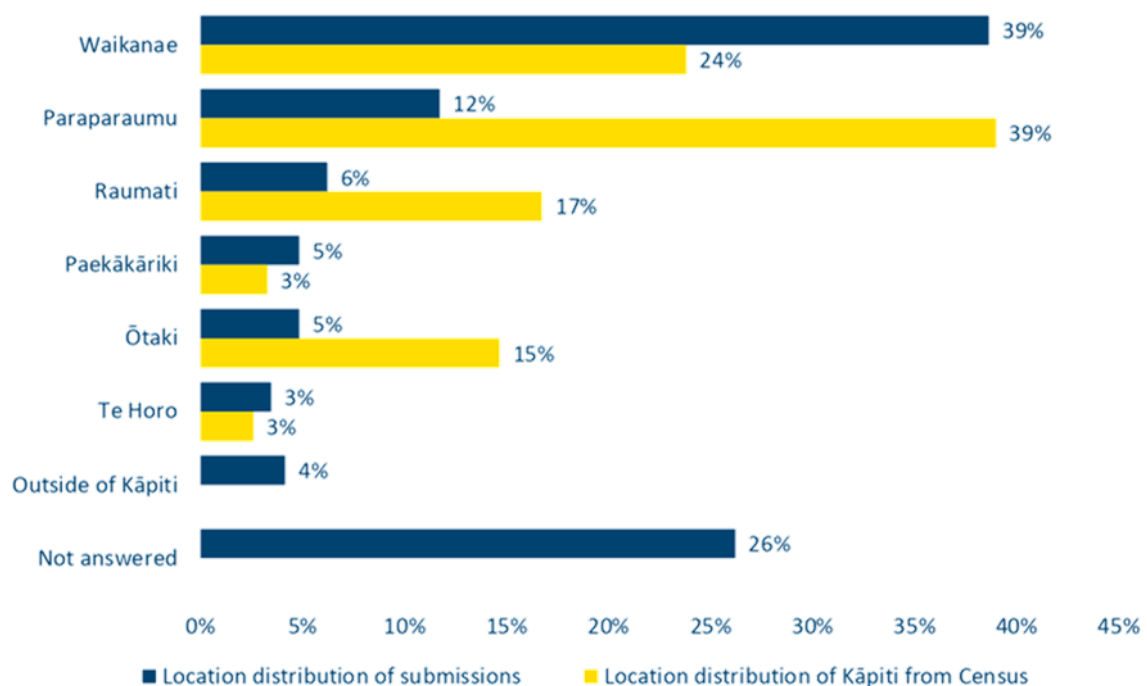
4 Who we heard from

To make an online submission via Engagement HQ, community members had to register on Council's online platform, which included demographic questions. This data was then attributed to each survey response. Respondents who completed a paper submission were asked to include their demographic data on the form. This data was captured by Council staff, who entered them into the online survey system. 145 submissions were received.

The demographic questions were not mandatory fields, resulting in a significant amount of 'not answered' for each question. Consequently, it is not possible to apply any degree of statistical significance to the consultation findings.

4.1 Location

Figure 2: What area do you live in?

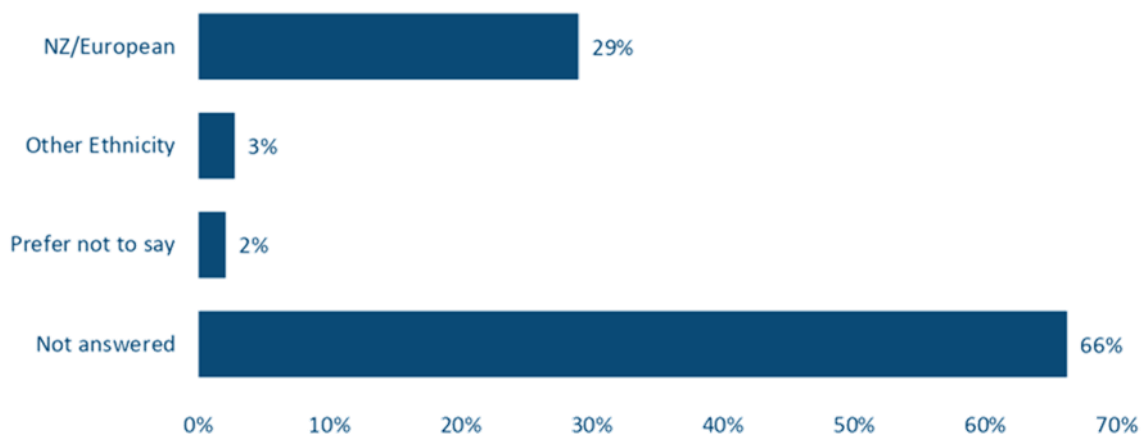


	%	n
Waikanae	39%	56
Paraparaumu	12%	17
Raumati	6%	9
Paekākāriki	5%	7
Ōtaki	5%	7
Te Horo	3%	5
Outside of Kāpiti	4%	6
Not answered	26%	38

Te tupu pai, Growing well — summary of community consultation

4.2 Ethnicity

Figure 3: What is your ethnicity?

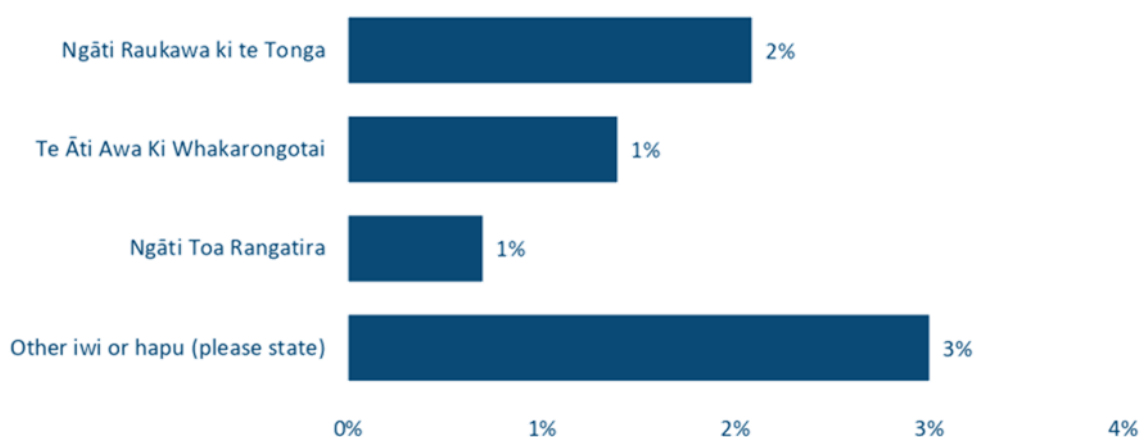


	%	n
NZ/European	29%	42
Other Ethnicity	3%	4
Prefer not to say	2%	3
Not answered	66%	96

4.3 Iwi affiliation

Unlike all the other demographic data captured through respondents' registration on Council's website, iwi affiliation was specifically asked in the survey.

Figure 4: If you identify as Māori, do you wish to state the iwi with which you identify?

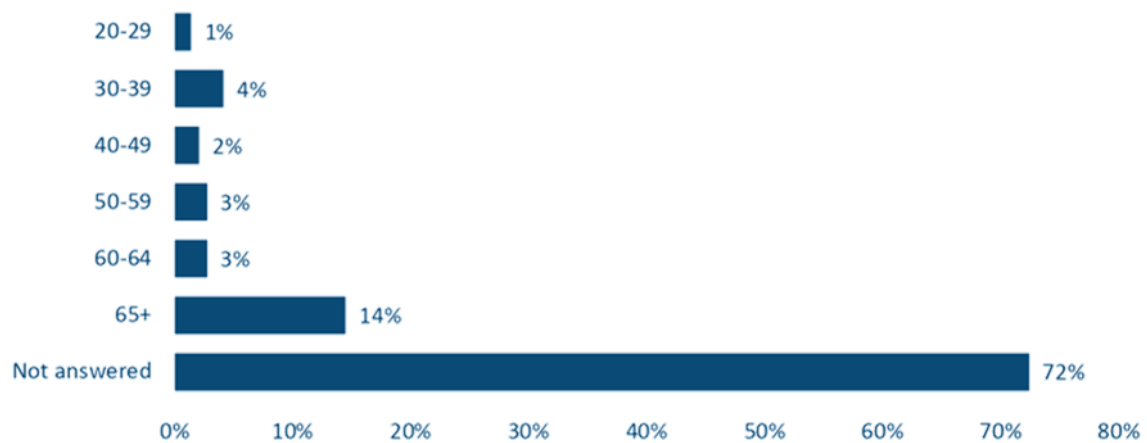


Te tupu pai, Growing well — summary of community consultation

	%	n
Ngāti Raukawa ki te Tonga	2%	3
Te Āti Awa Ki Whakarongotai	1%	2
Ngāti Toa Rangatira	1%	1
Other iwi or hapu (please state)	3%	4

4.4 Age

Figure 5: Age

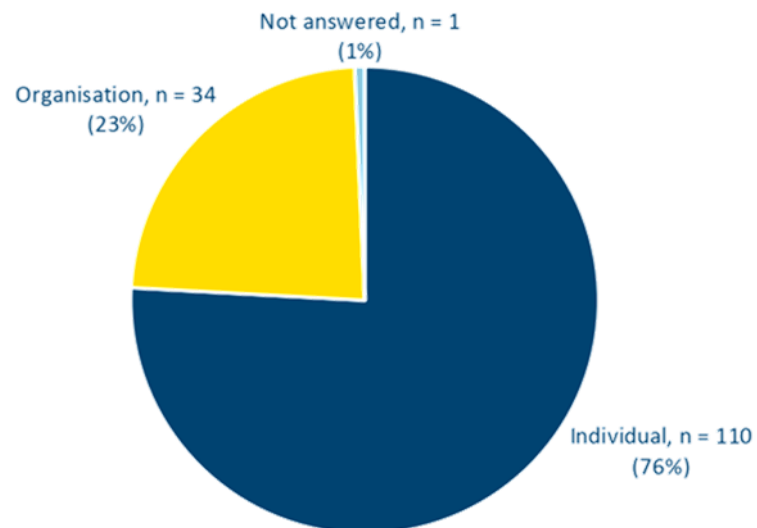


	%	n
20-29	1%	2
30-39	4%	6
40-49	2%	3
50-59	3%	4
60-64	3%	4
65+	14%	21
Not answered	72%	105

Te tupu pai, Growing well — summary of community consultation

4.5 Individual/organisation

Figure 6: Are you providing feedback as an Individual/on behalf of an organisation?



Te tupu pai, Growing well — summary of community consultation

5 Summary of submissions

5.1 Summary of topics for feedback

The consultation provided an opportunity for feedback on the following four areas:

- The significant challenges and opportunities
- The growth principles
- The proposed approach
- The sufficiency of the scope of the strategy

The following summary of submissions details the statistical and thematic analysis from each section.

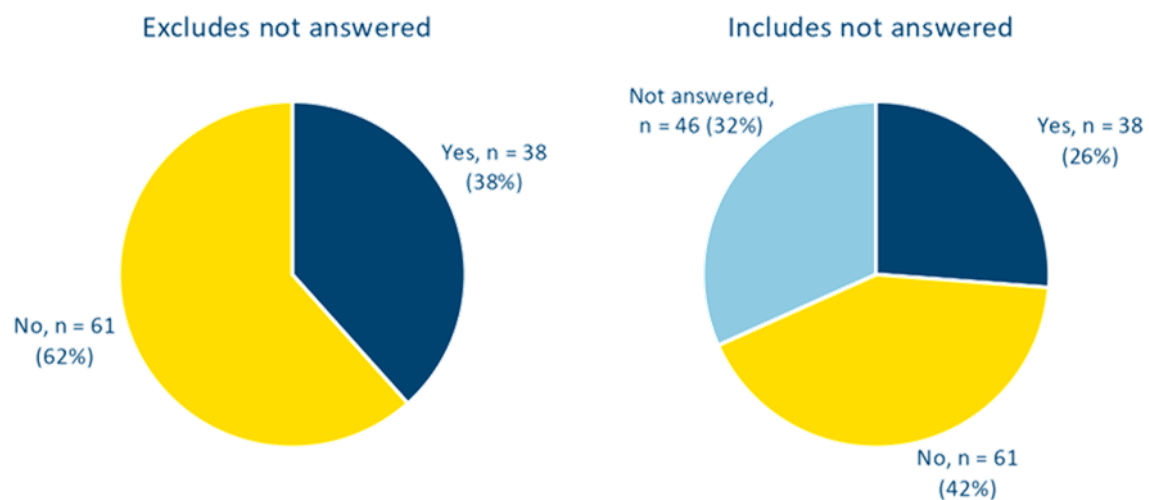
5.2 Our challenges and opportunities

As Council developed their proposed approach, they looked at the main challenges and opportunities in the district. They included the challenges presented by population growth, housing demand, climate change, growing the economy sustainably, and protecting and enhancing the environment, and the opportunities these present to deliver on Council's vision of a thriving environment, vibrant economy and strong communities (noting that some of the proposed responses are requirements set by the Government).

5.2.1 (Q1) Have we reflected all the significant challenges and opportunities?

38% (n=38) of submissions agreed that Council have reflected all the significant challenges and opportunities, while 62% (n=61) disagreed (Figure 7). Responses are broken down by submitters location in Table 2.

Figure 7: (Q1) Have we reflected all the significant challenges and opportunities?



"Potential opportunity to encourage/facilitate infill in existing and well serviced residential areas through localised sub-division and as part of implementation of the NPS-UD .e.g. marketing infill in the places it is most feasible."

Growth should be sustainable and balanced

Te tupu pai, Growing well — summary of community consultation

Table 2: (Q1) Have we reflected all the significant challenges and opportunities? by location

	Paekākāriki n = 7	Raumatī n = 9	Paraparaumu n = 17	Waikanae n = 56	Te Horo n = 5	Ōtaki n = 7	Outside of Kāpiti n = 6	Not answered n = 38	Total n = 145
Yes	29% 2	56% 5	29% 5	23% 13	40% 2	57% 4	33% 2	13% 5	26% 38
No	57% 4	44% 4	65% 11	38% 21	60% 3	43% 3	33% 2	34% 13	42% 61
Not answered	14% 1	0% 0	6% 1	39% 22	0% 0	0% 0	33% 2	53% 20	32% 46

5.2.2 (Q2) If you have any views, please comment here:

Responses to this question generally focused on additional opportunities or challenges (Table 3, Table 4, Table 5 and Table 6).

Comments related to additional opportunities focused on:

- Housing (n=20), suggestions included areas to develop (n=8)
- Transport (n=12), and developing more cycling networks (n=6)
- Growing well (n=10), with growth that is sustainable and balanced (n=2)

Comments related to additional challenges focused on:

- Housing (n=19), and the ability to supply affordable and accessible homes (n=8)
- Infrastructure and Council services (n=15), consideration of limited infrastructure and improvements that need to be made (n=12)
- Growing well (n=14), with discrimination, economic and social inequalities needing to be addressed (n=4)

"We need more houses. Affordable and accessible houses. Whatever the shortfall of houses is expected to be or currently is we need to build more than that."

Providing affordable/accessible houses

"The Strategy has recognised that Kāpiti has predominantly relied on car dominated modes of transport in the past and currently, poor connectivity combined with population growth and economic development is placing pressure on existing infrastructure in Kāpiti."

Infrastructure limitations/improvements need to be considered

"Embracing opportunities for growth is critical, in particular increasing density and improving accessibility, cycle/ ped and e-transport can aid reduced carbon footprint."

Transport

Te tupu pai, Growing well — summary of community consultation

Table 3: (Q2) Have we reflected all the significant challenges and opportunities? — If you have any views, please comment.

Main theme	Sub themes	Count
Housing		35
	Additional opportunities	20
	Areas to develop	8
	Develop Ōtaki	3
	Develop at the end of Te Manuao Road in Ōtaki	1
	Intensify existing areas with infill housing	2
	Mixed land use development for vibrant communities	1
	Facilitate amalgamation of land to enable scaled development	1
	Develop temporary emergency housing on crown land	1
	Development of surplus crown land for housing in Paekākāriki	1
	Develop on unproductive rural land within urban zones	1
	Support development in areas that are infrastructure ready	1
	Types of developments/houses/infrastructure	6
	Adaptable development that is future proof for change	2
	New developments cater for environmental/people well being	1
	New houses should be self-sufficient/self-serviced	1
	Solar panels on all new developments	1
	Parking spaces only for houses distant from public transport	1
	Opportunity to provide lifestyle blocks as well	1
	Rezoning and reclassification	5
	99 & 103 SH1 should be high priority Greenfield Area	1
	Reclassify Lot 13 adjacent to Fieldway as urban land	1
	Rezone Hautere for development (not suitable for agriculture)	1
	Rural-urban boundary shifting north	1
	Some land classified as medium should be high priority	1
	Opportunity to involve mana whenua in supporting housing supply	2
	Opportunities to promote growth	1
	Influence/incentivise desired development	1
	Partner with developers to build Council's vision	1
	Incentivise developers to provide the infrastructure	1
	Mediating costs of infrastructure to facilitate development	1
	Support growing out — greenfield development in Kāpiti	1
	Opportunity to protect heritage areas	1
	Facilitate cohabitation as a means to ease demand for housing	1
	Greenfield development to include Contaminated Land Assessment	1
	Additional challenges	19
	Providing affordable/accessible houses	8
	Local hapu unable to afford to live in their own home	2
	Lack of housing for the elderly in Paekākāriki	2
	Council will have no control over the price of housing	1
	Lack of 1/2 bedroom properties Paekākāriki	1
	Build more than expected affordable/accessible housing	1
	Community opposition to developments	6
	Increased densification may lead to the development of slums	2
	Need more emphasis on sustainable housing	2
	Changes/restrictions in national policy impacting development	1
	Developing airport land would not create a thriving community	1
	Provide high-quality, affordable homes	1
	Social housing models can lead to overcrowding	1
	Brownfield development in Paekākāriki due to lack of land	1
	Amend to 'there is a high need for emergency [...] housing'	1

"Housing needs not only to be affordable but we believe new housing should be future-proofed so that people can remain in their homes for their lives."

Adaptable development that is future proof for change

Te tupu pai, Growing well — summary of community consultation

Table 4: (Q2) Have we reflected all the significant challenges and opportunities? — If you have any views, please comment. Continued

Main theme	Sub themes	Count
Growing well		22
	Additional challenges	14
	Discrimination/economic and social inequalities	4
	Social/accessibility challenges of an ageing population	1
	Consideration for existing population	4
	Social impacts of fast growth	2
	High density living leads to anti-social behaviour	1
	Analysis of challenges of growth in rural/urban context	2
	Planning appears to be rushed	1
	Consider the impact of growth on iwi aspirations	1
	Pressure on primary schools in northern Kāpiti	1
	More information needed on the growth of Te Horo	1
	Additional opportunities	10
	Growth should be sustainable and balanced	2
	Future primary school provision in Waikanae	2
	Opportunity associated with commuters working from home	2
	Greater density combined with equity of provision	1
	Growth that considers future generations	1
	Opportunities for inclusion for the elderly	1
	Development that conforms to current character/aesthetic	1
	Regulations needed to facilitate disabled residents access	1
	Growth is deemed good and an opportunity	1
	Opportunity for communities to participate early on in plans	1
	Use of possible scenarios over a linear approach to growth	1
Infrastructure/Council services		19
	Additional challenges	15
	Infrastructure limitations/improvements need to be considered	12
	Dependence on septic tanks/no sewer system at Paekākāriki	3
	Increased wastewater infrastructure needed	2
	Implications of RMA housing density changes on infrastructure	1
	Provision of adequate social infrastructure needed	1
	Waste management infrastructure needed	1
	More social services/community hub needed in Ōtaki	1
	Wealth of elderly distorts socio-economic data — limits funding	1
	Increased demand for services not funded by the Council	1
	Restrict development in the vicinity of the national power grid	1
	Additional opportunities	5
	Build water storage facilities	1
	Developers paying for new infrastructure	1
	Development of a framework for infrastructure delivery	1
	Improve street lighting	1
	No new liquor stores/reduce liquor availability	1
	Support for development of medical centres/hospitals	1
	Support growth near services	1

"This seems like a great opportunity for expansion and growth, but please consider putting in place regulations and adequate living arrangements for disabled Kapiti residents. How will your new buildings accommodate people in wheelchairs? Will there be apartments for wheelchair bound people? They need special bathroom facilities, elevators in apartment buildings, etc. Please ensure that these folks don't get left behind."

Regulations needed to facilitate disabled residents access

Te tupu pai, Growing well — summary of community consultation

Table 5: (Q2) Have we reflected all the significant challenges and opportunities? — If you have any views, please comment. Continued

Main theme	Sub themes	Count
Environment		18
	Additional challenges	12
	Increased impact from development on the environment	4
	Protection for highly productive land needed	2
	Prioritise environmental protection	1
	Protection for valuable wetlands	1
	Challenge of increased demand on limited resources	1
	Light pollution at Ōtaki	1
	Cleaning waterways	1
	Protecting biodiversity	1
	Restrictions on cats in new developments close to native bush	1
	Challenge of not having a sustainable population strategy	1
	Housing close to transport for commuters limits local growth	1
	Higher quality analysis needed on 'highly productive land'	1
	Additional opportunities	8
	Increased planting of native trees	2
	Reduce car usage	2
	Socio-economic opportunities lead to sustainable living	1
	Development must mitigate environmental impacts	1
	Regeneration of degraded land	1
	Incorporate environmental capital into development plans	1
Climate change		17
	Additional challenges	14
	All solutions must consider climate change mitigation	8
	The strategy needs more detail on emission reductions	1
	Sudden natural disasters: i.e. earthquakes, tsunamis, etc	4
	Waikanae Beach prone to flooding/tsunamis	1
	Resilient communities will be those developed further inland	1
	Increased uncertainty due to climate change	1
	Increased energy demand	1
	Sea walls to be built - southern coastal regions	1
	Additional opportunities	4
	Improve stormwater system	2
	Ōtaki	1
	Paekākāriki	1
	Use airport for point-to-point travel — decreasing emissions	1
	Retaining the airport would improve resilience	1
	Work with other agencies to provide resilient infrastructure	1
	The global context needs to be taken into consideration	1
	Holistic/centralised approach to natural hazard solutions	1
	Clarification of resilient communities needed for action	1
Transport		16
	Additional opportunities	12
	Develop cycling networks	6
	Utilise/retain the airport	3
	Development that enables sustainable transport	2
	Growth in Te Horo will tie in with the preferred station site	1
	Enable walkable catchments	1
	Additional challenges	5
	Increased/improved public transport	3
	Bus services	1
	Increased rail infrastructure/connections	1
	Train services to Palmerston North and Auckland	1
	A train station at Raumati south	1
	A train to Ōtaki	1
	Weekend stop at McCray's crossing	1
	Public transport from Ōtaki Beach	1
	Increase in congestion	2
	Opposed to e-scooters	1
PublicVoice		18

Te tupu pai, Growing well — summary of community consultation

Table 6: (Q2) Have we reflected all the significant challenges and opportunities? — If you have any views, please comment. Continued

Main theme	Sub themes	Count
Other views		16
	Other challenges	12
	The plan does not fully articulate challenges	3
	Align the strategy with amendments to RMA	3
	Concerns with consultation	2
	Further clarity sought	1
	On intentions for development in Te Horo/Hautere	1
	Integration with GWRC and other councils may be required	1
	Concerned that these have not been considered before	1
	Increased uncertainty due to COVID-19	1
	Other opportunities	5
	General support for the plan	2
	Utilising wisdom of kaupapa Māori	1
	Follow best practice	1
	Increased opportunities will increase participation in iwi	1
	Employment opportunities allow living within ancestral home	1
	Māori retain land ownership but sell buildings	1
	Plans should be living documents	1
Economy		12
	Additional opportunities	9
	Ability to attract more local businesses	5
	Resilient businesses that complement the wider Wellington area	1
	Opportunity for tourism growth	2
	Role of technology in future planning	2
	The airport can be used to develop a prosperous district	1
	Benefits of mixed use developments close to transport hubs	1
	Consider Kāpiti's business demographics	1
	Additional challenges	6
	Capital gains tax needed to minimise income division	1
	Economic development placing pressure on infrastructure	1
	Inequalities resulting from digital divide	1
	Kāpiti does not have a large number of bigger business	1
	Limited commercial and industrial land/limited jobs	1
	Skilled planners/architects needed to ensure success	1

"Discussion of public transport is largely limited to rapid transit improvement and lays responsibility for delivering that with the regional council, yet this could be a significant enabler to the embracing of walkable catchments that serve a population that continues to be heavily weighted to the aged."

Transport

"While you have mentioned the population demographic you haven't mentioned the business demographic. Kapiti's economy is made up largely of micro businesses. This is both a challenge and an opportunity. We don't have a lot of large businesses that other smaller businesses can feed off (in terms of being their suppliers and selling goods to their employees). On the other hand, there is an opportunity to brand Kapiti as a great place to set up a small business – we have a business ecosystem that supports start-ups, high tech, etc."

Ability to attract more local businesses

Te tupu pai, Growing well — summary of community consultation

5.3 Our growth principles, and our priorities and aspirations

Council have developed a set of growth principles to guide their decision-making, and priorities and aspirations to focus implementation. They capture what's most important to Council – the environment, strong communities, and low carbon living while embracing the opportunities for growth and enabling choice for people and communities. They also reflect Council's partnership with mana whenua, their values and aspirations.

5.3.1 (Q3) Do you think these give us the right focus?

61% (n=57) of submissions agreed that these principles, priorities and aspirations provide the right focus, while 39% (n=36) disagreed (Figure 8). Responses are broken down by submitters location in Table 7.

Figure 8: (Q3) Do you think these give us the right focus?

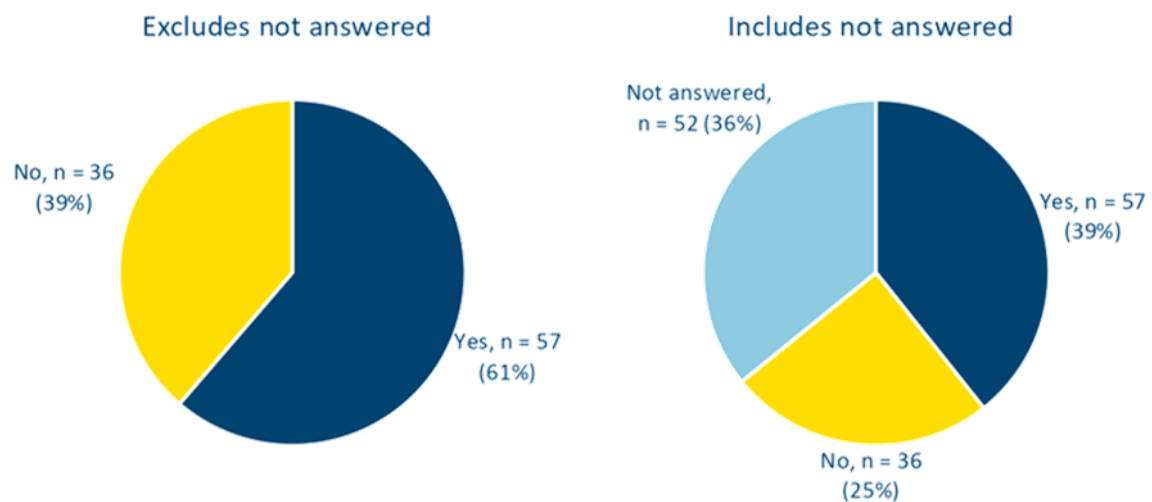


Table 7: (Q3) Do you think these give us the right focus? by location

	Paekākāriki n = 7	Raumati n = 9	Paraparaumu n = 17	Waikanae n = 56	Te Horo n = 5	Ōtaki n = 7	Outside of Kāpiti n = 6	Not answered n = 38	Total n = 145
Yes	57% 4	56% 5	65% 11	32% 18	60% 3	57% 4	50% 3	24% 9	39% 57
No	29% 2	33% 3	29% 5	21% 12	40% 2	29% 2	17% 1	24% 9	25% 36
Not answered	14% 1	11% 1	6% 1	46% 26	0% 0	14% 1	33% 2	53% 20	36% 52

5.3.2 (Q4) If yes, why?

The reasons submissions felt the principles, priorities and aspirations give the right focus are presented in Table 8.

The most common reasons for support were:

- Enabling choice and affordable and efficient urban form (n=13), focusing on affordable homes (n=4)
- Valuing our environment/achieve climate neutral living (n=11), focusing on environmental sustainability (n=10)

Te tupu pai, Growing well — summary of community consultation

- Supporting mana whenua aspirations/Keep, protect, enhance (n=10), focusing on the emphasis on partnership with mana whenua (n=7)

Table 8: (Q4) Do you think these give us the right focus? — If yes, why?

Main theme	Sub themes	Count
Growth principles and priorities		31
	Enabling choice/enable affordable and efficient urban form	13
	Housing	5
	Support affordable homes	4
	Develop site in southern Ōtaki	1
	Housing development improves housing affordability	1
	Co-housing communities	1
	Transportation	4
	Access to Kāpiti expressway at Peka Peka	1
	Accessible modes of transport	1
	Build near transport networks	1
	Provision of infrastructure for active travel is necessary	1
	Infrastructure	3
	Wastewater	3
	More efficient alternatives to wastewater treatment needed	1
	Wastewater infrastructure needed in Paekākāriki	1
	Support high density buildings near transport hubs	2
	Collaborative approach	1
	Valuing our environment/achieve climate neutral living	11
	Focus on environmental sustainability	10
	Sustainable growth will create resilient communities	2
	Retain, manage and integrate natural features into developments	1
	Easy to install compost toilets	1
	Use untreated farm forestry timber for building	1
	Supporting mana whenua aspirations/Keep, protect, enhance	10
	Emphasis on partnership with mana whenua	7
	Allow mana whenua to administer iwi land	1
	Land use associated with airport must recognise mana whenua	1
	Collaborate with Wainuiwhenua	1
	Need to consult Ngāti Haumia ki Paekākāriki	1
	Fostering strong communities/improve walkability, wellbeing	9
	Focus on health/social wellbeing	3
	Development that conforms to current character/aesthetic	2
	Focus on inclusivity for disabled persons	2
	Improved community centres needed in Te Horo	1
	Include low-income communities	1
	More focus on education	1
	Achieve climate neutral living/encouraging low-carbon living	5
	Focus on sustainable growth	3
	Prioritise reducing emissions and climate impacts	2
	Embracing the opportunities of growth/be prosperous and productive	3
	Support the focus on the economy	2
	More employment and business premises close to residents	1
Other reasons for agreement		9
	General support for principles/priorities/aspirations	9

5.3.3 (Q5) If no, why?

The reasons submissions felt these principles, priorities and aspirations do not give the right focus are presented in Table 9 and Table 10.

The most common reasons for disagreement were:

- Enabling choice/enable affordable, efficient urban form (n=16), opposition to the intensification of Kāpiti (n=5)
- Valuing our environment (n=12), submissions suggested environmental improvements (n=11), such as regenerating the environment (n=5)
- Embracing the opportunities of growth/be prosperous and productive (n=8), support for economic and social security of iwi (n=2)

Te tupu pai, Growing well — summary of community consultation

Table 9: (Q5) Do you think these give us the right focus? — If no, why?

Main theme	Sub themes	Count
Growth principles and priorities		33
	Enabling choice/enable affordable and efficient urban form	16
	Housing	9
	Opposed to intensification in Kāpiti	5
	Concerns that too much densification may occur	1
	Development can lead to population growth outpricing Māori	1
	High-rise buildings should not be built by the coastline	1
	Require different options for occupation besides ownership/rent	2
	Require joint ventures between Kainga Ora and mana whenua	2
	Provide housing for all age brackets	2
	Support for Māori to live in their own takiwa/rohe	2
	Requirements for retirement villages to cater for whānau Māori	1
	Support further intensification	1
	More flexibility for development — high-rises at Paekākānki	1
	It is not the Council's role to provide public housing	1
	Principles needed to protect existing property rights	1
	Infrastructure	5
	3 waters infrastructure needed	2
	Current infrastructure not suitable for further development	2
	Prefer traffic calming/safety to more pathways	1
	Opposed to growing out — greenfield development in Kāpiti	3
	Opposed to growing out — greenfield development in Waikanae	1
	Not everyone needs/wants to commute	1
	Valuing our environment	12
	Suggested environmental improvements	11
	Principles need to include regenerating the environment	5
	Restoration of wetlands needed	4
	Ngatōtara Lagoon	1
	Prioritise environmental sustainability	3
	Involve local iwi in kaitiakitanga of the environment	2
	Develop around existing/do not create new hubs	2
	Concern regarding water shortages	1
	Consider living with natural hazards in a resilient manner	1
	A focus on pest control is needed	1
	Solar panels on new developments	1
	The strategy will negatively impact the environment	3
	Development will further impact the Waikanae River	1
	Impact of development on districts freshwater systems	1
	Only careful development in Ōtaki will limit environmental harm	1
	Potential negative impacts for future generations	1
	Embracing the opportunities of growth/be prosperous and productive	8
	Support for economic/social security of iwi	2
	Growth must occur in partnership with Māori	2
	Take on alternative (circular/donut) economies	2
	More focus on increasing tourists rather than residents	2
	Do not allow fast-tracking for consents	1
	Opening of Transmission Gully will lead to more commuters	1
	More consideration on the benefits and disadvantages of growth	1
	More information on how businesses will be enticed to the area	1
	Supporting mana whenua aspirations/keep, protect, enhance	5
	Too much focus on mana whenua	3
	Concern that residents have to fund support for mana whenua	1
	Local Iwi have a greater say than the majority of the community	1
	The proposal contradicts mana whenua aspirations	1
	A māori worldview should be used in practice as well	1

"There should be zero greenfield development, only more intensive housing by building up, not out."

Opposed to growing out — greenfield development in Kāpiti

Te tupu pai, Growing well — summary of community consultation

Table 10: (Q5) Do you think these give us the right focus? — If no, why? Continued

Main theme	Sub themes	Count
Encouraging low-carbon living/achieve climate neutral living	Divest funds from flood protection/stormwater management	4
	Publish sea level rise/storm surges in LIM reports	2
	Implement Zero-Carbon Kāpiti initiative	2
	Proactively approach a managed retreat	2
	Involve mana whenua in Takutai Kāpiti programme	2
	Too much focus on "low carbon living"	2
	Prefer healthy waterways over "low carbon living"	1
	Fostering strong communities/improve walkability, wellbeing	3
	The strategy will not eventuate in social sustainability	2
	Address homelessness	1
Fostering strong communities/improve walkability, wellbeing	Development not aligned with healthcare provision	1
	Increase disability access for Māori	1
	No confidence in the ability to build resilient communities	1
	The strategy does not eventuate in resilient communities	1
	Other reasons for disagreement	2
	Benefits are overstated	2
	The Council has limited control over outcomes	2
Other reasons for disagreement	The Council has not fulfilled previous desired outcomes	1
	Growth will not lead to proposed outcomes	1
	Principles need to be weighted	1
	Developing 'City thinking'	1
Developing 'City thinking'	Opposed to city thinking, not suited to the district	1

5.3.4 (Q6) Have you any views on our growth principles, or our priorities and aspirations?

Submissions expressed views on the growth principles, priorities and aspirations are presented in Table 11 and Table 12.

Comments on the principles, priorities and aspirations mainly focused on:

- Enabling choice/enable affordable and efficient urban form (n=24), opposition to the intensification of Kāpiti (n=4)
- Fostering strong communities/improve walkability, wellbeing (n=10), recognition needed for the significant role of marae in Kāpiti (n=2)
- Other priorities needed/suggested (n=7), aligning the strategy with amendments to the Resource Management Amendment Act 1991 (n=3)

"I disagree with the growth principle of 'enabling choice'. Council as an enabler of development (as well as regulator) oversteps and confuses its role by claiming that its growth strategy will "provide opportunities for different types of businesses and jobs to be created". Enable (within reason – see previous paragraph) but don't provide. I categorically disagree that it's Council's role to "offer different kinds of homes with more affordable options for how people live (including papakinga, apartments and semi-detached and terraced houses). People live on the Kapiti Coast for a reason – they don't want to live in a large urban area. The notion of "a city-scale" is anathema to those who choose to live on the Kapiti Coast. Sure, enable intensification around existing (and future) transport hubs if necessary (as dictated to Council by the Government), but no more than what is absolutely necessary please. And please don't commit the existing community to the burden of paying for infrastructure for this intensification – developers must pay!"

Enabling choice/enable affordable and efficient urban form

Te tupu pai, Growing well — summary of community consultation

Table 11: (Q6) Have you any views on our growth principles, or our priorities and aspirations?

Main theme	Sub themes	Count
Enabling choice/enable affordable and efficient urban form		24
	Housing	14
	Opposed to growing up - intensification in Kāpiti	4
	Opposed to growing up - intensification in Waikanae	1
	Opposed to growing up - may lead to the development of slums	1
	Opposed to growing up - intensification in rural/suburban areas	1
	Enabling choice will impact on lifestyle that attracts people	3
	Development in Te Horo must not change rural aesthetic	1
	Facilitate Papakāinga housing	2
	Opportunity to provide lifestyle blocks as a choice	1
	It is not the Council's role to provide public housing	1
	Allow some rural areas to be converted to rural/residential	1
	Concern regarding the decrease in building regulations	1
	Opposed to growing out — greenfield development in Kāpiti	1
	Allow for infill to occur	1
	Affordable housing and employment within walkable catchments	1
	Infrastructure/services	5
	Develop infrastructure at pace with growth	2
	Provide infrastructure beach camping	1
	Wastewater infrastructure needed in Paekākāriki	1
	Cannot pre-empt central government 3 waters decisions	1
	Develop water infrastructure prior to development	1
	Transportation	5
	Increased/improved public transport	3
	Buses to train stations	1
	Develop cycling networks	1
	Transport vision is idealistic	1
	Concerned regarding loss of the airport	1
	The proposals don't embrace the concept of choice for residents	1
	Establish a "building consent ombudsman" to speed up regulation	1
	Agree with protecting arable land from development	1
	Reduce regulations — encourage more local innovation	1
Fostering strong communities/Improve walkability, wellbeing		10
	Recognise the significant role of marae in Kāpiti	2
	Protect unique culture and identity of Kāpiti	2
	Consideration of how people will work/live/play in same space	2
	Need to define what "strong communities" means	2
	Consider the ageing population	1
	Enable elderly, young and hapu to stay in Kāpiti	1
	Concerns that the crime rate will increase	1
	Council's agenda does not align with the community's	1
	Support is needed for those who need it	1
	More schools needed	1
Other priorities needed/suggestions		7
	Align the strategy with amendments to the RMA	3
	Local community outcome statements are not out of date	1
	Revise community outcomes to reflect NPS-UD	1
	Flexible/adaptable/holistic approach needed	1
	Growth principles need to align with district plan rules	1
	Strategy should consider Kāpiti's role in a regional context	1
	Natural hazard resistance	1

"Priority needs to be given to enhancing the ability of the elderly, young adults and hapu to stay living in their communities. This would include ensuring new developments include affordable housing that is future proofed to ensure it is suitable for the elderly and disabled."

Fostering strong communities/Improve walkability, wellbeing

Te tupu pai, Growing well — summary of community consultation

Table 12: (Q6) Have you any views on our growth principles, or our priorities and aspirations? Continued

Main theme	Sub themes	Count
Encouraging low-carbon living/achieve climate neutral living		7
	Prioritise environmentally sustainable development	6
	Protection and restoration of the natural environment	3
	Promote green development	2
	Do not develop in high-risk areas	2
	Densely populated areas are more sustainable	1
General agreement with principles/priorities/aspirations		6
Embracing the opportunities of growth/be prosperous and productive		5
	Establish the District Services Partnership Group	2
	Good planning should not be focused on property values	1
	More focus on economic growth needed	1
	Methods required for attracting businesses	1
Valuing our environment		3
	Prioritise environmental sustainability	3
Supporting mana whenua aspirations/keep, protect, enhance		2
	Recognise the rangatiratanga of hapū and iwi	2
	Work with mana whenua to ensure culturally competent leadership	1

"This should be in tandem with a solid and effective approach to attract businesses."

Embracing the opportunities of growth/be prosperous and productive

"While I understand that there are more people moving this way, and that housing is needed, I think we need to seriously think about what that looks like and HOW we go about it. I think all of us realise the way things have been done has not served us nor the planet we depend on. So before we rush into development and building let us collectively consider what are our values and principles to guide any changes? What does a vibrant, healthy, and liveable community mean to us? Can we do things differently using the best of technology AND integrating with nature in a way that benefits people, plants and planet? For example, can we make it a requirement to use non-toxic cement mixes, can we require that wash-off from building sites be treated so they do not harm our living environment, can we support and enable homes to have solar power installed and be built to passive-housing standards, can we encourage and actively support rooftop and green-wall gardens, can we design into our community food forests, and can we build around and in line with our natural world so we keep and protect our wetlands, biodiversity, and beaches. Can we make sure our children can still safely play, move and create in our natural outdoor spaces? Transition and change is inevitable but we CAN do it in a way that is beautiful and retains...even improves, our community life."

Valuing our environment

"Recognise the rangatiratanga of hapū and iwi in relation to their land and waterways, and how this can be exercised to better manage the sustainable use of these resources."

Supporting mana whenua aspirations/keep, protect, enhance

Te tupu pai, Growing well — summary of community consultation

5.4 Our proposed approach

Council have put together a proposed approach to enable sustainable growth. Work undertaken by Council has shown that 'growing well' in Kāpiti could be achieved by:

- growing both up and out, with a mix of intensification and greenfield development
- protecting, enhancing and living sensitively with the beautiful whenua, wai, natural habitats and green spaces
- offering different kinds of homes with more affordable options for how people live (including papakāinga, apartments and semi-detached and terraced houses)
- revitalising centres: encouraging more mixed uses, places to connect and a bigger range of businesses and services to support people's everyday needs to live, work and play in Kāpiti
- improving access and transport options, making communities more connected and accessible, and reducing Kāpiti's carbon footprint
- protecting spaces for business, industry and highly productive rural areas.

5.4.1 (Q7) Do you think our proposed approach will help us achieve good growth?

60% (n=54) of submissions agreed that the proposed approach would help achieve good growth, while 40% (n=36) disagreed (Figure 9). Responses are broken down by submitters location in Table 13.

Figure 9: (Q7) Do you think our proposed approach will help us achieve good growth?

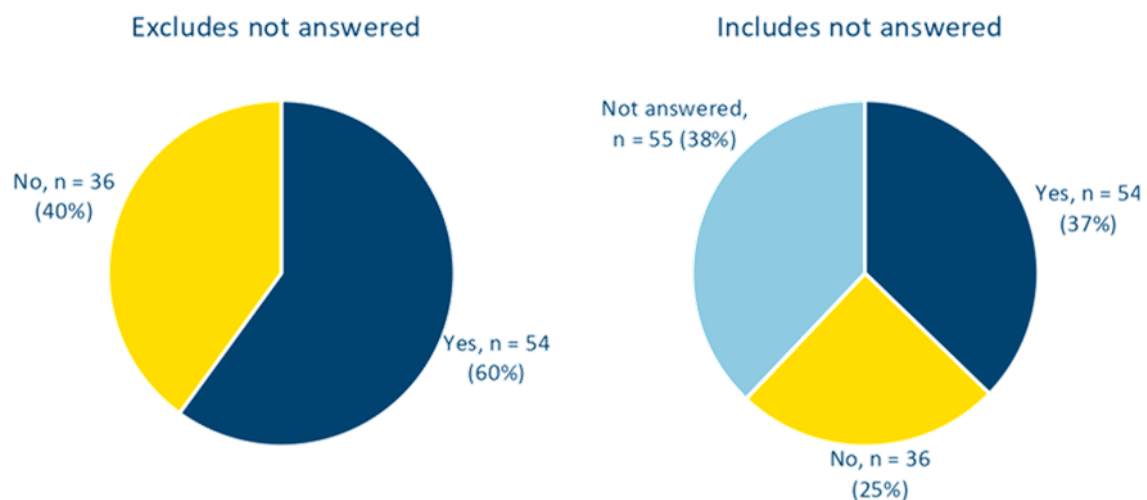


Table 13: (Q7) Do you think our proposed approach will help us achieve good growth? by location

	Paekākāriki n = 7	Raumati n = 9	Paraparaumu n = 17	Waikanae n = 56	Te Horo n = 5	Ōtaki n = 7	Outside of Kāpiti n = 6	Not answered n = 38	Total n = 145
Yes	57% 4	67% 6	65% 11	32% 18	20% 1	43% 3	67% 4	18% 7	37% 54
No	29% 2	33% 3	29% 5	21% 12	60% 3	43% 3	17% 1	18% 7	25% 36
Not answered	14% 1	0% 0	6% 1	46% 26	20% 1	14% 1	17% 1	63% 24	38% 55

Te tupu pai, Growing well — summary of community consultation

5.4.2 (Q8) If yes, how?

Indications of how the proposed approach will help to achieve good growth are presented in Table 14.

The most common reasons for agreement were:

- Growing up — intensification in Kāpiti would help achieve good growth (n=11) by reducing carbon emissions (n=5)
- Offering different/affordable homes would help achieve good growth (n=11), will increase and diversify the housing market as well as the rates base (n=7)
- Improving access and transport options would help achieve good growth (n=7) by double tracking and extending the railway to Ōtaki (n=3)

Table 14: (Q8) Do you think our proposed approach will help us achieve good growth? — If yes, how?

Main theme	Sub themes	Count
Growing up — intensification in Kāpiti		11
	Densified housing will reduce congestion/carbon emissions	5
	Growing up will reduce urban sprawl	2
	Opposed to intensification along the shoreline	2
	Provided high-rises do not encroach upon rural/suburban areas	1
	Consider greater heights and spatial application	1
	Reconsideration for development of multi-storey units	1
	Support for 15-minute neighbourhoods	1
	Densification can lead to better liveability	1
	Increased densification may lead to the development of slums	1
Offering different/affordable homes		11
	Will increase and diversify housing market/rates base	7
	The proposed approach introduces choice into the market	4
	Remove 'existing' from 'existing urban areas'— for future areas	1
	Amend to 'enabling housing choice, type and sizes'	1
	Allow for infill housing	1
	Include linkages between principles ie choice and affordability	1
	Infill puts pressure on infrastructure	1
	Ensure quality homes are built	1
	It is possible to densify with only 1 story buildings	1
General support		11
	General support for the approach	5
	Infrastructure	2
	Lack of infrastructure is a barrier	1
	Improve health services	1
	Align the proposal with changes in national legislation	2
	Meaningful consultation with residents needed	1
	The proposal might lead to good growth	1
Improving access and transport options		7
	Support double tracking/extension of the railway to Ōtaki	3
	Reduction in vehicle numbers needed	2
	Improved accessibility and transport options to and from school	1
	Utilise/retain the airport	1
	Improve/develop parking	1
	Active transport in Ōtaki	1
Protecting/enhancing/living sensitively with nature/land		6
	Environmental improvements	3
	Inclusion of open spaces and natural corridors	2
	Utilise local food production	1
	Eco-friendly/designed for climate developments	1
Revitalising centres		6
	Provide incentives for relocating to the area	2
	By giving developers/businesses/communities choice	2
	The focus on under 65's will revitalise the area	1
	Need for communal outdoor spaces with natural shade	1
Growing out — greenfield development in Kāpiti		2
	Will unlock/repurpose land to allow for more housing	1
	99 & 103 SH1 should be high priority greenfield area	1

Te tupu pai, Growing well — summary of community consultation

5.4.3 (Q9) If no, what are your concerns?

Reasons for how the proposed approach will not help achieve good growth are presented in Table 15 and Table 16.

The most common reasons for disagreement were:

- General opposition was expressed (n=14), as the evidence and decision making in the proposal will not lead to good growth (n=6)
- Growing up — intensification in Kāpiti would not lead to good growth (n=13), as it will negatively impact the character and lifestyle of the district (n=7)
- Improving access and transport options would not lead to good growth (n=9) because the provision of infrastructure for active travel is needed (n=3)

Table 15: (Q9) Do you think our proposed approach will help us achieve good growth? — If no, what are your concerns?

Main theme	Sub themes	Count
General opposition	Question decision making/evidence used in the proposal	6
	Council's approach does not reflect what community values	3
	Retain localised planning rules - esp. Waikanae	1
	Concerns regarding legislative changes impacting plan	4
	Concern poor town planning in the past will be repeated	1
	Infrastructure limitations	2
	The approach does not account for infrastructural limitations	2
	Growth will compound the problem of lack of health services	1
	Planning needs to consider other variables that may change	2
	More thorough population forecasting needed	1
	Flexible planning that can pivot to changes needed	1
	Changes in migration need to be planned for	1
	The plan must be inclusive of the elderly, young and hapu	1
	Hospital service or tertiary institutions are not necessary	1
Growing up — intensification in Kāpiti	Development will negatively impact character/lifestyle	7
	Opposed to growing up — intensification in Kāpiti	5
	Opposed to growing up — intensification in Paraparaumu	2
	Opposed to growing up — intensification of Raumati beach	1
	Opposed to growing up — intensification in Raumati South	1
	Opposed to growing up — intensification of Ōtaki	1
	Land in Paraparaumu not zoned for housing development	1
	Intensification is not as lucrative as greenfield development	1
	The majority of areas identified are Māori owned land	1
	Concerns with intensification in areas prone to disaster	1
	Intensification will not occur quickly enough for objectives	1
	Intensification near an expressway increases carbon emissions	1

"Growing up is totally inappropriate for our region. Intensification is also unnecessary and an inferior way to live."

Opposed to Growing up — intensification in Kāpiti

"Need to build separated cycle lanes (not shared with pedestrians) between major destinations now before growth occurs. E.g. Otaki beach to train station - needs dedicated cycle lane all the way - and not just painted lines on the road. If we want higher density then need to make it easier to not have a car."

Provision of infrastructure for active travel is necessary

"The Council's approach to sustainable growth needs foremost to reflect what the community values most about living on the Kapiti Coast and take into account the district's natural features and hazards (e.g. flood and tsunami zones)."

Question decision making/evidence used in proposal

Te tupu pai, Growing well — summary of community consultation

Table 16: (Q9) Do you think our proposed approach will help us achieve good growth? — If no, what are your concerns? Continued

Main theme	Sub themes	Count
Improving access and transport options		9
	Provision of infrastructure for active travel is necessary	3
	Transport provision remains a barrier to movement	3
	Provision of district-wide public transport needed	2
	Transport routes to train stations needed	1
	Free/discounted public transport for youth	1
	Amend plan to allow for multi-level parking	2
	Concern over lack of proposed parking for electric cars	1
	Concern regarding loss of airport space	1
	Road links between Waikanae and Peka Peka	1
	Consideration for future rail locations	1
	Need to include scope for future transport development	1
	Heavy focus on transport with changing working arrangements	1
Growing out — greenfield development in Kāpiti		7
	Opposed to growing out — greenfields development in Kāpiti	5
	Opposed to any development on greenfields	3
	No growth to foreshore green spaces	1
	Developers will favour greenfield as the easier option	1
	Rezoning and reclassification	2
	Disagreement with priority ratings	1
	Zoning rules inhibit the ability to utilise peri-urban areas	1
	Opportunity to provide lifestyle blocks as well	1
	Consider greenfield development and infill planning as one	1
	Reconsider need for private vehicle use in peri-urban/rural	1
Protecting/enhancing/living sensitively with nature/land		6
	Approach does not address environmental stressors	5
	Increased growth will increase environmental impacts	2
	Facilitate local awareness of environmental concerns	1
	Guidance on sustainable coastal development needed	1
	Must include the provision of green spaces in development	1
	Transparency around environmental impacts from development	1
	Include provision of environmentally friendly infrastructure	1
	Must include pollution reduction strategies	1
	Approach does not adequately deal with climate change impacts	2
	Planning for climate migration and managed retreat needed	1
	Specific timeframes/plans for achieving environmental outcomes	1
	Value mana whenua aspirations in relation to the environment	1
	Approach does not detail what future sustainability will be	1
Offering different/affordable homes		4
	Development in Waikanae/Paekākāriki increase traffic congestion	2
	Affordable may not lead to good growth	1
	Facilitate developer partnerships for housing delivery	1
	Develop infill and greenfield to facilitate provision of choice	1
	Consultation with youth is needed when planning future housing	1
	Inclusion of youth support in housing	1
Revitalising our centres		4
	Ideas and planning	3
	Development in urban areas is not incentivised/attractive	1
	Encourage mixed use in Paraparaumu	1
	More detail required on how this will make communities stronger	1
	Prioritise enticing businesses to the area	1
	Promote local mana whenua art	1
	Some local centres are subject to more restrictive planning	1
	Strategy needed for the development of Waikanae town centre	1
	Support for ancillary uses of local centres (Waikanae Beach)	1
	Use Waikanae Park as a focal point for development	1
	Value mana whenua aspirations in relation to community	1
	Infrastructure	3
	Develop diverse learning and working spaces	2
	Need for business hubs not addressed	1
	Include provision of youth spaces	1
	Include provision of public sun shelters	1
	The provision of walkways and green spaces is needed	1
	Infrastructure provision in Paraparaumu needs consideration	1
	Health/education provision needs certainty to spark growth	1

Te tupu pai, Growing well — summary of community consultation

5.5 Growing up — Intensification

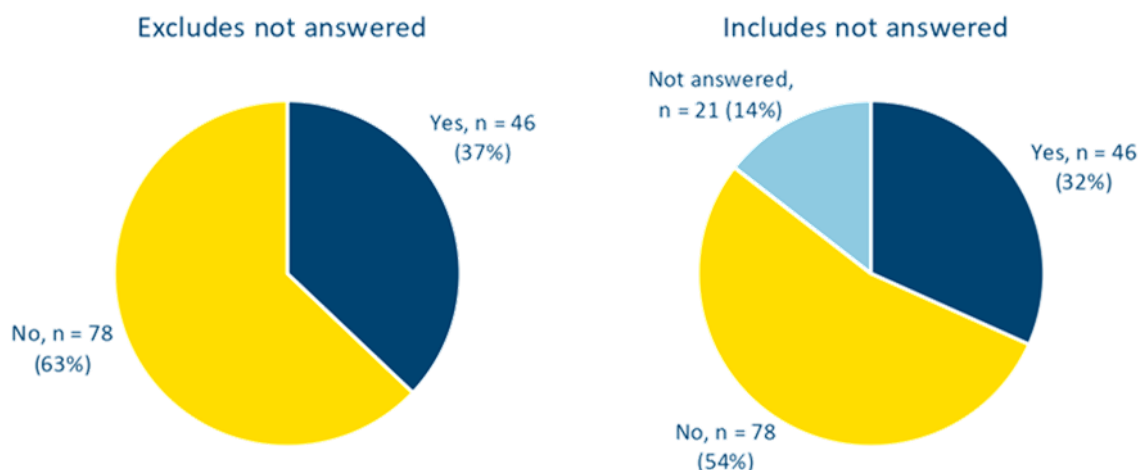
Growing up will bring scale and accessibility to services in Kāpiti centres, supporting greater retail, entertainment and business opportunities while creating walkable neighbourhoods where people can connect. It will also help meet government requirements for intensification and housing choice and help us manage the amount we need to grow out to meet future housing needs, while keeping urban areas compact. Council are proposing to achieve this balance by intensifying around existing centres:

- enabling the development of up to 12 storeys within central Paraparaumu and up to 6 storeys within 800m (about 10 minutes walk) of central Paraparaumu
- enabling up to 6 storeys within 800m (about 10 minutes walk) of railway stations at Paekākāriki, Paraparaumu and Waikanae
- enabling up to 6 storeys within town centres at Raumati Beach, Paraparaumu Beach, Waikanae and Ōtaki, and up to 4 storeys within 400m (5 minutes walk) of these centres
- enabling up to 4 storeys within 200m (a short walk) of local centres at Raumati South, Kena Kena, Meadows Precinct and Waikanae Beach
- enabling up to 3 storeys and increased densities in suburban areas

5.5.1 (Q10) Do you think these heights and levels of intensification around existing centres will help us grow well?

37% (n=46) of submissions agreed that these heights and levels of intensification around existing centres will help Kāpiti to grow well, while 63% (n=78) disagreed (Figure 10). Responses are broken down by submitters location in Table 17.

Figure 10: (Q10) Do you think these heights and levels of intensification around existing centres will help us grow well?



Te tupu pai, Growing well — summary of community consultation

Table 17: (Q10) Do you think these heights and levels of intensification around existing centres will help us grow well? by location

	Paekākāriki n = 7	Raumati n = 9	Paraparaumu n = 17	Waikanae n = 56	Te Horo n = 5	Ōtaki n = 7	Outside of Kāpiti n = 6	Not answered n = 38	Total n = 145
Yes	57% 4	33% 3	65% 11	25% 14	40% 2	29% 2	67% 4	16% 6	32% 46
No	29% 2	67% 6	29% 5	70% 39	60% 3	43% 3	17% 1	50% 19	54% 78
Not answered	14% 1	0% 0	6% 1	5% 3	0% 0	29% 2	17% 1	34% 13	14% 21

5.5.2 (Q11) If yes, how?

Indications of how the heights and levels of intensification will help Kāpiti grow well are presented in Table 18 and Table 19.

The most common reasons for agreement were:

- General support for the proposal (n=39) and intensifying Kāpiti (n=23)
- 12 storeys in central Paraparaumu 6 storeys within 800m (n=6), with consideration for higher (n=2) and lower (n=2) level storeys suggested
- 6 storeys in town centres and 4 storeys within 400m (n=3), with consideration for higher storeyed buildings (n=1)

Table 18: (Q11) Do you think these heights and levels of intensification around existing centres will help us grow well? — If yes, how?

Main theme	Sub themes	Count
General support		39
	Support growing up — intensification in Kāpiti	23
	Will introduce affordable housing/choice into the market	4
	Improve change toward low carbon region	4
	Will help reduce the number of vehicles on the road	2
	Intensification will allow for land preservation	3
	Will improve the connectivity of the population	2
	Will rejuvenate the town centre	2
	Will benefit future generations	2
	Support growing up — intensification in Ōtaki	1
	But do not build on the coastline	1
	Support growing up — intensification in Paekākāriki	1
	Will address the needs of the increasing population	1
	It will allow residents to remain in the area as it grows	1
	Will utilise underutilised land around town centres	1
	Allows for population growth in specific areas with amenities	1
	Improve access to services/opportunities	1
	More information needed on what densified communities look like	1
	Good growth subject to	21
	Governing development	9
	The proposal needs aligning with new national legislation	4
	Allow minor houses on 700m2 section (not 900m2) without RC	1
	Consideration for mental health associated with high density	1
	Socialising communities to the norms of high density living	1
	Enticing businesses to foster town centres	1
	Revision of indicative densities in the proposal	1
	Continuous consultation needed	1
	The possibility of rental controls	1

Te tupu pai, Growing well — summary of community consultation

Table 19: (Q11) Do you think these heights and levels of intensification around existing centres will help us grow well? — If yes, how? Continued

Main theme	Sub themes	Count
	Transport/infrastructure	7
	Develop infrastructure at pace with growth	1
	Increased pedestrian infrastructure	1
	Increased transport and parking needed	1
	Increased/improved public transport	1
	Active transport options	1
	Intensification near railway stations	1
	Paekākāriki	1
	Waikanae	1
	Intensification shouldn't be entirely centred around expressway	1
	Minimise parking to reduce private vehicle usage	1
	Types of development	5
	Development that conforms to current character/aesthetic	3
	Sufficient densification is possible with just 1-2 storeys	1
	Phased development	1
	Heights, catchments and zoning	5
	Allow for smaller homes, e.g. granny flats, tiny homes	1
	Allow infill housing	1
	Allow mixed use in high density areas	1
	Heights in commercial zones complementary to residential	1
	Incentivise developers to increase beyond 3 storeys	1
	Spaces for community connection — town squares	1
	Will enable growth but increased height subject to regulations	1
	Environmental considerations	1
	Eco-friendly/designed for climate developments	1
12 storeys in central Paraparaumu 6 storeys within 800m		6
	Consideration for development higher than 12 storeys	2
	Reconsider the 12 storey height — too high	2
	Support, but enable mixed use development-10 storeys/5 min walk	1
	Increased traffic calming will be needed in central Paraparaumu	1
	Between Paraparaumu motorway and the library only	1
6 storeys in town centres and 4 storeys within 400m		3
	Increase to allow 6 storeys within 800m	1
	Opposed to growing up — intensification in Waikanae	1
	Prefer only 3 storeys in Waikanae	1
6 storeys around Paekākāriki/Paraparaumu/Waikanae rail stations		3
	Support with the addition of buffer zones	1
	All multiple storeyed buildings should be near train stations	1
	Increase area	1
4 storeys within 200m of local centres		2
	10-minute walk applied to all local centres	1
	Allow 3 storeys in surrounding areas	1
	Include Ōtaki Beach as a local centre	1
	Local centres are less likely to be developed in the long-term	1
3 storeys/increased densities in suburban areas		1
	General support for 3 storeys	1

5.5.3 (Q12) If no, what alternatives should we consider?

For those who said no and proposed alternatives for consideration, these are presented in Table 20 and Table 21.

The most common reasons for disagreement were:

- 4 storeys within 200m of local centres (n=42), opposition to rezoning/intensification in Waikanae Beach (n=37), suggesting development in Ngārara as an alternative (n=8)
- Heights, catchments and zoning (n=13), with support for greenfield development only in Kāpiti (n=4)
- 6 storeys in town centres within 400m (n=12), development should not occur due to environmental impacts (n=3)

Te tupu pai, Growing well — summary of community consultation

Table 20: (Q12) Do you think these heights and levels of intensification around existing centres will help us grow well? — If no, what alternatives should we consider?

Main theme	Sub themes	Count
4 storeys within 200m of local centres	Opposed to rezoning/intensification in Waikanae Beach	37
	Waikanae Beach is prone to flooding, and therefore, unsuitable	17
	Development will not conform to current character/aesthetic	17
	Infrastructure development will be costly/disruptive	16
	Current road infrastructure unable to support growth	13
	Current stormwater infrastructure unable to support growth	2
	Increased wastewater infrastructure needed	1
	Waikanae Beach is a tsunami zone, and therefore, unsuitable	16
	Waikanae Beach cannot be described as a commercial centre	11
	Opposed to growing up - Te Moana/Ono St. intersection	2
	Consider other areas	10
	Develop Ngarara instead of Waikanae Beach	8
	Consider Nga Manu subdivision instead of Waikanae Beach	2
	Would negate community values and wishes	4
	Will increase traffic/limit parking	4
	Lack of public transport to Waikanae Beach	3
	More services at Waikanae Beach draws business away from centre	2
	Will cast shadows/impact light	2
	Waikanae Beach is not a 'large catchment'	1
	Land ownership is not conducive to intensification	1
	No housing gain for newly renovated properties	1
	Development will increase pressure on rainwater reserves	1
	Impacts related to cars driving on the beach	1
	4 storeys should be the maximum allowable height	3
	Opposed to 4 storey development in Kāpiti	2
	Allow only small developments in Kena Kena	1
	Will not enact 'low carbon living'	1
	Will not enact 'valuing our environment'	1
Other alternatives	Heights, catchments and zoning	37
	Support growing out — greenfield development only in Kāpiti	4
	2 storeys should be the maximum allowable height	3
	Building up is targeting the elite or building ghettos	2
	Base heights on Wellington City Growth Scenario Report	1
	4 storeys should be the maximum allowable height	1
	Zoning for development of papakāinga	1
	Multi-storey buildings confined to new developments	1
	Incentivise infill of existing properties	1
	Buffer zones between different story dwellings	1
	Relaxation of building restrictions on lifestyle blocks	1
	Types of developments	13
	Development that does not change character/lifestyles	11
	Building socially nurturing communities	2
	Consider maintaining the status quo	1
	Environmental considerations	12
	Development that does not cast shadows/impact light	6
	Consider the possibility and impact of natural disasters	6
	Intensify inland only — the risk of tsunamis	1
	Paraparaumu	1
	Waikanae	1
	Ōtaki	1
	The risk of liquefaction is high	1
	Eco-friendly development	2
	Developing on suitable ground	1
	All developments fitted to capture water	1
	Rather focus on greening existing developments	1

Te tupu pai, Growing well — summary of community consultation

Table 21: (Q12) Do you think these heights and levels of intensification around existing centres will help us grow well? — If no, what alternatives should we consider? Continued

Main theme	Sub themes	Count
	Governing development	8
	Clarity needed on borders of intensification zones	1
	Provision of utilities and infrastructure	2
	Preference for a phased introduction	2
	Proposed areas are not properly planned/random	1
	Growth in partnership with local iwi	1
	Presenting the risks and disadvantages	1
	A tailored local approach to development is needed	1
	Areas to develop/not to develop	5
	Building up only in main town centres	3
	Focus upward growth around existing transport hubs only	2
	Paraparaumu	2
	Paekākāriki	1
	Waikanae	1
	6 storeys in town centres and 4 storeys within 400m	12
	Development should not occur due to environmental impacts	3
	Do not intensify Paekākāriki — environmental impacts	2
	Do not intensify Ōtaki — infrastructure insufficient	1
	Do not intensify Waikanae — environmental impacts	1
	Do not intensify Raumati — environmental impacts	1
	Do not intensify Paraparaumu — environmental impacts	1
	Do not intensify Te Horo — environmental impacts	1
	Opposed to development/impact of development in Raumati	3
	General opposition to 6 storeys at Paekākāriki	2
	Prefer 3-4 storeys in the town centre	1
	General opposition to 6 storeys at Raumati Beach	1
	General opposition to 6 storeys at Paraparaumu Beach	1
	Prefer 3 levels with basement parking for Waikanae	1
	4 storeys in town centres is reasonable	1
	6 storeys should be the maximum allowable height	1
	6 storeys for Waikanae is too high	1
	Will limit parking availability	1
	With the condition of open space buffer zones	1
	3 storeys should be the maximum allowable height	1
	12 storeys in central Paraparaumu 6 storeys within 800m	9
	Reconsider the 12 storey height — too high	5
	6 storeys should be the maximum allowable height	2
	4 storeys should be the maximum allowable height	1
	12 storeys will not conform to current character/aesthetic	1
	Increased danger from earthquakes	1
	Do not intensify Paraparaumu — environmental impacts	1
	3 storeys/increased densities in suburban areas	5
	3 storeys should be the maximum allowable height	2
	In Paekākāriki	1
	May affect privacy/light/mental health	2
	Will not cast shadows/impact light	1
	Railway stations — 6 storeys within 800m	4
	Electrification/double tracking not sufficient for growth	1
	Opposite effect — increase in car usage to access facilities	1
	Paekākāriki station is too close to the suburbs	1
	Paekākāriki wastewater system cannot support intensification	1
	Paekākāriki water supply cannot support intensification	1

“As long-time owners / residents of Rangihiroa Street, Waikanae Beach, we are shocked and concerned at the proposed Growth Strategy for the Kapiti Coast, and in particular, the Waikanae Beach area and the possible rezoning of land surrounding the Te Moana Road site.”

Opposed to rezoning/intensification in Waikanae Beach

Te tupu pai, Growing well — summary of community consultation

5.6 Growing out — Greenfield growth

To meet Councils' population projections, in addition to the focus on intensification, Council's approach to sustainable growth includes enabling future potential greenfield development areas. Council has identified a range of potential areas close to existing urban areas, providing accessible and connected future communities. These areas would become available for development in a staged manner over the next 30 years.

5.6.1 (Q13) Are the locations and scale of proposed greenfield areas suitable for supporting good growth?

55% (n=52) of submissions agreed that the scale of the proposed greenfield areas is suitable for supporting good growth, while 45% (n=43) disagreed (Figure 11). Responses are broken down by submitters location in Table 22.

Figure 11: (Q13) Are the locations and scale of proposed greenfield areas suitable for supporting good growth?

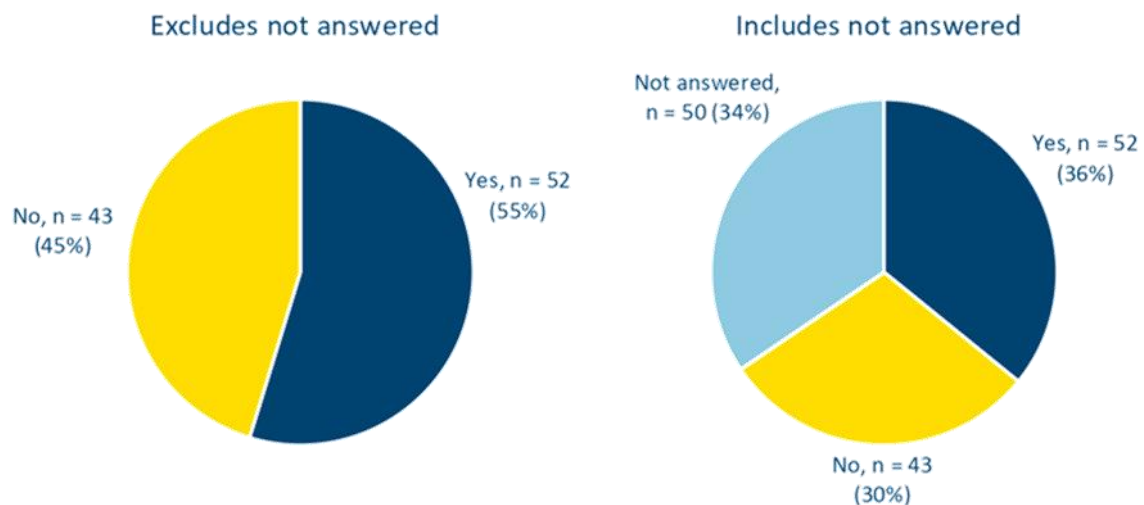


Table 22: (Q13) Are the locations and scale of proposed greenfield areas suitable for supporting good growth? by location

	Paekākāriki n = 7	Raumati n = 9	Paraparaumu n = 17	Waikanae n = 56	Te Horo n = 5	Ōtaki n = 7	Outside of Kāpiti n = 6	Not answered n = 38	Total n = 145
Yes	14% 1	56% 5	65% 11	34% 19	60% 3	29% 2	67% 4	18% 7	36% 52
No	71% 5	44% 4	29% 5	20% 11	40% 2	71% 5	33% 2	24% 9	30% 43
Not answered	14% 1	0% 0	6% 1	46% 26	0% 0	0% 0	0% 0	58% 22	34% 50

5.6.2 (Q14) If yes, how?

Indications of how the locations and scale of the proposed greenfield will support good growth are presented in Table 23.

The most common reasons for agreement were:

- Support for locations and scale (n=29) as they are close to transport routes (n=8)
- Good growth is conditional upon infrastructure development (n=14)

Te tupu pai, Growing well — summary of community consultation

Table 23: (Q14) Are the locations and scale of proposed greenfield areas suitable for supporting good growth? — If yes, how?

Main theme	Sub themes	Count
Support for locations and scale		29
	Locations identified are close to transport routes	8
	Greenfield developments near Waikanae station	2
	Limit greenfield developments to railway stations	1
	Support higher density development	8
	Support Wakanāe development	2
	Allow medium to lower density housing as well	1
	99 & 103 SH1 should be High Priority Greenfield Area	1
	Te Manuao Road, Ōtaki, is ready for development	1
	Support Ōtaki development	1
	Densification of existing housing	1
	General support for locations and scale	6
	Protects highly productive land	5
	Develops unproductive land	2
	Establish smaller villages on unused land in Te Horo	1
	Areas are suitable for resilient development	1
	New areas will allow for infrastructure to be developed at pace	1
	Support protecting business/industry/productive land	1
Good growth, subject to		24
	Infrastructure development	14
	Develop infrastructure at pace with growth	5
	Timing of development based on infrastructure provision	2
	Ōtaki lacks infrastructure	1
	Increased rail infrastructure/connections	5
	Extending and electrifying rail to Ōtaki	3
	Increased road infrastructure/connections	4
	Road links between Waikanae and Peka Peka	2
	Motorway off and on-ramps - Kapiti Road and Te Moana Road	1
	Increased/improved public transport	4
	Automated public transport service	1
	Increased infrastructure for active travel needed	3
	Greenfield development needs to have good connectivity	2
	Governing development	7
	Consideration of public health and safety	1
	Climate change	1
	Previous use of the land	1
	Consideration of runoff to Ōtaki river/Waitohu stream	1
	Evidence and triggers for development need to be defined	1
	Faster implementation	1
	Limit commercial and industrial development in residential area	1
	More options for alternative shopping	1
	Plan greenfield/Ōtaki development in conjunction with	1
	Kāpiti-Horowhenua Growth Planning project	1
	Ōtaki Structure Planning project	1
	WRLC	1
	Reducing speed on Old SH1 for active travel	1
	Types of developments	6
	Development that does not change character/lifestyles	3
	Does not mirror Paraparaumu	1
	In Hautere	1
	In Te Horo	1
	Minimise lighting in rural areas	1
	Maintaining green/open areas	2
	In Te Horo	1
	Eco-friendly/designed for climate developments	2
	Do not build in areas subject to coastal erosion and flooding	1

“Well thought through putting these near the transport corridor heading north.”

Locations identified are close to transport routes

Te tupu pai, Growing well — summary of community consultation

5.6.3 (Q15) If no, what alternatives should we consider?

Disagreement with the proposed alternatives for consideration is presented in Table 24 and Table 25.

A wide array of alternatives were suggested. They included:

- Proposed heights, catchments and zoning (n=24), reclassify WB-03 (n=1), WB-02 (n=1) and Peka Peka Farm (n=1) as Priority Group 1 sites
- Environmental considerations associated with growing out (n=14), rather use available land for managed retreat (n=1)

"I believe we will want to be seeing more High-priority and Medium-priority growth-out areas. There are still plenty of people who are looking for a stand-alone house to buy, and we will need more areas than are currently indicated on the map. For example, Te Horo and Peka Peka hasn't been identified for anything, yet there is significant blocks of usable land available in this area."

Support growing out — greenfield development in Kāpiti

"I'm not in favour of already dwindling green spaces being destroyed. Urban densification and apartment living should take priority. There's actually very little that's green or environmentally friendly about greenfield development."

Opposed to growing out — greenfield development in Kāpiti

"There will be few if any supporters of 2-3 storied residential units in Kapiti. Residents did not come to live in Kapiti to be surrounded by condos or apartment blocks."

Development will not conform to current character/aesthetic

"Most of the proposed greenfield areas are totally suitable - and understand the rationale for having them close to the train stations. However one of the high-density greenfield areas proposed is extremely close to the Waikanae River, which may impact the Waikanae River Restoration project. It would be highly valuable to speak with those working on the project on ways to ensure there is no impact by both the construction and finished builds. Things to consider in these areas could include having gravel/stone driveways to reduce stormwater runoff. Also specific planting that could happen prior to construction beginning that can help reduce and runoff reaching the river itself and other catchments."

Environmental considerations

Te tupu pai, Growing well — summary of community consultation

Table 24: (Q15) Are the locations and scale of proposed greenfield areas suitable for supporting good growth? — If no, what alternatives should we consider?

Main theme	Sub themes	Count
Heights, catchments and zoning		24
	Support growing out — greenfield development in Kāpiti	10
	2 storeys should be the maximum allowable height-north Waikanae	1
	Future land needs to be available post Transmission Gully	1
	Greenfield developments must be supported by public transport	1
	Many residents still want a house with a garden	1
	Peka Peka Farm reclassified as Priority Group 1 site	1
	Informed by natural system and infrastructure requirements	1
	Development to connect with expressway cycleway	1
	Development proposed to have open spaces for community	1
	Development proposed to have a distinctive/memorable character	1
	Aspires to have active travel corridor connections	1
	Aspires to enhance/regenerate ecological sites	1
	Ensures connectivity through urban design	1
	Provides for identified cultural and historical features	1
	Ensures transport connectivity	1
	Ensures environmental responsiveness	1
	Ensures community is connected with established neighbourhoods	1
	Enables efficient and integrated use of land	1
	Complements existing urban development	1
	Delivers a variety of housing types/opportunities	1
	Provides housing capacity for expected housing demands	1
	Site WB-02 to be reclassified as a Priority Group 1 site	1
	Can be developed in consultation with mana whenua	1
	Contains infrastructure necessary for development	1
	Development proposed to occur on flatter areas of site	1
	Development to protect the surrounding natural environment	1
	Development will help meet proposed principles and objectives	1
	Extension of existing neighbourhoods/linked to activity centres	1
	Good access to main transport routes	1
	Investigate the possibility of mediating flood risk	1
	Land not conducive to being highly productive	1
	Land use is compatible with development	1
	Local Māori landowners open to development	1
	Opportunities associated with development	1
	Rural dunes provide high amenity living	1
	Site can be integrated with existing environment	1
	Well connected to businesses	1
	Wetlands will be integrated into development	1
	Site WB-03 to be reclassified as a Priority Group 1 site	1
	Can be developed in consultation with mana whenua	1
	Contains infrastructure necessary for development	1
	Development can be undertaken with maintaining heritage	1
	Development will help meet proposed principles and objectives	1
	Engineering can help develop steeper areas	1
	Extension of existing neighbourhoods/linked to activity centres	1
	Good access to main transport routes	1
	Infrastructure for active travel can reduce carbon footprint	1
	Investigate the possibility of mediating flood risk	1
	Land not conducive to being highly productive	1
	Land use is compatible with development	1
	Local Māori possibly open to development	1
	Natural features can be integrated into development	1
	Opportunities associated with development	1
	Rural dunes provide high amenity living	1
	Site can be integrated with existing environment	1
	Well connected to businesses	1
	Suitable land in Paekākāiki for greenfield development	1
	Support careful growth in Ōtaki only	1

Te tupu pai, Growing well — summary of community consultation

Table 25: (Q15) Are the locations and scale of proposed greenfield areas suitable for supporting good growth? — If no, what alternatives should we consider? Continued

Main theme	Sub themes	Count
	Support growing out — greenfield development of Tini Town	1
	No current urban form or local neighbourhood	1
	No reverse sensitivity	1
	No natural hazards/land risk in proposed development areas	1
	No heritage sites on proposed development land	1
	Land not conducive to being highly productive	1
	Proposed planning for residential development is comprehensive	1
	Open space strategy gives options for active travel	1
	Open space strategy links to landscape/open space values	1
	Development proposed occurs on flatter areas of site	1
	Possible enhancements to Muaupoko stream	1
	Prioritises enhancement of ecological sites	1
	Sewer connection needed	1
	Existing water supply	1
	Good access to main transport routes	1
	Opportunity for development partnership with Māori	1
	Creates tourism/business opportunities	1
	Creates regenerative living opportunities	1
	Creates open space connectivity	1
	Can provide a variety of housing types	1
	Northern extent is well connected and unconstrained	1
	Develop Tini Village to support growth	1
	Support growing out — greenfield development Ōtaki North	1
	Increased housing to support Ōtaki golf course/community	1
	Development/access to walkways/cycleways around lagoon	1
	Create an environment for native wildlife to return to area	1
	Proportion of land will be dedicated to native plants	1
	Restoration of wetlands/drains/Ngatotara lagoon	1
	Employment benefits from aged care facility employment	1
	Short to medium term development at greenfield scale	1
	Development of a retirement/lifestyle village	1
	Support growing up — intensification only in Kāpiti	8
	Support growing up — intensification east of Waikanae golf club	1
	Opposed to growing out — greenfield development in Kāpiti	7
	Build new local centre in Ngārara subdivision instead	2
	Opposed to assessment used to determine viable greenfields	1
	In Paekākāriki	1
	Greenfield development not suitable in Paekākāriki	1
	Potential to create ribbon developments	1
	New urban areas will not necessarily encourage businesses	1
	Reconsider priority area zoning	2
	Based on suitability of land for safe development	1
	Opposed to developing on Māori owned land	1
Environmental considerations		14
	Opposed to growing out — greenfield development in Kāpiti	11
	Growing out has higher environmental impacts	8
	Opposed to growing out — greenfield development in Waikanae	2
	Opposed to growing out — greenfield development in Te Horo	1
	Opposed to growing out — greenfield development in Paparuaumu	1
	Opposed to growing out — greenfield development in Raumati	1
	Do not use arable land for development	2
	Northern Waikanae	1
	Setting of environmental standards and limits necessary	1
	Use available land for managed retreat	1
	The impact of development on river restoration projects	1
	Eco-friendly development	1
Types of developments		3
	Development will not conform to current character/aesthetic	3
More information needed		3
	Definition of what 'good' growth is	1

Te tupu pai, Growing well — summary of community consultation

5.6.4 (Q16) Do you think our proposed approach gives us a good mix between intensification and greenfield development to grow well?

55% (n=43) of submissions agreed that the proposed approach would give a good mix between intensification and greenfield development to grow well, while 45% (n=35) disagreed (Figure 12). Responses are broken down by submitters location in Table 26.

Figure 12: (Q16) Do you think our proposed approach gives us a good mix between intensification and greenfield development to grow well?

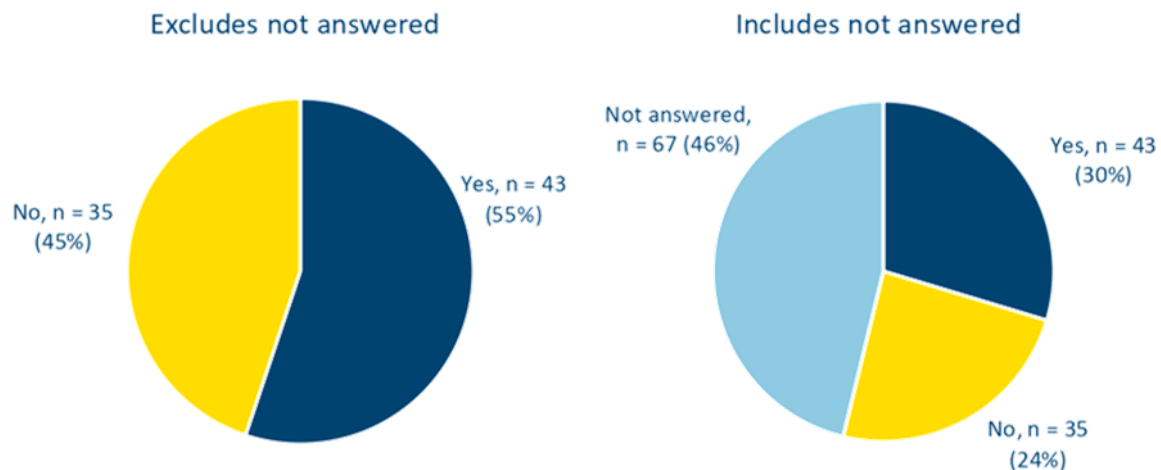


Table 26: (Q16) Do you think our proposed approach gives us a good mix between intensification and greenfield development to grow well? by location

	Paekākāriki n = 7	Raumatī n = 9	Paraparaumu n = 17	Waikanae n = 56	Te Horo n = 5	Ōtaki n = 7	Outside of Kāpiti n = 6	Not answered n = 38	Total n = 145
Yes	29% 2	44% 4	53% 9	30% 17	40% 2	29% 2	33% 2	13% 5	30% 43
No	43% 3	56% 5	41% 7	18% 10	40% 2	29% 2	33% 2	11% 4	24% 35
Not answered	29% 2	0% 0	6% 1	52% 29	20% 1	43% 3	33% 2	76% 29	46% 67

5.6.5 (Q17) If you have any views, please comment here:

Views expressed are presented in Table 27. The most common views were:

- The proposed approach does not give a good mix to grow well (n=22), due to the proposed heights, catchments and zoning (n=15)
- Suggestions for a good mix were also offered (n=17), such as improving or changing the governance of development (n=12)
- The proposed approach does give a good mix to grow well (n=13) because of the proposed governance of development (n=5)

Te tupu pai, Growing well — summary of community consultation

Table 27: (Q17) Do you think our proposed approach gives us a good mix between intensification and greenfield development to grow well? — If you have any views, please comment here:

Main theme	Sub themes	Count
Proposed approach does not give a good mix to grow well	Heights, catchments and zoning	15
	Opposed to growing up — intensification in Kāpiti	3
	Opposed to growing out — greenfield development in Kāpiti	3
	Negative impact on the environment	2
	Focus on growing up — intensification only in Kāpiti	3
	Prior to greenfield development	1
	Focus on growing out — greenfields development only in Kāpiti	2
	In and around Ōtaki	1
	In and around Peka Peka	1
	In and around Nga Manu	1
	Greater focus on growing up — intensification in Kāpiti	2
	Development will not conform to current character/aesthetic	2
	Zoning does not reflect any consultation/community focus	1
	Governing development	3
	Growing well subject to alignment with amendments to RMA	2
	Analysis of negative aspects of the proposal needed	1
	Environmental considerations	2
	Mazengarb subject to flood risk/lacks stormwater infrastructure	1
	The land cannot sustain continued development	1
	Suggestions	17
	Governing development	12
	To grow well — develop infrastructure prior to development	2
	Phase development to intensify urban areas before greenfield	2
	Do not develop the Kāpiti Gateway	2
	Approaches require more future-focus	1
	Phase development to intensify greenfield areas before urban	1
	Plans to ensure owner-occupied homes/not increased investment	1
	Growing well necessitates focusing on tourism not development	1
	Population growth will increase demand on/and need for airport	1
	Address health services in Ōtaki	1
	Address infrastructure in Ōtaki	1
	Iwi consultation needed in Ōtaki	1
Proposed approach gives a good mix to grow well	Heights, catchments and zoning	4
	6 storeys maximum because of natural disaster risk	1
	99 & 103 SH1 should be High Priority Greenfield Area	1
	Reduce height of storeys to limit impact on neighbouring houses	1
	Reclassify area north of Waikanae from medium to high priority	1
	Reclassify Lindale from medium to high priority	1
	Environmental considerations	3
	Growing well entails more development for low carbon lifestyles	1
	River conservation needed in Ōtaki	1
	Clarify what will happen if large areas are deemed climate risk	1
	Governing development	5
	Subject to good planning	2
	Focus on development-ready projects i.e. Meadows Precinct	2
	But, the strategy needs clear direction and detail	1
Proposed approach gives a good mix to grow well	Heights, catchments and zoning	4
	2 storeys should be the maximum allowable height for greenfield	1
	Multi-storey should be permitted in greenfield developments	1
	Subject to no growing up — intensification in Kāpiti	1
	Yes, but increase walkable catchment to 20 minutes	1
	Types of developments	2
	Will facilitate the supply of affordable housing	2
	Environmental considerations	1
	The mix allows for environmental preservation	1

Te tupu pai, Growing well — summary of community consultation

5.7 Our plan for implementing our proposed approach

Council will develop a comprehensive plan for implementing their proposed approach. Council have identified the main parts based on the information that they have at present. Council will engage with the community on these as they get into them or through the next Long-term Plan. Council will report on all parts of the implementation through council meetings and the Annual Report, including updates if anything major changes.

5.7.1 (Q18) Is there anything else you think is important that we need to do to achieve our approach to good growth for Kāpiti?

64% (n=67) of submissions agreed there are other important factors that Council needs to consider to achieve good growth, while 36% (n=37) disagreed (Figure 13). Responses are broken down by submitters location in Table 28.

Figure 13: (Q18) Is there anything else you think is important that we need to do to achieve our approach to good growth for Kāpiti?

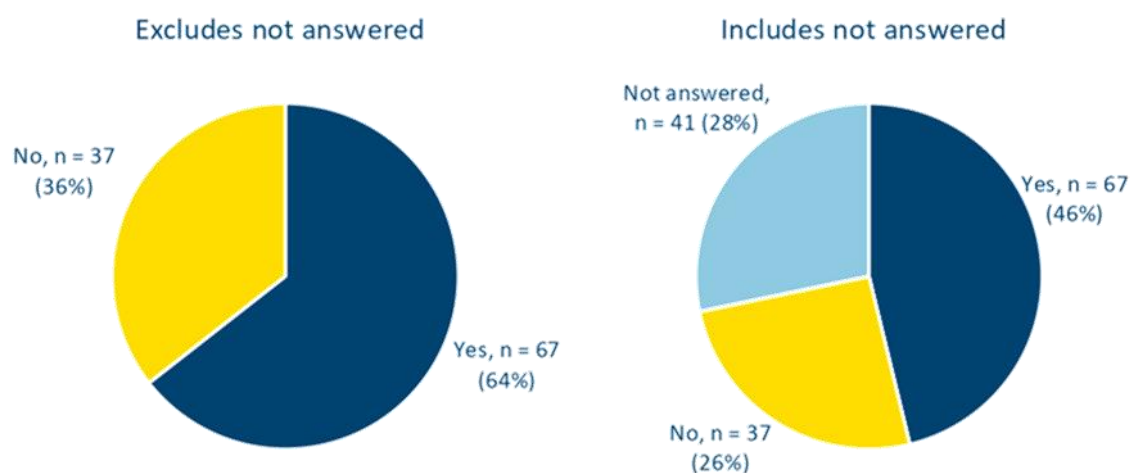


Table 28: (Q18) Is there anything else you think is important that we need to do to achieve our approach to good growth for Kāpiti? by location

	Paekākāriki n = 7	Raumati n = 9	Paraparaumu n = 17	Waikanae n = 56	Te Horo n = 5	Ōtaki n = 7	Outside of Kāpiti n = 6	Not answered n = 38	Total n = 145
Yes	86% 6	67% 6	76% 13	41% 23	60% 3	43% 3	67% 4	24% 9	46% 67
No	14% 1	22% 2	18% 3	23% 13	20% 1	43% 3	33% 2	32% 12	26% 37
Not answered	0% 0	11% 1	6% 1	36% 20	20% 1	14% 1	0% 0	45% 17	28% 41

5.7.2 (Q19) If you have any views, please comment here:

For submissions who said yes, the other important factors mentioned are summarised in Table 29 and Table 30.

The most common views were:

- Planning our infrastructure needs (n=33), with transport being an important factor (n=20)
- Exploring housing opportunities (n=13), and the need for an assessment of housing and business land capacity (n=6)
- Valuing the environment (n=10), with a focus on eco-friendly development (n=7)

Te tupu pai, Growing well — summary of community consultation

Table 29: (Q19) Is there anything else you think is important that we need to do to achieve our approach to good growth for Kāpiti? — If you have any views, please comment here:

Main theme	Sub themes	Count
Planning our infrastructure needs		33
	Transport	20
	Increased infrastructure for active travel needed	8
	In Ōtaki	2
	Increased rail infrastructure/connections	5
	Progressing the LNIRIM business case	1
	Retain the Kāpiti airport	3
	Increased road infrastructure/connections	3
	Develop infrastructure for greenfield in North Waikanae	1
	Increased and improved public transport	2
	Water	8
	Increased water supply necessary	3
	Facilitate rainwater collection	1
	3 waters reforms may add additional strain	1
	Improve water quality and monitoring	1
	Incorporation of 3 waters	1
	Improve the efficiency of water storage facilities	1
	Health	4
	Affordable health care needed	2
	Continued investment needed for doctors and social services	1
	Development of a hospital needed	1
	General infrastructure improvements needed	4
	Stormwater and coastal	3
	Develop/improve flood/stormwater infrastructure	2
	Management of flooding on Mazengarb and Otiahunga	1
	Education	2
	More schools needed	2
	Develop infrastructure at pace with growth	2
	Telecommunications	1
	Increased internet connectivity and speed	1
	Eco-friendly infrastructure needed	1
Exploring housing opportunities		13
	Assessment of housing and business land capacity	6
	Avoid urban sprawl	2
	Explore mixed housing development	1
	Explore infill as a possibility	1
	99 & 103 SH1 should be High Priority Greenfield Area	1
	Without business development there will be a lack of jobs	1
	Approach to business development needs to be proactive	1
	General comments	5
	Ensure affordability of housing	3
	Capacitate local whānua to buy land and develop papakāinga	1
	Ensure development is fit for the market (elderly buyers)	1
	Intensification meets housing needs	1
	Social housing	4
	Support more social housing opportunities	4
	Strategic land purchases	1
	Actively seek land to buy/not wait for opportunities	1

“Maintain a proactive approach to delivery, - it just won’t happen, it needs to be facilitated. Avoid sprawl, insist on balanced communities with the required facilities, open space, well landscaped, superfast broadband, and facilitate active travel options.”

Exploring housing opportunities

Te tupu pai, Growing well — summary of community consultation

Table 30: (Q19) Is there anything else you think is important that we need to do to achieve our approach to good growth for Kāpiti? — If you have any views, please comment here continued:

Main theme	Sub themes	Count
Valuing the environment		10
	Eco-friendly development	7
	Self-sustaining developments needed	3
	Increased solar panels	3
	Preservation/restoration of the natural environment	6
	Protection for biodiversity	2
	Support/fund pest control	2
	Exclude vehicles from Ōtaki beach (except for boat launches)	1
Enabling quality development		10
	Development that conforms to current character/aesthetic	4
	Development that conforms to current lifestyle — Te Horo/Hautere	1
	Minimise lighting in rural areas	1
	Increased disability access	2
	Opposed to growing up — intensification in Kāpiti	2
	Concerns with over-intensification	1
	Development that benefits future generations	1
	Build better/improve building standards	1
	Plan increases the unsustainability of built infrastructure	1
Investigating suitability of land for development		9
	Resilience to natural disasters/dimate change required	7
	Development to be balanced either side of the highway - Te Horo	1
	Intensification will reduce ability for food self-sufficiency	1
Further opportunities for community input		8
	Continuous consultation needed	4
	More effort is needed to involve community in consultation	2
	Develop in consultation with mana whenua	1
	Ensure there is no discrimination	1
Investment and costs		8
	Encourage govt. and independent business developments	3
	Opposed to the sale of Council assets	1
	Partnerships with businesses required	1
	Important to make proposals attractive to rate-payers	1
	Cost-benefit analysis needed	1
	Current funding strategy of government investment unsustainable	1
Capacitate developments with required services and facilities		8
	Recreational areas are necessary	6
	Increased playgrounds/open spaces	3
	Utilise Queen Elizabeth park for trail-based sports	1
	Extend pool in the aquatic centre to 50m	1
	Develop an indoor sports facility that can host competitions	1
	Establish Mangaone stream as an area for active transport	1
	Capacitate development with essential services	1
	Provision of emergency services	1
Monitoring and reporting		6
	Requires being responsive and flexible	3
	Robust future planning needed	2
	Proactive delivery needed	1
Updating our district plan		5
	The proposals need to align with amendments to RMA	2
	Plan should focus on transitioning to a Steady-State economy	1
	General opposition to the Growing well proposal	1
	Council appears to have already decided upon the plan	1
Advocating for our districts needs		3
	Increased employment opportunities needed	1
	Build for future requirements	1
	Natural disaster response planning	1
General comments		2
	Enhance te reo Māori in Ōtaki	1
	Suspicious of developers	1

Te tupu pai, Growing well — summary of community consultation

5.8 Other feedback

5.8.1 (Q20) If you have any other feedback about how we can grow well, please comment here:

Other feedback received is presented in Table 31 and covered:

- Planning our infrastructure needs (n=15) and developing transport infrastructure (n=8)
- Enabling quality development (n=13) must include publicly accessible green spaces (n=2)
- Further opportunities for community input (n=13) requires more meaningful consultations with residents (n=8)

"More needs to be done to ensure better transport between town centres, particularly Ōtaki and Paekākāriki, and a connection between Levin and Ōtaki."

Planning our infrastructure needs

"It is essential that usable green space is built into any developments. At the moment Otaki has rural land which gives the impression of greenspace. This space is not open to the public and with the increased number of houses proposed, less of it will be evident. Little pockets of green space in the centre of developments might be nice for the residents around it but it adds nothing to the usable green space for all Otaki residents. The park, Chrysallis bend are the only developed green spaces. Otaki Beach needs developed green space too. We need cycleways and walkways, trees for shade and beauty, streams to wander beside and more connections between different parts of Otaki."

Enabling quality development

"Please recognise that the land you are marking up as greenfield spaces, and planning to develop on belongs to the Iwi of this place. Respect that. Ask their guidance and take their advice. Be prepared to do things differently to allow tangata whenua to lead in this space. It will be different to what you are used to. Get comfortable with being ok to doing things differently - even if it does not make sense from your worldview. The world is in a bad bad way. What we have done in the past has not benefited us or our land. Be humble enough to acknowledge that and allow that maybe if we do things differently - maybe if we let Iwi lead this time, then maybe we can have something that will be better for us all in the long run. And be ok with the fact that it will be an uncomfortable journey to start with. Change is needed - and we are growing. So let's do it in a way that does not further damage our land, our people or destroy our unique culture and way of life."

Further opportunities for community input

"We need to provide more employment within our district. This would reduce our carbon footprint as commuting could be reduced."

Fostering strong communities

Te tupu pai, Growing well — summary of community consultation

Table 31: (Q20) If you have any other feedback about how we can grow well, please comment here:

Main theme	Sub themes	Count
Planning our infrastructure needs		15
	Transport	8
	Increased/improved transport hubs/options	5
	Improved transport — Ōtaki to Levin	1
	Increased infrastructure for active travel needed	1
	Improved transport — Raumati Beach	1
	Close down the airport	4
	Remove and develop medium to high density housing	2
	Retain the Kāpiti airport	1
	Infrastructure needs to be developed at pace with growth	4
	Waste management infrastructure	2
	Increase access to Waikanae green waste depot	1
	Reopen Waikanae recycling centre	1
	Health	1
	Health infrastructure in Ōtaki to develop with growth	1
	Education	1
	School needed in Waikanae Beach	1
	Water	1
	Concern regarding Council developing without control of water	1
	Wastewater	1
	Wastewater infrastructure needed in Paekākāriki	1
Enabling quality development		13
	Need for publicly accessible green spaces	2
	Ensure densification fits the local aesthetic	2
	Opposed to the intensification of Old Waikanae Beach	2
	Support development in Ōtaki	2
	Development at the end of Te Manuao Rd in Ōtaki	1
	Support focus on quality development	1
	Allow development on both sides of Greenhill Road	1
	Increased intensification will rejuvenate areas	1
	Mix greenfield development with intensification	1
	Ensure regulations for development are not too strict	1
	Utilise design review panels	1
Further opportunities for community input		13
	More/meaningful consultation with residents needed	8
	Allow tangata whenua to in-put and lead the process	2
	Use the best resident suggested road names for SH1	1
	More information on relative pros and cons of the proposal	1
	Develop appropriate land use outcomes with landowners	1
Governing development		12
	Estimates for population increase are too high	3
	Need to align planning with that of Greater Wellington	2
	Recognise that greenfield land belongs to local hwi	1
	Council should undertake joint ventures with developers	1
	Provide certainty for developers	1
	Flexible, tailored approaches required	1
	Estimates for population increase are too low	1
	Enabling land use framework to support culture/ecology values	1
	Capital gains tax needed	1
General comments		6
	Concerns with the map used	4
	Map needs to illustrate Waikanae's town centre clearly	2
	Map should include national grid lines	1
	Amend map to include 800m walkable catchment around Paraparaumu	1
	Map is unclear and needs to be amended	1
	Intensification is not as lucrative as greenfield development	1
	Opposed to Kapiti gateway	1
Fostering strong communities		6
	More business/employment opportunities required	5
	Make Kāpiti an attractive place to live and work	1
	Support for businesses in Ōtaki after bypass in place	1
Valuing our environment		5
	Ensure protection of green spaces	3
	Reduce carbon footprint	1
	Consider Ōtaki river in all planning	1
Enabling choice		3
	Affordable housing for fewer occupants needed	1
	Cater for affordable social housing	1
	Offer a variety of housing types	1
	Opportunity to provide lifestyle blocks as well	1

Te tupu pai, Growing well — summary of community consultation

6 Appendices

6.1 Appendix A: Consultation questions

Our challenges and opportunities

Q1. Have we reflected all the significant challenges and opportunities?

Q2. If you have any views, please comment here:

Our growth principles, and our priorities and aspirations

Q3. Do you think these give us the right focus?

Q4. If yes, why?

Q5. If no, why?

Q6. Have you any views on our growth principles, or our priorities and aspirations?

Our proposed approach

Growing well

Q7. Do you think our proposed approach will help us achieve good growth?

Q8. If yes, how?

Q9. If no, what are your concerns?

Growing up – Intensification

Q10. Do you think these heights and levels of intensification around existing centres will help us grow well?

Q11. If yes, how?

Q12. If no, what alternatives should we consider?

Growing out – Greenfield growth

Q13. Are the locations and scale of proposed greenfield areas suitable for supporting good growth?

Q14. If yes, how?

Q15. If no, what alternatives should we consider?

Q16. Do you think our proposed approach gives us a good mix between intensification and greenfield development to grow well?

Q17. If you have any views, please comment here:

Our plan for implementing our proposed approach

Q18. Is there anything else you think is important that we need to do to achieve our approach to good growth for Kāpiti?

Q19. If you have any views, please comment here:

Other feedback

Q20. If you have any other feedback about how we can grow well, please comment here:

Your Details

Q21. First name

Q22. Last name

Q23. Address

Q24. Email

Te tupu pai, Growing well — summary of community consultation

Iwi affiliation (optional)

Q25. If you identify as Māori, do you wish to state the iwi with which you identify?

Individual or organisation feedback (please tick one)

Q26. If you are providing feedback as an individual. Do you want your name published with your feedback?

Q27. Are you providing feedback:

Q28. Please state organisation name:

Share your views in person (optional)

Q29. Would you like to speak to your submission in person on 30 November 2021?

Q30. Please provide your phone number so we can contact you to arrange a time to speak to your submission.

Q31. Would you would like to be kept informed on the final strategy and future implementation work e.g. District Plan changes.

Te tupu pai, Growing well — summary of community consultation

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The views expressed in this report are those of the author(s) and do not necessarily reflect the position of the Kāpiti Coast District Council. Nor does the Kāpiti Coast District Council accept any liability for claims arising from the report's content or reliance on it.

10.3 APPOINTMENT TO THE GREATER WELLINGTON REGIONAL COUNCIL WHAITUA COMMITTEE

Kaituhi | Author: **Rita O'Brien, Stormwater & Coastal Engineer**

Kaiwhakamana | Authoriser: **Sean Mallon, Group Manager Infrastructure Services**

Te pūtake | Purpose

- 1 This report seeks Council's approval of an appointment, with an alternative, to the Kāpiti Coast Whaitua Committee.

He whakarāpopoto | Executive summary

- 2 This report seeks Council's approval of an appointment, with an alternate, to the Kāpiti Coast Whaitua Committee.

Te tuku haepapa | Delegation

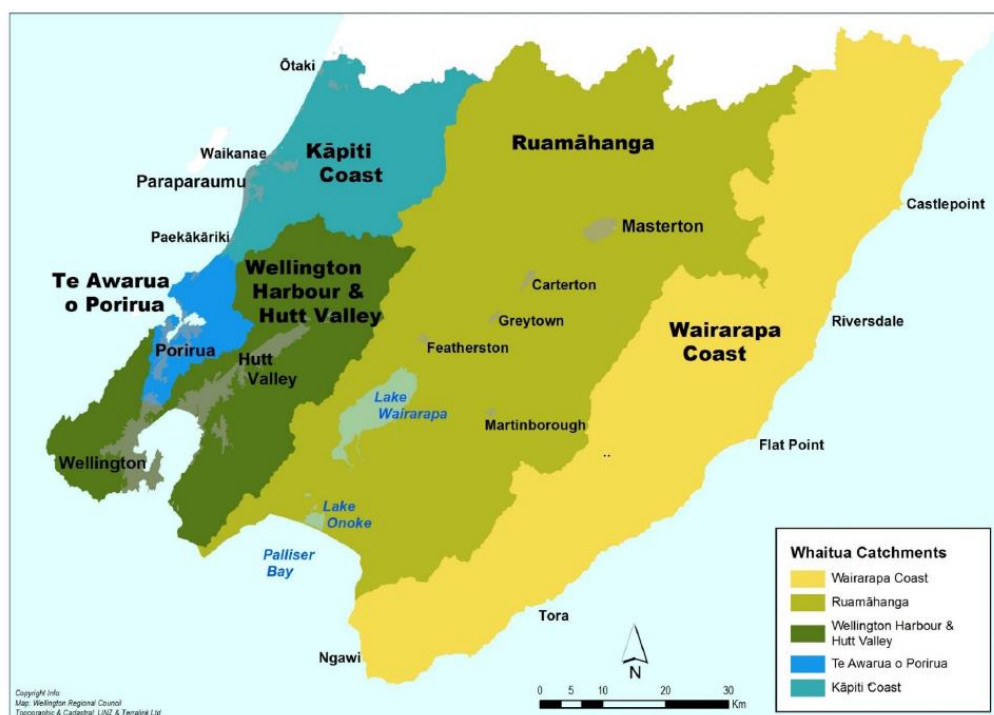
- 3 Under the 2019-2022 Triennium Governance Structure and Delegations, Council has the authority to consider this matter.

Taunakitanga | Recommendations

- A. That Council confirms the appointment of XX to the Kāpiti Coast Whaitua Committee as of 1 March 2022.
- B. That Council confirms the appointment of XX as an alternate to the Kāpiti Coast Whaitua Committee as of 1 March 2022.

Tūāpapa | Background

- 4 Since the release of the National Policy Statement for Freshwater Management (NPS-FM) in 2014, Greater Wellington Regional Council (GWRC) has been establishing whaitua committees across the Wellington Region to develop community-based freshwater policies aligned with the national direction of the NPS-FM.
- 5 These whaitua committees are made up of local community members, iwi representatives, local authority representatives, and GWRC representatives. In each instance, these groups come together to develop Whaitua Implementation Programmes (WIP) that include:
 - 5.1 A vision and objectives for the freshwater bodies and receiving environments of the whaitua (catchment area), which become incorporated into the Regional Policy Statement
 - 5.2 Water quality and quantity targets and limits, which become incorporated into the Natural Resources Plan
 - 5.3 Methods (regulatory and non-regulatory) for achieving the objectives, targets, and limits
 - 5.4 Recommendations for District Plans and investments.
- 6 To date, four whaitua committees have been established in the Wellington Region: Te Awarua o Porirua; Wellington Harbour and Hutt Valley; Ruamāhanga; and the Wairarapa Coast. The fifth whaitua committee for the Wellington Region will be on the Kāpiti Coast.
- 7 The Whaitua Committee is an advisory body. The Committee is not a subordinate decision-making body for the Regional Council and is not a committee under the Local Government Act 2002.



He kōrerorero | Discussion

- 8 In a briefing to Council on 2 December 2021, GWRC stated its intentions to establish a Kāpiti Coast Whaitua Committee (Kāpiti Whaitua) in March 2022.
- 9 The Kāpiti Whaitua will be made up of representatives from:
 - 9.1 Ngāti Raukawa ki te Tonga
 - 9.2 Āti Awa ki Whakarongotai
 - 9.3 Ngāti Toa Rangatira
 - 9.4 Community
 - 9.5 Greater Wellington Regional Council
 - 9.6 Kāpiti Coast District Council.
- 10 GWRC has requested the appointment of a Kāpiti Coast District Councillor to the proposed Kāpiti Whaitua.
- 11 The appointment of an alternative Kāpiti Coast District Councillor is required in the event the main nomination is unavailable.
- 12 GWRC is currently engaging directly with Te Rūnanga o Toa Rangātira, Ngā Hapū o Ōtaki, and Āti Awa ki Whakarongotai Charitable Trust for the appointment of iwi representatives.
- 13 Penny Gaylor is Greater Wellington Regional Council's elected member.
- 14 There will be at least one community member [method for selection to be confirmed].
- 15 GWRC anticipates the entire Kāpiti Whaitua process will take approximately 12 months, with an absolute deadline of 30 May 2023 to ensure enough time for the subsequent plan change. This timeframe is driven by pressure to notify the Regional Plans with the water quality targets by December 2024 and a mandate from the NPS-FM that national bottom lines must be met for all waterbodies by 2040-50. The 12-month timeframe is ambitious as the other whaitua processes in the region have taken longer, but GWRC contends that learnings from the previous whaitua processes, Waikanae Ki Uta ki Tai [Mountains to Sea], and our work with iwi developing Council's Stormwater Management Framework, will help to streamline the Kāpiti Whaitua process.

- 16 GWRC is committed to developing the Terms of Reference [TOR] for the Committee with iwi and KCDC. Matters to be confirmed in the TOR includes the exact Tiriti House approach to be used, definition of scope, membership [alternatives], meeting schedules and expectations, and decision-making process. GWRC expect to have the TOR finalised in March for a first Committee meeting in April.
- 17 GWRC are committed to supporting the appointed KCDC member(s) so they can hit the ground running in April.

He take | Issues

- 18 The importance of the Kāpiti Whaitua must not be underestimated. The aim is to establish a partnered decision-making process that will drive freshwater improvement throughout Kāpiti. This will occur by enabling mana whenua and community input on freshwater management, aligning regional and district council approaches, and providing a platform for collective efforts to improve the health of local water bodies.
- 19 This aligns with the purpose of local government as set out in Clause 10(1) of the Local Government Act 2002 in that it aims to enable democratic local decision-making, while also protecting and promoting the environmental, cultural and social well-being(s) of communities, in the present and the future.
- 20 It also aligns with several of Council's Long-term Plan community outcomes, including:
 - 20.1 Mana whenua and Council have a mutually mana-enhancing partnership
 - 20.2 Our communities are resilient, safe, healthy, thriving and connected
 - 20.3 Our natural environment is restored and enhanced as we transition to a low carbon future.
- 21 It is also important to note that the whaitua process is likely to encounter some challenges along the way. While the NPS-FM 2020 prioritises Te Mana o Te Wai, the NPS on Urban Development states that councils must provide capacity for development in urban areas at the same time. Providing for increased housing without degrading water quality is challenging in some instances.
- 22 Council must ensure that any person it appoints to the Kāpiti Whaitua has the appropriate knowledge and experience; is familiar with the relevant council policy, programmes and activities; and understands the nature of the role to which they have been appointed.

Ngā kōwhiringa | Options

- 23 The Kāpiti Whaitua is likely to be of interest to many Councillors as it will impact each geographic ward, cut across a range of issues, and involve our partnerships with GWRC and mana whenua.

Tangata whenua

- 24 Because tangata whenua will have a strong interest in the whaitua process, GWRC intends to employ a Tiriti House approach for the Kāpiti Whaitua.
- 25 In December 2021, GWRC sent letters to the Chairs of Te Rūnanga o Toa Rangātira, Ngā Hapū o Ōtaki, and Āti Awa ki Whakarongotai Charitable Trust requesting the appointment of iwi representatives to the whaitua committee. GWRC reports that it has allocated budget in its Long-Term Plan to resource iwi participation.
- 26 The exact Tiriti House approach to be used is yet to be confirmed, e.g. Mana Whenua working separately or directly with the Committee

Panonitanga āhuarangi | Climate change

- 27 Climate change will be an important consideration for the Kāpiti whaitua process because the predicted impacts of climate change will undoubtedly influence the quantity and quality of

freshwater in the district, which will then have secondary impacts on the natural and built environments.

28 The climate change predictions for the district include:

28.1 increasing average annual temperatures,

28.2 increased rainfall and more frequent and severe storm events,

28.3 occasional drought conditions contributing to low river flows, and

28.4 rising sea levels.

29 The proposed approach for the whaitua process aligns with the principles of the Climate Emergency Action Framework that was adopted by Council on 29 July 2021. Two principles that are particularly relevant include:

29.1 Council honours Te Tiriti o Waitangi and its partnership with mana whenua. Ngāti Raukawa ki te Tonga, Ātiawa ki Whakarongotai, and Ngāti Toa Rangatira will be involved as partners in Council's climate change response and any projects that arise from this Framework to ensure a mana enhancing partnership is nurtured throughout.

29.2 Decision making is inclusive, transparent, and based on ongoing collaboration and consultation with the wider community, businesses, social service organisations, and key sectors from industry and science.

30 The targets and limits developed by the Kāpiti Whaitua will consider timeframes of 10, 20, 50, and 100 years and the climate change predictions that were extrapolated by GWRC's climate change scientists for the Kāpiti Coast District will be included in the body of evidence provided to the whaitua committee.

31 For these reasons, it is important that the appointee be familiar with Council's Climate Emergency Action Framework and the climate change predictions for the district.

Ahumoni me ngā rawa | Financial and resourcing

32 Councillors do not receive additional remuneration from Council for appointments to external bodies as they would be appointed to these while acting in their role as an elected member of Council, but may claim the reimbursement of reasonable expenses i.e. travel.

33 Greater Wellington Regional Council pay honoraria to iwi and community members, but not elected members.

Ture me ngā Tūraru | Legal and risk

34 There are no legal considerations.

Ngā pānga ki ngā kaupapa here | Policy impact

35 National policy statements provide direction that must be translated into action on the ground through regional policy statements, regional plans, district plans, and resource consents. It is anticipated that the outputs from the Kāpiti Whaitua will feed into future strategies, policies and plans, but this is unlikely to influence the appointment process.

36 The Governance Structure and Delegations document will be updated as a result of the new Forum and the appointments.

37 Provision within the TOR will be made for change of membership after the local government elections.

Te whakawhiti kōrero me te tūhono | Communications & engagement

Te mahere tūhono | Engagement planning

38 An engagement plan is not required to implement this decision.

Whakatairanga | Publicity

- 39 The appointment will be included on the information about Elected Members on the Council website.

Ngā āpitihanga | Attachments

Nil

10.4 REPORTS AND RECOMMENDATIONS FROM STANDING COMMITTEES AND COMMUNITY BOARDS

Kaituhi | Author: **Tanicka Mason, Senior Advisor Democracy Services**

Kaiwhakamana | Authoriser: **Janice McDougall, Group Manager People and Partnerships**

TE PŪTAKE | PURPOSE

- 1 This report presents reports and recommendations considered by Standing Committees and Community Boards from 1 November 2021 to 8 February 2022.

HE WHAKARĀPOPOTO | EXECUTIVE SUMMARY

- 2 Not applicable.

TE TUKU HAE PAPA | DELEGATION

- 3 The Council has the authority to consider recommendations made from Standing Committees and Community Boards to the Council.

→

TAUNAKITANGA | RECOMMENDATIONS

- A. That the Council notes the following recommendations from the Waikanae Community Board on 9 November 2021:
 - That the Waikanae Community Board requests that the Council undertakes an inventory of all reserves in the Waikanae area, their status, whether or not they have been appropriately gazetted and if not, what actions need to be taken to achieve that. The Board requests that a report on this be presented to the Community Board meeting scheduled for March 2022.
 - That the Waikanae Community Board requests that Council defers the planned strengthening and renewal work on the Waikanae Beach Hall, to enable discussion between Council, the Waikanae Community Board and the Waikanae Beach Residents Association regarding a possible alternative hall or facility which is fit for purpose.
- B. That the Council notes the following recommendations from the Paraparaumu/Raumati Community Board on 23 November 2021:
 - That the Paraparaumu/Raumati Community Board requests Councillors to please re-visit the Beach Bylaw Section 16.3 Authorised Disability Parking Areas are located in the following sites to include:
 - (c) The Authorised Boat Launch and Retrieve area at Manly Street Northas soon as possible to allow vehicles access to the Beach Manly Street North for people with disabilities.
- C. That Council receives this report (Reports and Recommendations from Standing Committees and Community Boards).

TŪĀPAPA | BACKGROUND

- 4 During the time period of 1 November 2021 to 8 February 2022, Standing Committee and Community Board meetings took place on the following dates:

Audit and Risk Subcommittee	2 November 2021
Ōtaki Community Board	2 November 2021
Strategy and Operations Committee	4 November 2021
Grants Allocation Subcommittee (Districtwide Facilities for Hire)	4 November 2021
Waikanae Community Board	9 November 2021
Paekākāriki Community Board	16 November 2021
Strategy and Operations Committee	18 November 2021
Paraparaumu-Raumati Community Board	23 November 2021
Grants Allocation Subcommittee (Waste Levy)	25 November 2021
Waikanae Community Board	1 February 2022
Ōtaki Community Board	8 February 2022

- 5 Details with regards to the discussion items of each of the meetings listed in paragraph 4 are noted below:

5.1 On 2 November 2021, the Audit and Risk Subcommittee met to discuss:

- Closing Report from Audit for the year ended 30 June 2021
- Audit Report to Management for the year ended 30 June 2021
- Draft Annual Report for 2020-21
- Quarterly Treasury Compliance Report
- Health and Safety Quarterly Report: 1 July 2021 - 30 September 2021
- Confirmation of Minutes
- Confirmation of Public Excluded Minutes
- Update on litigation status, statutory compliance issues, investigations

5.2 On 2 November 2021, the Ōtaki Community Board met to discuss:

- Considerations of Applications for Funding
- Road Naming and Reserves Naming - 215 Mill Road, Otaki
- Ōtaki Community Board - Draft Calendar of Meetings 2022
- PP2O Update
- Confirmation of minutes
- Matters Under Action

5.3 On 4 November 2021, the Strategy and Operations Committee met to discuss:

- Covid-19 Recovery Update
- Kāpiti Coast Major Events Fund

5.4 On 4 November 2021, the Grants Allocation Subcommittee (Districtwide Facilities for Hire) met to discuss:

- Applications for Districtwide Facility Hire Remission
- Confirmation of Minutes

- 5.5 On 9 November 2021, the Waikanae Community Board met to discuss:
- Consideration of Applications for Funding
 - Waikanae Community Board - Draft Calendar of Meetings 2022
 - Works planned for Waikanae Beach Hall 2021-2024
 - Confirmation of Minutes
 - Matters Under Action at 2 November 2021
- 5.6 On 16 November 2021, the Paekākāriki Community Board met to discuss:
- Consideration of Funding Applications
 - Paekākāriki Community Board - Draft Calendar of Meetings 2022
 - Update on Transmission Gully Project from Darren Utting
 - Update on Paekakariki Seawall Project from Sean Mallon
 - Confirmation of Minutes
 - Matters Under Action
- 5.7 On 18 November 2021, the Strategy and Operations Committee met to discuss:
- Housing Bill Submission
 - Finance Report as at 30 September 2021
 - Contracts Under Delegated Authority
 - Six Month Update - Economic Development Kotahitanga Board
 - Confirmation of Minutes
 - Write-off of Sundry Debt
- 5.8 On 23 November 2021, the Paraparaumu-Raumati Community Board met to discuss:
- Consideration of Applications for Funding
 - Paraparaumu-Raumati Community Board - Draft Calendar of Meetings 2022
 - Update on Raumati South Informal Tracks (former Waka Kotahi land)
 - Revocation and Town Centre Projects
 - Confirmation of minutes
 - Matters Under Action
- 5.9 On 25 November 2021, the Grants Allocation Subcommittee (Waste Levy) met to discuss:
- Recommendations on Waste Levy Grant applications 2021/22 - Community Projects
 - Recommendations on Waste Levy Grant Applications 2021/22 - Seed funding and Business waste reduction categories
- 5.10 On 1 February 2022, the Waikanae Community Board met to discuss:
- Declaration for new elected member and explanation of legislation
 - Road Naming - Manu Park, Waikanae
 - Consideration of applications for funding
 - Confirmation of Minutes - 9 November 2021

- Matters Under Action at 25 January 2022

5.11 On 8 February 2022, the Ōtaki Community Board met to discuss:

- Consideration of Applications for Funding
- Confirmation of Minutes
- Matters Under Action

6 In addition, the following meetings took place:

Kāpiti Coast Youth Council	1 November 2021
Te Whakaminenga o Kāpiti	7 December 2021

7 Details with regards to the discussion items of the meetings listed in paragraph 6 are noted below:

7.1 On 1 November 2021, the Kāpiti Coast Youth Council met to discuss:

- BIG Day Out Update
- Group Agreement & Pūtake
- Work Ready Kāpiti Update
- Councillor's Update
- Draft Workforce Plan Update
- Presentation & Update to Council
- Growth Strategy Update
- Leaving a Legacy
- Where to next?

7.2 On 7 December 2021, Te Whakaminenga o Kāpiti met to discuss:

- Update on Housing
- Kapiti Workforce Plan
- Te Whakaminenga o Kāpiti - Draft Calendar of Meetings 2022
- Māori Economic Development Grants
- Waitangi Day Commemorations 2022

HE KŌRERORERO | DISCUSSION

He take | Issues

- 8 Within the reports and recommendations considered by Standing Committees and Community Boards from 1 November 2021 to 8 February 2022, there were three recommendations made to Council.
- 9 Two of the recommendations were part of the Waikanae Community Board meeting on 9 November 2021 in relation to the planned strengthening and renewal work on Waikanae Beach Hall and obtaining an inventory of all Council reserves.
- 10 One recommendation from the Paraparaumu/Raumati Community Board on 23 November 2021 in relation to the Beach Bylaw.
- 11 The recommendations were:

Waikanae Community Board, 9 November 2021

- 11.1 That the Waikanae Community Board requests that the Council undertakes an inventory of all reserves in the Waikanae area, their status, whether or not they have been appropriately gazetted and if not, what actions need to be taken to achieve that. The Board requests that a report on this be presented to the Community Board meeting scheduled for March 2022.
- 11.2 That the Waikanae Community Board requests that Council defers the planned strengthening and renewal work on the Waikanae Beach Hall, to enable discussion between Council, the Waikanae Community Board and the Waikanae Beach Residents Association regarding a possible alternative hall or facility which is fit for purpose.

Paraparaumu/Raumati Community Board, 23 November 2021

- 11.3 That the Paraparaumu/Raumati Community Board requests Councillors to please re-visit the Beach Bylaw Section 16.3 Authorised Disability Parking Areas are located in the following sites to include:
- (c) The Authorised Boat Launch and Retrieve area at Manly Street North
- as soon as possible to allow vehicles access to the Beach Manly Street North for people with disabilities.

Ngā kōwhiringa | Options

- 12 There are no options relevant to this report.

Tangata whenua

- 13 There are no tāngata whenua considerations relevant to this report.

Panonitanga āhuarangi | Climate change

- 14 There are no climate change considerations relevant to this report.

Ahumoni me ngā rawa | Financial and resourcing

- 15 There are no financial and resourcing considerations relevant to this report.

Ture me ngā Tūraru | Legal and risk

- 16 There are no legal considerations relevant to this report.

Ngā pānga ki ngā kaupapa here | Policy impact

- 17 This report has no current or future impact on Council policies.

TE WHAKAWHITI KŌRERO ME TE TŪHONO | COMMUNICATIONS & ENGAGEMENT

- 18 No consultation has occurred in preparing this paper.

Te mahere tūhono | Engagement planning

- 19 An engagement plan is not required for this report.

Whakatairanga | Publicity

- 20 No publicity is required with regards to this report.

NGĀ ĀPITI HANGA | ATTACHMENTS

Nil

11 CONFIRMATION OF MINUTES**11.1 CONFIRMATION OF MINUTES**

Author: Tanicka Mason, Senior Advisor Democracy Services

Authoriser: Janice McDougall, Group Manager People and Partnerships

Taunakitanga | Recommendations

That the minutes of the Council meeting of 25 November 2021 be accepted as a true and correct record.

That the minutes of the Council meeting of 9 December 2021 be accepted as a true and correct record.

APPENDICES

1. Confirmation of minutes - 25 November 2021 [↓](#)
2. Confirmation of minutes - 9 December 2021 [↓](#)

COUNCIL MEETING MINUTES25 NOVEMBER 2021

**MINUTES OF KAPITI COAST DISTRICT COUNCIL
COUNCIL MEETING
HELD AT THE COUNCIL CHAMBER, GROUND FLOOR, 175 RIMU ROAD, PARAPARAUMU
ON THURSDAY, 25 NOVEMBER 2021 AT 9.30AM**

PRESENT: Mayor K Gurunathan, Deputy Mayor Janet Holborow, Cr Angela Buswell, Cr James Cootes, Cr Jackie Elliott, Cr Gwynn Compton, Cr Jocelyn Prvanov, Cr Martin Halliday, Cr Sophie Handford, Cr Robert McCann (via Zoom), Cr Bernie Randall

IN ATTENDANCE: Community Board Members Kathy Spiers, Marilyn, James Westbury (via Zoom)

Wayne Maxwell, Bryan Jackson, Sean Mallon, Natasha Tod, Janice McDougall, Mark de Haast, James Jefferson, Tim Power, Jacquie Muir, Tanicka Mason, Kate Coutts

APOLOGIES: There were none.

LEAVE OF ABSENCE: There were none.

1 WELCOME

2 COUNCIL BLESSING

The Mayor welcomed everyone to meeting and Cr Handford read the Council blessing.

3 APOLOGIES

There were none.

4 DECLARATIONS OF INTEREST RELATING TO ITEMS ON THE AGENDA

There were none.

Deputy Mayor Janet Holborow acknowledged the passing of Carol Reihana. Carol represented Ngāti Haumia as part of Te Whakaminenga o Kāpiti and was also a strong voice for the Paekākāriki community. A minutes silence was observed.

5 HEARING OF SUBMISSIONS – TRAFFIC BYLAW

Ellen Blake spoke to "No footpath parking". Ms Blake is the Wellington coordinator for Living Streets Aoteroa Pedestrian Advocacy Group. The group is in support of the recommendations that have been made in the bylaw. Ms Blake requested that land transport definitions be used for pedestrian and footpath.

Richard Young spoke to a presentation regarding parking on road reserves (berms). Mr Young noted the proposed change in the bylaw now prohibits vehicles from parking on berms without written authorisation. Mr Young does not believe the proposed change has been consulted on

Page 1

COUNCIL MEETING MINUTES**25 NOVEMBER 2021**

properly and is not evidence based. Mr Young has requested that the current bylaw recommendation should remain in force.

Cr Elliott joined the meeting at 9.44am.

Kathy Spiers Chair of the Paraparaumu/Raumati community board spoke in support of parking heavy vehicles in residential areas. Ms Spiers requested that permits be granted with no cost to the applicant.

Jeff Ward spoke to parking in Omaha street, Waikanae, in particular the recommendation that permits are required for heavy vehicle parking. Mr Ward did not agree with the proposed bylaw change that tickets would be issued for cars that were parked on the berm.

Quentin Poole spoke to perceived problems of the draft Traffic Bylaw, namely business parking zones, and narrow road widths.

Pat Duigan spoke on behalf of the Waikanae Beach Residents Society regarding the berm issue at Waikanae Beach. Mr Duigan requested that the prohibition to parking on berms did not apply where there is no kerbing and secondly that Council consider whether to allow residents to park outside their own homes. A one size fits all approach will not work with this Traffic Bylaw.

7 MEMBERS' BUSINESS

(a) Public Speaking Time Responses

There were none.

(b) Leave of Absence

There were none.

(c) Matters of an Urgent Nature (advice to be provided to the Chair prior to the commencement of the meeting)

There were none.

8 MAYOR'S REPORT

There were none.

The meeting adjourned at 10.39am and resumed at 10.54am.

6 PUBLIC SPEAKING TIME FOR ITEMS RELATING TO THE AGENDA

Trevor Daniell spoke on behalf of the Grey Power Traffic Bylaw submission. The number of elderly in the district is projected to grow in the coming years, walking is a recommended exercise for the elderly. Mr Daniell requested that the draft bylaw acknowledge that pedestrians, wheelchair users and low speed mobility scooters are the primary users of footpaths. Mr Daniell also suggested that a speed limit for e bikes and e scooters on footpaths be applied. The Bylaw should incorporate age friendly outcomes.

COUNCIL MEETING MINUTES

25 NOVEMBER 2021

MOTION

RESOLUTION CO2021/126

Moved: Mayor K Gurunathan

Seconder: Cr Martin Halliday

That the Council accept the late submission to the Traffic Bylaw from Grey Power.

CARRIED

Items 7 and 8 were moved to an earlier part of the minutes.

9 REPORTS**9.1 ANNUAL REPORT FOR 2020-21**

Mark de Haast Group Manager Corporate Services introduced the report and handed over to Bryan Jackson, Independent Chair of the Audit and Risk Subcommittee for comment.

Mr De Haast answered members questions.

Cr Bernie Randall left the meeting at 11:34 am. Cr Bernie Randall returned to the meeting at 11:37 am.

RESOLUTION CO2021/127

Moved: Deputy Mayor Janet Holborow

Seconder: Cr James Cootes

That the Council receives and notes this report, including Appendix 1 and 2 to this report.

That the Council notes the Audit and Risk Sub-Committee considered the draft Annual Report and its Summary on 2 November 2020 and recommends that Council adopts the Annual Report and its Summary for the year ended 30 June 2021.

That the Council adopts, pursuant to Section 98 of the Local Government Act 2002, the Kāpiti Coast District Council Annual Report and Summary for the year ended 30 June 2021, attached in Appendix 1 and 2 to this report.

That the Council delegates to the Mayor, the Chair of the Strategy and Operations Committee and the Chief Executive, authority to approve minor editorial changes (if any), to the Annual Report and its Summary for the year ended 30 June 2021, prior to its publication.

CARRIED**9.2 SUBMISSION TO MINISTRY FOR THE ENVIRONMENT ON TRANSITIONING TO A LOW-EMISSIONS AND CLIMATE-RESILIENT FUTURE**

Cr Handford introduced the report and gave some background to the emissions plan.

Brandy Griffin Principal Policy Advisor – Climate Change responded to members questions.

RESOLUTION CO2021/128

Moved: Cr Sophie Handford

Seconder: Cr Bernie Randall

That Council approve the submission to the Ministry for the Environment's *Te hau mārohi ki anamata: Transitioning to a low-emissions and climate-resilient future*, attached as Appendix 1 to

COUNCIL MEETING MINUTES

25 NOVEMBER 2021

this report.

In the instance that any further changes are requested, that Council nominate Councillor Sophie Handford, Mayor Gurunathan, and Chief Executive Wayne Maxwell to approve the document for submission.

CARRIED

9.3 REPORTS AND RECOMMENDATIONS FROM STANDING COMMITTEES AND COMMUNITY BOARDS

Morag Taimalietane Principal Advisor spoke to the report and responded to members questions.

RESOLUTION CO2021/129

Moved: Cr Jocelyn Prvanov

Seconder: Cr Bernie Randall

That the Council agrees to the following recommendation from the Waikanae Community Board on 10 August 2021:

That the Waikanae Community Board recommends that Council recognises the issues that have been brought to the Board's attention by members of the public concerning the closure of the Waikanae recycling facility, and that Council works with the Waikanae Community Board and the Waikanae community to identify a sustainable and enduring solution in Waikanae, to replace the closure of the Waikanae recycling centre, within the next 12 months.

For: Crs Jackie Elliott, Jocelyn Prvanov, Sophie Handford and Bernie Randall

Against: Crs K Gurunathan, Janet Holborow, Angela Buswell, James Cootes, Gwynn Compton and Martin Halliday

LOST 4/6

RESOLUTION CO2021/130

Moved: Deputy Mayor Janet Holborow

Seconder: Cr Gwynn Compton

That the Council notes that eight submitters wished to speak to Council on the proposed draft Kapiti Coast District Council Keeping of Animals, Bees, and Poultry Bylaw 2021.

That Council notes and receives the 56 submissions on the draft Keeping of Animals, Bees, and Poultry Bylaw 2021.

That the Council notes the following recommendation from the Waikanae Community Board on 10 August 2021:

That the Waikanae Community Board recommends that Council recognises the issues that have been brought to the Board's attention by members of the public concerning the closure of the Waikanae recycling facility, and that Council works with the Waikanae Community Board and the Waikanae community to identify a sustainable and enduring solution in Waikanae, to replace the closure of the Waikanae recycling centre, within the next 12 months.

That Council receives this report (Reports and Recommendations from Standing Committees and Community Boards).

CARRIED

COUNCIL MEETING MINUTES**25 NOVEMBER 2021****9.4 CONFIRMATION OF MINUTES****RESOLUTION CO2021/131**

Moved: Cr Gwynn Compton

Seconder: Cr Martin Halliday

The minutes of the Representation Review public hearings of 19 October 2021 be accepted as a true and correct record.

CARRIED**10 CONFIRMATION OF MINUTES**

Nil

11 PUBLIC SPEAKING TIME

Lynn Sleath spoke to pathways in relation to Town Centre Design under Covid 19. Footpaths need to be wider in Kapiti to accommodate for future growth.

Martin Whyte spoke to the topic of Public Walkways and the Paekākāriki Seawall.

The meeting adjourned for lunch at 12.48pm and resumed at 1.12pm

- Covering other items if required
- Public Speaking Time responses

12 CONFIRMATION OF PUBLIC EXCLUDED MINUTES

Nil

13 PUBLIC EXCLUDED REPORTS**RESOLUTION TO EXCLUDE THE PUBLIC****PUBLIC EXCLUDED RESOLUTION CO2021/132**

Moved: Cr Gwynn Compton

Seconder: Cr James Cootes

That, pursuant to Section 48 of the Local Government Official Information and Meetings Act 1987, the public now be excluded from the meeting for the reasons given below, while the following matters are considered.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
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COUNCIL MEETING MINUTES

25 NOVEMBER 2021

13.1 - DISPOSAL OF PROPERTY	<p>Section 7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>Section 7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>Section 48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
CARRIED		

RESOLUTION CO2021/136

Moved: Mayor K Gurunathan

Seconder: Deputy Mayor Janet Holborow

That the Council moves out of a public excluded meeting.

CARRIED

The Council meeting went into public excluded session at 1.12pm.

The Council came out of public excluded session at 2.21pm.

The Council meeting closed at 2.22pm.

.....
CHAIRPERSON

COUNCIL MEETING MINUTES**9 DECEMBER 2021**

**MINUTES OF KAPITI COAST DISTRICT COUNCIL
COUNCIL MEETING
HELD AT THE COUNCIL CHAMBER, GROUND FLOOR, 175 RIMU ROAD, PARAPARAUMU
ON THURSDAY, 9 DECEMBER 2021 AT 9.30AM**

PRESENT: Mayor K Gurunathan, Deputy Mayor Janet Holborow, Cr Angela Buswell, Cr James Cootes (via Zoom), Cr Jackie Elliott, Cr Gwynn Compton, Cr Jocelyn Prvanov, Cr Martin Halliday, Cr Sophie Handford, Cr Robert McCann, Cr Bernie Randall

IN ATTENDANCE: Community Board Member Kathy Spiers, Chris Papps

Wayne Maxwell, Sean Mallon, Janice McDougall, Natasha Tod, Mike Mendonca, Nicky Holden, Tanicka Mason, Fiona Story

APOLOGIES: There were none.

LEAVE OF ABSENCE: There were none.

1 WELCOME

2 COUNCIL BLESSING

The Mayor welcomed everyone to the meeting and Cr Handford read the Council blessing.

3 APOLOGIES

There were none.

4 DECLARATIONS OF INTEREST RELATING TO ITEMS ON THE AGENDA

There were none

5 PRESENTATION OF PETITION: PROTECTING TAMARIKI ON POPLAR AVENUE

Cr Handford, as the Paekākāriki Ward Councillor, presented the petition on behalf of 724 (Seven Hundred and twenty four) signatories.

The petition speaks to the safety of cyclists in the area.

COUNCIL MEETING MINUTES

9 DECEMBER 2021

MOTION

RESOLUTION CO2021/118

Moved: Mayor K Gurunathan

Seconder: Cr Robert McCann

That the petition be accepted.

CARRIED**6 PUBLIC SPEAKING TIME FOR ITEMS RELATING TO THE AGENDA**

Marie O'Sullivan chair of SORT spoke to item 9.3 on the agenda. Ms O'Sullivan reminded members that the community are still opposed to the closure of the Waikanae recycling facility.

Lynne Sleath spoke to item 5 on the agenda on behalf of Kapiti Cycling Action.

Michelle Lewis spoke to item 9.3 on the agenda. Ms Lewis felt that a community led initiative facilitated by the Waikanae community be endorsed to keep the Waikanae recycling facility open.

Paul Callister spoke to item 5 on the agenda representing Low Carbon Kapiti and the Kapiti Climate Change Action Group. Mr Callister expressed views that the Poplar Avenue crossing is a weak link in the cycling infrastructure.

Bruce Henderson spoke to item 5 on the agenda as chair of the Kapiti Coast District Council Cycleway, Walkway and Bridleway group. Mr Henderson expressed the community view that the Poplar Avenue crossing is unsafe.

PUBLIC EXCLUDED RESOLUTION CO2021/119

Moved: Mayor K Gurunathan

Seconder: Deputy Mayor Janet Holborow

That, pursuant to Section 48 of the Local Government Official Information and Meetings Act 1987, the public now be excluded from the meeting for the reasons given below, while the following matters are considered.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
13.1 - STRATEGIC PROPERTY PURCHASE - PRIORITISATION	Section 7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities Section 7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and	Section 48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

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COUNCIL MEETING MINUTES**9 DECEMBER 2021**

	industrial negotiations)	
CARRIED		

The Council meeting went into public excluded session at 10.08am.

The Council came out of public excluded session at 10.22am.

7 MEMBERS' BUSINESS

- (a) Public Speaking Time Responses
There were none.
- (b) Leave of Absence

LEAVE OF ABSENCE**RESOLUTION CO2021/120**

Moved: Mayor K Gurunathan
Seconder: Cr Sophie Handford

That a request from Cr Compton for a leave of absence from 25 December 2021 to 3 January 2022 be accepted.

That a request from Cr McCann for a leave of absence from 14 January 2022 to 23 January 2022 be accepted.

That a request from Cr Holborow for a leave of absence from 29 January to 18 February 2022 be accepted.

CARRIED

- (c) Matters of an Urgent Nature (advise to be provided to the Chair prior to the commencement of the meeting)
There were none.

8 MAYOR'S REPORT**MOTION****RESOLUTION CO2021/121**

Moved: Cr Bernie Randall
Seconder: Cr Angela Buswell

That the Mayor's report be accepted.

CARRIED

The meeting adjourned at 10.30am and resumed at 10.42am.

COUNCIL MEETING MINUTES**9 DECEMBER 2021****9 REPORTS****9.1 SOCIAL INVESTMENT**

Tania Parata, Manager Connected Communities spoke to the report. The report is seeking a decision on how to implement a new approach to social investment.

Ms Parata gave a brief historical overview of the fund.

The year 2021 is the last year for social investment funding for the three year period.

This paper proposes that Council introduces a social impact fund before opening the social investment fund.

Elected members discussed the paper and staff responded to questions.

RESOLUTION CO2021/122

Moved: Cr Jackie Elliott

Seconder: Cr Angela Buswell

That the Council:

Implement a phased approach to the upcoming social investment programme, as outlined in Option 1 of this report, including:

Opening a round of Social Impacts Grant for not-for-profits from December 2021 through to March 2022.

Making available grants between \$10,000 and \$30,000 to support initiatives and activities to enable services to meet the unmet needs of the Kāpiti communities.

Making available additional grants between \$5,000 and \$10,000 to support initiatives and activities for Ōtaki-based services.

Exhausting the funding of \$345,000 plus \$50,000 allocated to social investment for 2021/22, through the proposed Social Impact Grants process.

Using grant criterion inspired by council's social investment programme (as an Appendix to this report)

Opening the 3-year Social investment programme in April 2022.

That the Council

Applies option 1.a: to implement the evaluation and assessment process, with

the establishment of a Social Impacts Grants evaluation panel made up of local and national experts to provide recommendations to Council to help inform funding decisions.

Establish an Ōtaki specific evaluation panel to provide recommendations to Council on funding allocation.

CARRIED

9.2 TE TUPU PAI, GROWING WELL - RECEIVING SUBMISSIONS

Chris Worth, Principal Advisor Policy took the report as read.

Mr Worth noted that total number of submissions received has been amended from 144 to 145.

Cr Bernie Randall left the meeting at 11:18 am. Cr Bernie Randall returned to the meeting at 11:19 am.

COUNCIL MEETING MINUTES

9 DECEMBER 2021

RESOLUTION CO2021/123

Moved: Deputy Mayor Janet Holborow
 Seconder: Cr Robert McCann

That the Council formally receives submissions made on *Te Tupu Pai, Growing Well: our proposed approach for enabling sustainable growth in Kāpiti*.

CARRIED**9.3 WASTE MINIMISATION SERVICES UPDATE**

Ruth Clark Waste Projects Manager, was happy to take the report as read and responded to members questions.

Cr Randall left the meeting at 11.58am and returned at 11.59am

Cr Elliott left the meeting at 12.15pm and returned at 12.16pm

Councillors robustly debated this topic and the proposed additional recommendations.

RESOLUTION CO2021/124

Moved: Mayor K Gurunathan
 Seconder: Deputy Mayor Janet Holborow

That Council notes this report.

CARRIED**MOTION**

Moved: Deputy Mayor Janet Holborow
 Seconder: Cr Angela Buswell

That Council approves Option C: To explore the establishment of a waste minimisation / recycling site in Waikanae as a trial, in partnership with the community, led by the community and the Community Board, to understand how in the future these sites could be established across the District.

For: Crs Janet Holborow, Angela Buswell, James Cootes and Robert McCann

Against: Crs K Gurunathan, Jackie Elliott, Gwynn Compton, Jocelyn Prvanov, Martin Halliday, Sophie Handford and Bernie Randall

LOST 4/7**RESOLUTION CO2021/125**

Moved: Cr Jocelyn Prvanov
 Seconder: Cr Martin Halliday

OPTION C**Establish waste minimisation / recycling drop-off sites**

That Council approves Option C: To establish a waste minimisation / recycling site in Waikanae as a trial, in partnership with the community, led by the community and the Community Board, to understand how in the future these sites could be established across the District.

For: Crs K Gurunathan, Janet Holborow, Angela Buswell, Jackie Elliott, Gwynn

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COUNCIL MEETING MINUTES

9 DECEMBER 2021

	Compton, Jocelyn Prvanov, Martin Halliday, Sophie Handford, Robert McCann and Bernie Randall
<u>Against:</u>	Cr James Cootes
CARRIED 10/1	
CARRIED	
MOTION	
Moved:	Deputy Mayor Janet Holborow
Seconder:	Cr Angela Buswell
Council notes that any such activity would be initiated by the community.	
Council notes that operational funding for staff support is not available at this time, but funding options could be explored through the Waste minimisation fund or the 2022 Annual Plan	
<u>For:</u>	Crs K Gurunathan, Janet Holborow, Angela Buswell, James Cootes and Robert McCann
<u>Against:</u>	Crs Jackie Elliott, Gwynn Compton, Jocelyn Prvanov, Martin Halliday, Sophie Handford and Bernie Randall
LOST 5/6	

9.4 NOTICE OF MOTION

Cr Hanford spoke to this notice of motion. Elected members asked questions of staff.
RESOLUTION CO2021/126 Moved: Cr Sophie Handford Seconder: Cr Gwynn Compton <i>The co-signatories below request the following notice of motion be on the agenda for Kāpiti Coast District Council's Council meeting of 9th December 2021 for consideration by councillors. The motion is:</i> <ol style="list-style-type: none"> 1) That the Kāpiti Coast District Council notes that the petition titled "Protecting Tamariki on Poplar Avenue: Cars Stand Back!" (as attached) is endorsed by Low Carbon Kāpiti, Kāpiti Climate Change Action Group, the Paraparaumu - Raumati Community Board, the 'Cycleways, Walkways & Bridleways' Advisory Group to KCDC and Kāpiti Cycling Action. 2) That the Kāpiti Coast District Council notes a review is being undertaken at the Poplar Ave crossing at the end of Te Ara o Whareroa - the shared pathway through Queen Elizabeth Park, to understand what kinds of further safety improvements might be needed. This review is likely to be concluded by mid-2022. Council requests that users of the track are able to provide comment on the review. <ol style="list-style-type: none"> a) That, in the meantime, the Kāpiti Coast District Council requests that the

COUNCIL MEETING MINUTES

9 DECEMBER 2021

Paekākāriki - Raumati Ward Councillor, Cr. Handford, and Transport Portfolio Holder, Cr. Cootes, are kept in the loop about any opportunities for immediate improvement of safety at the crossing of Poplar Ave.

Signed: 

Name: Cr. Sophie Handford

Signed: 

Name: Cr. Gwynn Compton

Signed: 

Name: Cr. Martin Halliday

Signed: 

Name: Cr. Bernie Randall

APPENDIX:

Information about the petition be found at:

<https://www.change.org/p/k%C4%81piti-coast-district-council-protecting-tamariki-on-poplar-avenue-cars-stand-back>

<https://www.nzherald.co.nz/kapiti-news/news/kapiti-residents-petition-council-for-safe-crossing-in-poplar-ave/FGJMB52XRQXLQBI2CBFSWEZQGI/>

For: Crs K Gurunathan, Janet Holborow, Angela Buswell, Jackie Elliott, Gwynn Compton, Jocelyn Prvanov, Martin Halliday, Sophie Handford, Robert McCann and Bernie Randall

Against: Nil

Abstained: Cr James Cootes

CARRIED 10/0

CARRIED

COUNCIL MEETING MINUTES**9 DECEMBER 2021****10 CONFIRMATION OF MINUTES****10.1 CONFIRMATION OF MINUTES****RESOLUTION CO2021/127**

Moved: Cr Bernie Randall

Seconder: Cr Jackie Elliott

The minutes of the Council meeting of 11 November 2021 be accepted as a true and correct record.

CARRIED

Cr McCann made reference to a petition raised by Donna Brideman, who has been working on the Housing programme. The petition will be formally tabled in the New Year.

Cr Elliott thanked Mr Mallon and staff for their efforts during the recent floods.

Cr Randall left the meeting at 1.22pm

The meeting adjourned at 1.22pm and resumed at 1.50pm

11 PUBLIC SPEAKING TIME

- Covering other items if required
- Public Speaking Time responses

12 CONFIRMATION OF PUBLIC EXCLUDED MINUTES

Nil

13 PUBLIC EXCLUDED REPORTS**RESOLUTION TO EXCLUDE THE PUBLIC**

Item - Recommendation to close the meeting - was moved to another part of the minutes.

RESOLUTION CO2021/128

Moved: Mayor K Gurunathan

Seconder: Cr Angela Buswell

Moved: Mayor K Gurunathan

Seconder: Deputy Mayor Janet Holborow

That, pursuant to Section 48 of the Local Government Official Information and Meetings Act 1987, the public now be excluded from the meeting for the reasons given below, while the following matters are considered.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

COUNCIL MEETING MINUTES

9 DECEMBER 2021

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
13.1 - STRATEGIC PROPERTY PURCHASE - PRIORITISATION	<p>Section 7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>Section 7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	Section 48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
CARRIED		

The Council meeting went into public excluded session at 1.50pm

RESOLUTION CO2021/129

Moved: Mayor K Gurunathan

Seconder: Cr Robert McCann

That the Council moves out of a public excluded meeting.

CARRIED

The Council came out of public excluded session at 2.17pm.

The Council meeting closed at 2.17pm.

.....
CHAIRPERSON

12 PUBLIC SPEAKING TIME

- Covering other items if required
- Public Speaking Time responses

13 CONFIRMATION OF PUBLIC EXCLUDED MINUTES

14 PUBLIC EXCLUDED REPORTS**RESOLUTION TO EXCLUDE THE PUBLIC****PUBLIC EXCLUDED RESOLUTION**

That, pursuant to Section 48 of the Local Government Official Information and Meetings Act 1987, the public now be excluded from the meeting for the reasons given below, while the following matters are considered.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
13.1 - Confirmation of public excluded minutes	<p>Section 7(2)(b)(i) - the withholding of the information is necessary to protect information where the making available of the information would disclose a trade secret</p> <p>Section 7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p>	Section 48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
14.1 - Land Audit and Property Disposals	<p>Section 7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>Section 7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>Section 7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations</p>	Section 48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

	(including commercial and industrial negotiations)	