



# **AGENDA**

## **Strategy and Operations Committee Meeting**

**I hereby give notice that a Meeting of the Strategy and Operations Committee will be held on:**

**Date: Thursday, 10 February 2022**

**Time: 9.30am**

**Location: Online via Zoom**

**Sean Mallon  
Group Manager Infrastructure Services**

**Kapiti Coast District Council**

**Notice is hereby given that a meeting of the Strategy and Operations Committee will be held Online via Zoom, on Thursday 10 February 2022, 9.30am.**

**Strategy and Operations Committee Members**

Cr James Cootes	Chair
Cr Gwynn Compton	Deputy
Mayor K Gurunathan	Member
Deputy Mayor Janet Holborow	Member
Cr Angela Buswell	Member
Cr Jackie Elliott	Member
Cr Martin Halliday	Member
Cr Sophie Handford	Member
Cr Jocelyn Prvanov	Member
Cr Bernie Randall	Member
Cr Robert McCann	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 hapori 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 PUBLIC SPEAKING TIME FOR ITEMS RELATING TO THE AGENDA****6 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)

**7 UPDATES**

Nil

## 8 REPORTS

### 8.1 RM REFORM CONSULTATION

Kaituhi | Author: **Angela Bell, Strategy Manager**

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

#### TE PŪTAKE | PURPOSE

- 1 This report provides the Strategy and Operations Committee with an overview of the key themes to be included in the Council's submission on the Government's resource management reform discussion document: *Transforming Aotearoa New Zealand's resource management system: Our future resource management system* (the discussion document, see Appendix 1).
- 2 The Government released this discussion document in December, and submissions on the discussion document are due on 28 February 2022. Your direction is sought to assist finalising of the Council submission,

#### HE WHAKARĀPOPOTO | EXECUTIVE SUMMARY

- 3 None.

#### TE TUKU HAEPAPA | DELEGATION

- 4 The Strategy and Operations Committee has delegated authority to consider this under section B.1 of the 2019-2022 Triennium Governance Structure and Delegations "signing off any submission to an external agency or body".

#### TAUNAKITANGA | RECOMMENDATIONS

That the Strategy and Operations Committee:

- A. Note that the government is consulting on its resource management reform programme through the document *Transforming Aotearoa New Zealand's resource management system: Our future resource management system* and that submissions are due on 28 February 2022.
- B. Agree that the key themes to be covered in Council's submission will be:
  - B.1 Concerns regarding loss of local decision-making and input
  - B.2 System alignment isn't going far enough
  - B.3 Funding and sector support
  - B.4 The role of Māori in resource management
  - B.5 We are doing many of these things already.
- C. Delegate final approval of the submission to the Chief Executive in consultation with the Mayor, Deputy Mayor, and Chair of Strategy and Operations.
- D. Note that no further consultation is anticipated prior to the Select Committee consideration of the draft legislation, which is expected to occur in the second half of 2022.

#### TŪĀPAPA | BACKGROUND

- 5 In February 2021, the Government announced it would repeal the RMA and enact new legislation based on the recommendations of the Resource Management Review Panel. The three proposed acts are:
  - 5.1 Natural and Built Environments Act (NBA), as the main replacement for the RMA, to protect and restore the environment while better enabling development

- 5.2 Strategic Planning Act (SPA), requiring the development of long-term (30 year) regional spatial strategies to help coordinate and integrate decisions made under relevant legislation; and
- 5.3 Climate Adaptation Act (CAA), to address complex issues associated with managed retreat.
- 6 The objectives of this reform programme are to:
  - 6.1 protect and restore the environment and its capacity to provide for the wellbeing of present and future generations
  - 6.2 better enable development within natural environmental limits
  - 6.3 give proper recognition to the principles of Te Tiriti of Waitangi and provide greater recognition of te ao Māori including mātauranga Māori
  - 6.4 better prepare for adapting to climate change and risks from natural hazards, and better mitigate emissions contributing to climate change
  - 6.5 improve system efficiency and effectiveness, and reduce complexity while retaining appropriate local democratic input.
- 7 A diagram providing a high-level overview of the proposed resource management system is included as Appendix 2.
- 8 The proposed NBA is the primary piece of legislation in the reform package and initial consultation on an exposure draft of key sections of the legislation was undertaken in 2021. The feedback was considered by a Select Committee inquiry, which reported back to Parliament in November last year. The Select Committee report is available [here](#).
- 9 Council's submission on the exposure draft was made collectively with other Councils in the Wellington region. This submission is available [here](#).
- 10 The Government intends to introduce both the NBA and SPA in 2022, with the intention of finalising the new laws before the next general election. The discussion document covers the scope and intent of both of these Acts and poses 34 questions for feedback. For our submission we will provide responses to the most pertinent aspects raised in the discussion document, and these responses may be presented in a different way than the high-level themes outlined in this report. However, your direction will inform the development of the detailed submission, which will remain in keeping with the themes discussed here and the feedback received.
- 11 Further consultation on the detail of this reform package is not expected to occur outside of the standard Select Committee process, which will commence once the draft legislation has been introduced into Parliament. We understand that this is expected to occur in the second half of 2022.
- 12 The outcome of this reform programme will have a significant impact on our planning and regulatory functions as a Council, as well as on some democratic processes in our district.
- 13 The reforms sit within a wider reform package being progressed by Government, including three waters, the future for local government review, and reforms of both the health and education systems. Collectively the implications of this suite of reform are extensive, particularly for local governance, and seems to indicate a direction of travel towards greater centralisation.
- 14 [He kōrerorero | Discussion](#)
- 15 The reform of the resource management system is proposing the following key changes when compared to the existing RMA system:
  - 15.1 **Planning for positive outcomes, and managing adverse effects to achieve them:**  
Re-orientates decision-making from principally managing 'adverse effects' to seeking to achieve specified positive outcomes across natural and built environments to support

intergenerational wellbeing – all within environmental limits (but still also managing adverse effects). Outcomes are to be provided for in decisions, plans and consents.

- 15.2 **A more effective role for Māori and improved recognition of Te Tiriti o Waitangi:** Strengthens recognition of Te Tiriti and Māori interests, provides new roles for mana whenua in decision-making on plans.
- 15.3 **More integrated and strategic long-term planning:** Enable strategic planning about land use, infrastructure and environmental protection by central and local government and mana whenua.
- 15.4 **Moving to equitable and efficient resource allocation within limits:** Providing an explicit framework for recognising the allocative impacts of decision-making about land use and environmental protection, and provides tools to improve how access to resources is allocated.
- 15.5 **Effective partnering of central & local government and iwi/Māori in planning and delivery:** Focusing decision-making about land use and the environment on a series of regional partnerships between central and local government and mana whenua.
- 15.6 **Improved evidence, monitoring, feedback & oversight:** Strengthening system monitoring, reporting and oversight provisions to improve transparency, accountability and delivery of outcomes.
- 16 Some of the more significant practical changes for Council in the proposals include:
  - 16.1 Plan-making decisions will be made by a joint committee for each region made up of local government, central government, and iwi representatives. Currently these decisions are made by each individual Council.
  - 16.2 Resource management plans (ie the District Plan) will no longer be produced at a district level, but will instead be developed at the regional level, with local input.
  - 16.3 Iwi/hapū/Māori will have a significantly enhanced role in resource management decision making, including plan-making, monitoring and oversight.
  - 16.4 Regional spatial strategies will be legislated for through the SPA and created by a joint committee with a broad membership. The direction towards greater spatial planning was already signalled by the requirement for a 'future development strategy' in the NPS-UD.
- 17 In this report, we focus in on 5 key themes for discussion:
  - 17.1 Concerns regarding loss of local decision-making and input
  - 17.2 System alignment isn't going far enough
  - 17.3 Funding and sector support
  - 17.4 The role of Māori in resource management
  - 17.5 Some of these things are already possible.

## He take | Issues

- 18 Concerns regarding loss of local decision-making and input
- 19 The reform programme is proposing a shift in resource management decision making, creating a greater involvement of central government at different points in the system, and shifting away from local level decision-making.
- 20 Proposals include a proposed National Planning Framework (NPF) which will consolidate existing national direction in one place and will also have a broader role to provide strategic and regulatory direction from central government. We expect this will mean more direction from central government. Clarity in the NPF on how to resolve tensions between different pieces of national direction will be a critical role for this, particularly if the reforms are to improve consenting processes.

- 21 Proposals to create two joint committees in each region, elevating planning decision-making decisions to a regional level, and involving central government representation in joint committees is another example of the greater role for central government in resource management decisions. This change is being proposed in order to create a more efficient system with greater certainty for all parties. The proposals lack detail outlining how local input will be sought and enabled, both at an operational and governance level.
- 22 The essential connecting role local authorities play between local communities and plan development is acknowledged in the document, and it suggests that input would primarily consist of:
- 22.1 contributing to plan drafting through the secretariat
  - 22.2 supporting local engagement
  - 22.3 providing feedback on drafts
  - 22.4 local plans produced under the Local Government Act 2002 (LGA), which would also inform strategy and plan development.
- 23 In short, the proposed shift to decision-making by joint committees for both NBA plans and Regional Spatial Strategies (RSS) leaves much less opportunity for local elected members to influence these key documents. Local appointments to the RSS and NBA committee would need to give effect to the local voice, however at this stage the government is still considering a range of option/proposals relating to the composition and appointment processes for these Committees and is not consulting on a clear preferred option. Proposals being considered include allowing regions to determine the structure and composition of their committees, and a preference (but not a requirement) for all local authorities in the region to be represented.
- 24 While these changes are likely to create greater certainty and consistency for many in the system, it risks being unresponsive to local needs. Finding ways to provide for local-level issues will be vital. It is challenging enough for our communities to engage with planning processes, even when it is largely undertaken at the local level. The barriers to meaningful participation in decision-making are likely to be higher (or at least perceived to be so) when plans are pitched at a regional level and decision making is undertaken by a regional committee where few appointees are likely to be familiar with our local community context and issues.
- 25 The discussion document is seeking feedback on ways to ensure community input and local voices in the system are preserved or improved, and on the type of relationship and interactions Councils need with the Joint Committees.
- 26 The scale of issues in resource management are not uniform – some issues are best dealt with nationally, while some issues benefit from a much more localised approach. Maintaining the flexibility in the system for issues to be resolved at a scale that makes sense for that specific issue is core to an efficient and effective resource management system, however these reforms are largely proposing an escalation of most issues up to the regional level.
- 27 The proposal lacks significant detail on the role of territorial authorities (TA's) within the proposed system. While some of the roles and responsibilities are explored in depth (in particular the new expanded role for iwi), others continue to be largely unknown. Beyond their potential inclusion in the joint committees overseeing RSS and NBA plans, how TA's influence and engage in the system is unclear. For example, the discussion document suggests TAs may be allowed to participate in hearings and submission processes, but it is unclear in what capacity – as a submitter or decision-maker. The nuances of these roles and responsibilities will have a significant impact on the level of influence TA's will have in the resource management decisions that will affect their districts.
- 28 **System alignment isn't going far enough**
- 29 The reform programme appears to be seeking to synchronise timeframes as much as possible, which is a positive change. The National Planning Framework (NPF) and Regional

Spatial Strategies (RSS) will both operate on a nine-year review cycle. It is unclear at this time how often NBA plans (the replacement for district plans) would be reviewed.

- 30 Creating certainty in the strategic direction set out in the NPF and RSS is both a positive and a negative. While certainty of direction is important, it still needs to be able to be responsive to changing circumstances. Providing adequate mechanisms for 'course correction' over that nine-year review period will be incredibly important. Making sure that those corrections are based in evidence gathered from the improved monitoring and reporting systems that are intended to underpin these reforms will also be vital. Likewise, the process to review and update the NBA plans needs to be responsive to new issues and changing circumstances.
- 31 What is less clear is how the infrastructure funding systems are also going to be synchronised with the planning timeframes. The discussion document suggests Implementation Agreements could underpin RSS initiatives. At present infrastructure funding is funnelled through its own funding processes (e.g LTP for Councils). For regional spatial strategies to be effective they will need to link in with (or modify) existing funding processes so that they are logically sequenced and aligned. For example, RSS will identify where infrastructure investment is needed, and feedback is sought on whether these should have binding implementation agreements to ensure delivery partners meet their obligations. Commitments from such agreement would need to be included in normal LTP processes as well.
- 32 There is a concern that the addition of the RSS under the SPA is an additional planning layer, which makes for a more complex system. Adding this extra layer may, in fact, create a system that takes longer to implement and has less flexibility and responsiveness. It appears this additional layer doesn't factor in alignment with the LTMA funding processes, and it is not clear how it will work with 3 Waters entities when these are created.

### 33 Funding and sector support

- 34 It is difficult to comment on the practical implications of the proposed system when there is little information available on the funding arrangements that will support it. Minor changes to the system – including providing the ability to charge for monitoring of permitted activities – are a positive step, however there are broader funding questions that have not been answered to date. This also links strongly to the broader local government funding issue that is being considered as part of the local government reforms.
- 35 It is our view that Central Government should provide implementation funding as part of adopting new national direction, including the implementation of the NPF. It may also be appropriate for RSS development to be primarily funded by central government with Council contributions, and with funding of initiatives to align with current/planned responsibilities, while the development of NBA plans would be appropriately funded at a local and regional level.
- 36 It is proposed in the discussion document to create consistency with existing guidance on charging in the public sector, without specifying what this existing approach is. It would be concerning if this signals a shift away from a cost recovery / user pays system, given the alternative (under the current funding model) would be greater burden on all ratepayers. The LGA already provides a framework for making decisions on fees and charges, and it seems unnecessary to create a separate framework within the resource management system.
- 37 Investment in on-going training and professional development for the sector is critical to improving performance and outcomes. There is a shortage of resource management professionals and a lack of training and professional development opportunities to continue to support and grow the sector. If a significant shift in delivery to outcomes is sought then a corresponding shift to better investment in implementation of the new system is essential.

### 38 The role of Māori in resource management

- 39 The increased role of Māori in the resource management system is a positive change that has potential for significant benefits for both our iwi partners and the performance of the overall resource management system. However, the success of this change will be



determined by the support given to iwi to develop the capacity to undertake the increased role. We are aware that iwi have often found it challenging to engage across the range of consultation processes imposed by the current RMA system due to competing priorities, short timeframes and a lack of capacity. Iwi are faced with a deluge of resource consents and plan change processes from multiple councils that intersect with their rohe, in addition to the many other roles they have in the community. Creating the structures for engagement and involvement is positive but risks not working as intended unless it is underpinned by adequate funding, and capacity and capability building support.

- 40 These funding and capacity issues are not experienced uniformly across all iwi. Iwi which have been through their Treaty Settlement processes are generally better resourced than those which have not. Central government urgently needs to resolve interim funding for iwi that have not yet completed their substantive Treaty of Waitangi settlement as an urgent and pressing equity issue.
- 41 We are seeking input from our iwi partners on the aspects parts of the reform proposal that relate to the role of Māori in the resource management framework and will use that input to shape our submission.
- 42 **Some of these things are already possible**
- 43 The issues identified with the resource management system are not news to those who have been working within it. Councils across the Wellington region have been working collaboratively at an operational level for years: developing shared plan content, submitting jointly on issues, and more recently creating a regional leadership committee who are responsible for the implementation of a regional spatial plan – the Wellington Regional Growth Framework (WRGF).
- 44 Kapiti works closely with Horowhenua across its northern boundary to better provide for our communities who live, work, and use services across our borders. Horowhenua is included in the WRGF programme for this same reason. Central government is also involved in this programme to make sure outcomes are aligned.
- 45 By working in this way, we have sought efficiency across the region, sharing skills and capacity where it makes sense to do so. We understand that a strong region that is working together creates benefits for all of us. However it is not an instant fix for all our issues, and there are challenges in particular in making sure that local issues are adequately understood and considered by the region. The new resource management framework is likely to face those same challenges.

#### **Ngā kōwhiringa | Options**

- 47 No options are proposed.

#### **Tangata whenua**

- 48 One key aspect of the reform programme is to increase the role of iwi in decision making and other processes and to better reflect the Treaty partnership through the roles and responsibilities set out in the Act.
- 49 Council is seeking feedback from iwi on the proposed reforms so this can be incorporated into our final response.
- 50 We anticipate including points in our submission of ensuring that sufficient funding is available for iwi to undertake new roles proposed for them.

#### **Panonitanga āhuarangi | Climate change**

- 51 The aspects of the resource management system relating to climate change are proposed to be addressed through the third piece of legislation in the reform programme – the Climate Adaptation Act. This piece of legislation is running on a slightly longer timeframe than the NBA and SPA and is not expected to be introduced in 2022.

**Ahumoni me ngā rawa | Financial and resourcing**

- 52 The discussion document notes that *“to work effectively, the future system requires appropriate funding mechanisms for its different roles and activities”*. However, there is little detail in the discussion document on what this might look like. It notes that the Ministry is *“exploring what provisions and guidance can be provided in the future system, to set clear expectations regarding who should pay for what, and to support the availability and use of appropriate funding tools”*. This is discussed in paragraphs 33-37.
- 53 There have long been concerns raised by local government at the imposed costs arising from new national direction falling solely on local government – the ‘unfunded mandate’. In addition, the question of appropriate funding models links strongly with the local government reform programme, where funding has been a strong theme, in particular in relation to infrastructure.
- 54 Resourcing of our input into the reform process (i.e. select committee engagement) in the short term can be met within existing budgets. Financial and resourcing implications will be reassessed as further details of the reforms becomes clearer. This may require additional budget in the new financial year, which will be discussed through the Annual Plan process.

**Ture me ngā Tūraru | Legal and risk**

- 55 There are no legal concerns or risks at this time, as the legislation is still yet to be drafted.

**Ngā pānga ki ngā kaupapa here | Policy impact**

- 56 There are no policy implications at this time.

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

- 57 Council is seeking feedback from iwi so that their views can be incorporated into our final submission, particularly as they relate to the role of Māori in the resource management system.

**Whakatairanga | Publicity**

- 58 No publicity is planned. The final submission will be put up on the submissions section of our website.

**NGĀ ĀPITI HANGA | ATTACHMENTS**

1. Transforming Aotearoa New Zealand’s resource management system: Our future resource management system [↓](#)
2. Proposed Resource Management System Diagram [↓](#)



Transforming Aotearoa New Zealand's resource management system

# Our future resource management system

Materials for discussion

## Te pūnaha whakahaere rauemi o anamata

Kaupapa kōrero

Flourishing environment, thriving communities | Ka ora te Taiao, ka ora Tātou



Te Kāwanatanga o Aotearoa  
New Zealand Government

Transforming our resource management system

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## Message from the Minister

### He kōrero nā te Minita

Over the past year, the Government has been delivering on its promise to build a new resource management system for Aotearoa New Zealand: a system that provides better outcomes for our natural and built environments.

There is broad consensus that the Resource Management Act 1991 (RMA) is not working as was intended. It takes too long, and costs too much. It has not adequately protected the natural environment, nor enabled housing or infrastructure development where needed. There is an urgent need to address these issues and create a system that protects and provides for the wellbeing of current and future generations.

The Government is aiming to replace the RMA with a Natural and Built Environments Act (NBA) and a Strategic Planning Act (SPA) within this parliamentary term. A select committee inquiry recently reported its findings on an exposure draft of key parts of the Natural and Built Environments Bill. The Government is now considering the findings.

In the meantime, we would like to have a discussion with you about our thinking on parts of the system not included in the exposure draft. As our partners and stakeholders, we want to hear your views and ideas on how the reform is shaping up.

Building on the engagement that has already occurred, and recognising the constraints posed by the COVID-19 pandemic, we are holding a series of forums and hui where we will share with you work on the remaining policy details of the NBA and the SPA. This includes initial policy decisions that have been made around the key components of the system and the roles and responsibilities within it.

Your feedback on this document is welcome until 28 February 2022. It will help shape the NBA and SPA, for which Bills will be introduced into Parliament later in 2022.



Hon David Parker  
**Minister for the Environment**  
November 2021

Transforming our resource management system

## Purpose of this document

### Te kiko o tēnei tuhinga

In February 2021, the Government announced it would reform the resource management system by replacing the Resource Management Act 1991 (RMA) with three new Acts: the Natural and Built Environments Act (NBA), the Strategic Planning Act (SPA) and the Climate Adaptation Act (CAA). This process is referred to as the resource management system reform (RM reform) in this document.

In carrying out the RM reform objectives (see page 10), the Government aims to:

- move from an effects-based system to an outcomes-based one that avoids harmful cumulative effects
- simplify and standardise processes and make them less costly
- provide more effective and consistent national direction
- substantially reduce the number of local government resource management (RM) plans
- reduce the need for consenting while ensuring environmental safeguards are still in place.

The RM reform continues to progress, and the Government is providing another opportunity to engage on the current proposals for the NBA and SPA before they are developed into full Bills.

This document supports targeted engagement with hapū/iwi/Māori, local government and other stakeholders. It deals mainly with initial decisions made on reform detail since the exposure draft was prepared.

The objectives of the engagement are to:

- provide an update for Māori, local government and sector stakeholders on where the Government is up to in the reform of the resource management system and on next steps in the reform
- present a fuller view of the main components of the system designed to date, including the role of Māori and local government within the future resource management system, from the national to the local level
- respond to and build on feedback received to date
- provide a general overview of RM reform to audiences who have a limited understanding or limited engagement to date, and support preparation for submissions on the full Bill to a select committee in 2022.



Together with submissions provided to the Environment Committee's inquiry on an exposure draft of a Bill for the NBA, feedback received on proposals in this document will inform Ministerial decisions that shape the NBA and SPA legislation that will be introduced into Parliament in 2022.

This document does not cover the CAA. Public consultation on the CAA is expected to take place in early 2022 alongside consultation on the National Adaptation Plan under the Climate Change Response Act 2002.

### Structure of this document

**Part one** of this document provides an overview of the reform process.

**Part two** sets out where the Government has got to so far in the design of the future system. We have developed a series of questions to seek your views on this proposed system.

Part one:

# Resource management reform context

Wāhanga Tuatahi:  
Te whakapapa kōrero o  
te rauemi whakahaere



## Resource management reform to date

There is broad consensus that the current resource management system introduced by the Resource Management Act 1991 (RMA) has not adequately protected the natural environment, nor enabled housing or infrastructure development where needed. It has also been unable to provide hapū/iwi/Māori with an effective enough role in the system.

### Challenges in the current system include:

- cumulative environmental effects not being well managed
- local government resource management plans restricting housing and infrastructure growth needed in response to population growth
- hapū/iwi/Māori entities needing to have a more effective role in the system that recognises the relationships under Te Tiriti o Waitangi (the Treaty of Waitangi)
- needing to urgently reduce carbon emissions and adapt to climate change
- the lack of integration across the system, resulting in inefficiencies, delay and costs.

## Resource Management Review Panel

In 2019, the Government set up the Resource Management Review Panel (Randerson Panel) to review Aotearoa New Zealand's resource management system. This was an expert panel led by retired Court of Appeal Judge Hon Tony Randerson QC.

The Randerson Panel's report, *New Directions for Resource Management in New Zealand*, identified similar issues to those found in previous reviews of the resource management system including by the Productivity Commission in 2017<sup>1</sup>, the Environmental Defence Society in 2019<sup>2</sup> and the Waitangi Tribunal from 1993–2020<sup>3</sup>.

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<sup>1</sup> Better urban planning: Final report.

<sup>2</sup> Reform of the Resource Management System, the next generation, the synthesis report.

<sup>3</sup> Extracts from Waitangi Tribunal commentary, findings and recommendations on the Resource Management Act 1991, Ministry for the Environment.

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## Three new Acts

In February 2021, the Government announced it would repeal the RMA and – based on the recommendations of the Randerson Panel – replace it with three new Acts:

- Natural and Built Environments Act (NBA), to protect and restore the environment while better enabling development, as the primary replacement for the RMA
- Strategic Planning Act (SPA), to help coordinate and integrate decisions made under relevant legislation by requiring the development of long-term regional spatial strategies (RSSs)
- Climate Adaptation Act (CAA), to address complex issues associated with managed retreat and funding and financing adaptation.

## Objectives for the reform

The Government set objectives for the future resource management system. These are to:

- protect and, where necessary, restore the natural environment, including its capacity to provide for the wellbeing of present and future generations
- better enable development within environmental biophysical limits, including a significant improvement in housing supply, affordability and choice, and timely provision of appropriate infrastructure, including social infrastructure
- give effect to the principles of Te Tiriti o Waitangi to provide greater recognition of te ao Māori, including mātauranga Māori
- better prepare for adapting to climate change and risks from natural hazards as well as mitigating the emissions that contribute to climate change
- improve system efficiency and effectiveness, and reduce complexity, while retaining appropriate local democratic input.



## Select committee inquiry

In July 2021, the Government referred an exposure draft of a Bill for the NBA to Parliament's Environment Committee. The inquiry conducted by this select committee allowed the public to get an early look at the main aspects of the proposed legislation. The Environment Committee provided its report to Parliament on 1 November 2021, and the Government is now considering it.

Many written and oral submissions were made on the exposure draft, with responses coming from hapū/iwi/Māori, local government, key stakeholders and the public.

The exposure draft provided for a range of environmental outcomes. In its report, the Select Committee summarised these as relating to the natural environment, cultural values, climate change and natural hazards, and well-functioning urban and rural areas.

The report also provided a list of ideas for making the resource management system efficient, proportionate, affordable and less complex.

## Other engagement on the reform

Engagement on the reform began with the Randerson Panel, which conducted public consultation on issues and options for reform in 2019 and 2020. In 2021, the select committee inquiry considered public submissions. Other engagement is outlined below.

### Engagement with hapū/iwi/Māori

The Ministry for the Environment has undertaken ongoing regular engagement with two Māori leadership groups, and their technical experts over the past year.

These two groups are:

- Freshwater Iwi Leaders Group and Te Wai Māori Trust
- New Zealand Māori Council, Federation of Māori Authorities (FOMA), and Kāhui Wai Māori (KWM), known as Te Tai Kaha (TTK)

The Minister for the Environment, Hon David Parker, and Associate Minister for the Environment, Hon Kiritapu Allan, have met regularly with these two groups.

MfE has engaged with Post Settlement Governance Entities (PSGEs) since March 2021, to discuss how their settlement arrangements will be carried over into the future system. This is a separate engagement process that will continue right through to the introduction of the legislation, while past feedback has informed the policy proposals.

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Two rounds of regional hui with hapū/iwi/Māori, led by Minister Allan, were held in March–April and July 2021.

### Local government

MfE's engagement with local government has included:

- regular engagement through a local government chief executives forum
- engagement with selected council technical experts to test policy options
- engagement with specific councils, including Auckland Council for its experience in developing the Auckland Unitary Plan and Auckland 2050 spatial plan
- meetings with Local Government New Zealand (LGNZ) sector groups (metropolitan, regional and rural and provincial groups)
- engagement with the newly established Local Government Steering Group.

The Minister for the Environment has also met with LGNZ sector groups and the Local Government Steering Group to provide updates on the RM reform and respond to questions.

## How feedback will inform decision-making

A Ministerial Oversight Group has been delegated decision-making authority by Cabinet to work through the policy details needed to progress the legislation required to reform the system.<sup>4</sup> The reforms are based on the recommendations of the Randerson Panel.

This document includes policy proposals where Ministers have made initial decisions on matters beyond the scope of the NBA exposure draft. It also provides further policy proposals for testing before advice is finalised. Feedback received through this engagement process will inform Ministerial decisions that shape the NBA and SPA legislation, while past feedback has informed the policy proposals.

While past feedback has informed the policy proposals in this document, it should not be assumed that those engaged with necessarily agree with the proposals.

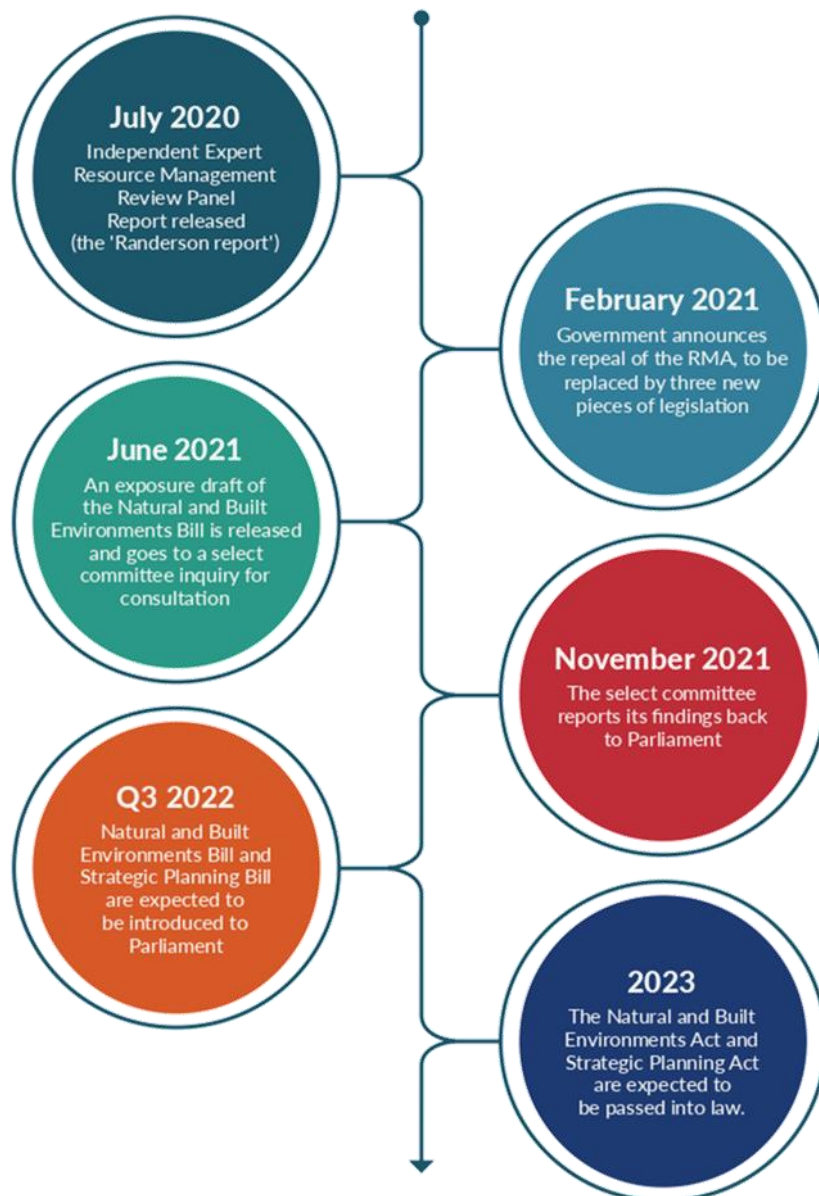
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<sup>4</sup> The Ministerial Oversight Group comprises the Ministers of and for Finance (Chair), Environment (Deputy Chair), Māori Crown Relations: Te Arawhiti, Housing, Local Government, Building and Construction, Agriculture, Māori Development, Transport, Conservation, Associate Environment and Associate Arts, Culture and Heritage Hon Kiritapu Allan, and Associate Environment Hon Phil Twyford, and Climate Change.

## Timelines for introduction

Both the NBA and the SPA will be introduced to Parliament in 2022. A standard legislative and select committee process will follow, with the aim of the NBA and SPA being passed into law this parliamentary term. The CAA is expected to be introduced to Parliament in mid-2023.

More details on indicative timelines are provided below.



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## Upholding Te Tiriti settlements

Treaty settlements have led to many resource management arrangements that recognise the unique relationships between tangata whenua and te taiao (the environment).

The RMA interfaces with over 70 Treaty settlement arrangements. Engagement with settlement PSGEs will ensure that reform avoids unintended consequences for, and upholds the integrity of, Treaty settlements. As already noted, engagement with PSGEs on these matters has begun.

The Government is committed to carrying over existing Treaty settlement arrangements into the NBA and SPA. Doing this will protect the existing influence that PSGEs have on RM processes while ensuring the agreements providing for such influence are not themselves relitigated.

Engagement with relevant entities will also ensure the upholding of:

- natural resource arrangements agreed by hapū/iwi/Māori entities and local government under existing provisions of the RMA
- rights recognised under the Marine and Coastal Area (Takutai Moana) Act 2011 and Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 (takutai moana legislation).

## Takutai moana rights

Takutai moana groups who have, or are seeking, recognition of customary rights under the Marine and Coastal Area (Takutai Moana) Act 2011 will be invited to engage in regional hui and other processes. In recognition of customary interests in the common marine and coastal area, takutai moana legislation includes significant resource management rights for hapū/iwi/Māori.

The Crown is committed to upholding these rights in the reform. There are nearly 600 applications for recognition of customary interests, which collectively cover the entire coastline of Aotearoa from the wet part of the beach out to 12 nautical miles (the edge of the territorial sea). Some of the applications have already been determined, with customary marine title or protected customary rights recognised by the Government.

The resource management rights of takutai moana groups include:

- the right to give or decline permission for certain resource consents
- the ability to prepare a planning document that influences regional planning
- the right to carry out protected customary activities without a resource consent (eg, tauranga waka, using wai for rongoā)
- the right to be notified of certain resource consent applications.



Engagement through regional hui with takutai moana applicants and rights holders will inform upcoming decisions on how the rights will be effectively transitioned to the future system.

## Working with local government

Engagement with local government was enhanced in September 2021 with the establishment of the Local Government Steering Group to advise the Government on the RM reforms.

The Group comprises local government elected members and senior council executives.

MfE worked with LGNZ and Taituarā – Local Government Professionals Aotearoa to ensure the Group's members are reflective of the range of New Zealand's councils, including territorial, regional and unitary councils from metropolitan, provincial and rural areas.

## Implementing the NBA and SPA

Ensuring an effective implementation of the future system, and smooth transition to it, is critical to achieving the objectives of the reform.

Transition pathways are being developed to identify options for how best to transition key components of the RMA (eg, national direction, plans and consents) into the future system. The transition pathways will need to recognise the capability and capacity of people to participate effectively in the delivery of the future system and achieve the objectives of the reform.

A 'model project' will be developed to support, test and demonstrate the implementation of the future system. The first phase of this project will be the testing of the new system through the development of plan prototypes. Following this, the Government intends to work with a selected region to prepare a model RSS and an NBA plan to test the implementation of the system and provide learnings to other regions. Expressions of interest will be sought from regions to participate in the model project.

A culture, capacity and capability work programme will promote, support and respond to the needs of the future system, identifying new skills and capabilities and the nature of system culture change required.

A digital transformation work programme recognises that technology is integral to the future system to improve efficiency and to enable hapū/iwi/Māori and others to participate more fully in the system. This work will explore the role central government

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and/or regions could have in the provision and support of digital technologies.

## How resource management reform relates to other Acts and government work

The RMA interacts with a range of other legislation, including the Local Government Act 2002, Land Transport Management Act 2003, Conservation Act 1987 and Building Act 2004.

Substantive changes to these Acts are not proposed as part of this reform. However, minor changes may be made to ensure they work with the NBA and SPA.

## Freshwater Māori rights and interests

An objective of the RM reforms is to give effect to the principles of Te Tiriti o Waitangi and provide greater recognition of te ao Māori, including mātauranga Māori.

The Government has committed to working to achieve efficient and fair allocation of freshwater resources, having regard to all interests, including Māori and existing and potential new users.

The Government provided an assurance that the exposure draft of the NBA would not preclude any potential options for addressing Māori freshwater rights and interests and their consideration as part of ongoing discussions with hapū/iwi/Māori. This will continue to be the case in the current engagement process.

## Three Waters reform

The Three Waters reform is focused on improving the regulatory and service delivery arrangements for three waters infrastructure (drinking water, wastewater and stormwater). The new multiregional water service entities will need to operate within the resource management system.

Three Waters reform relates to the delivery of drinking water, wastewater and stormwater services. RM reform relates to protecting and restoring the environment while better enabling development.

Officials are working together to ensure the new water entities:

- give effect to existing and future environmental regulation to improve the environmental performance of three waters systems
- enable housing and urban development and support an integrated approach to land use and infrastructure planning, with the expectation that the entities will provide technical support for the development of the new long-term RSSs, which are discussed from page 24.

Both reform programmes are looking at how to address water as a taonga of particular significance and importance to Māori, and the Crown's duty to protect Māori rights and interests under Te Tiriti. Both recognise the intergenerational importance of health and wellbeing. The new water entities will be required to respond to Te Mana o Te Wai, as expressed in the National Policy Statement for Freshwater Management 2020, made under the RMA.

## Review into the future for local government

Local government will play an important role in implementing the NBA and SPA. The role of local government in the future will therefore affect how the future resource management system will operate.

In April 2021, the Minister of Local Government established the Review into the Future for Local Government. The review provides local government with an opportunity to comment on how New Zealand's system of local democracy needs to evolve to improve the wellbeing of our communities and environment, actively embody Te Tiriti partnership, and be fit for the future.

The local government review will help to identify what local government does, how it does it, and how it pays for it. The review panel published its interim report in October 2021 (see appendix 5).

The prospective outcomes of RM reform are flexible enough to not limit the outcomes of the review.



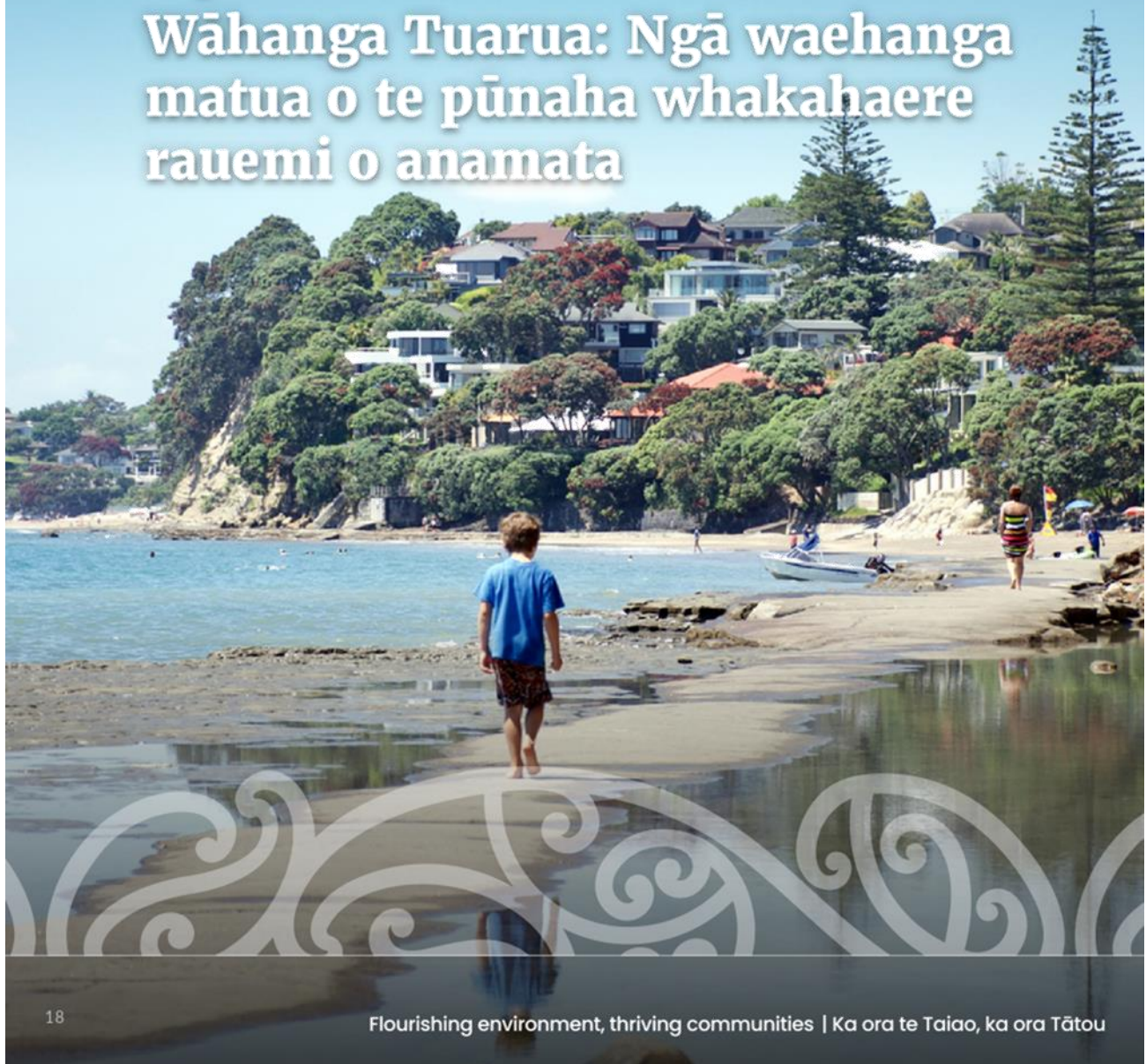


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Part two:

# Components of the future resource management system

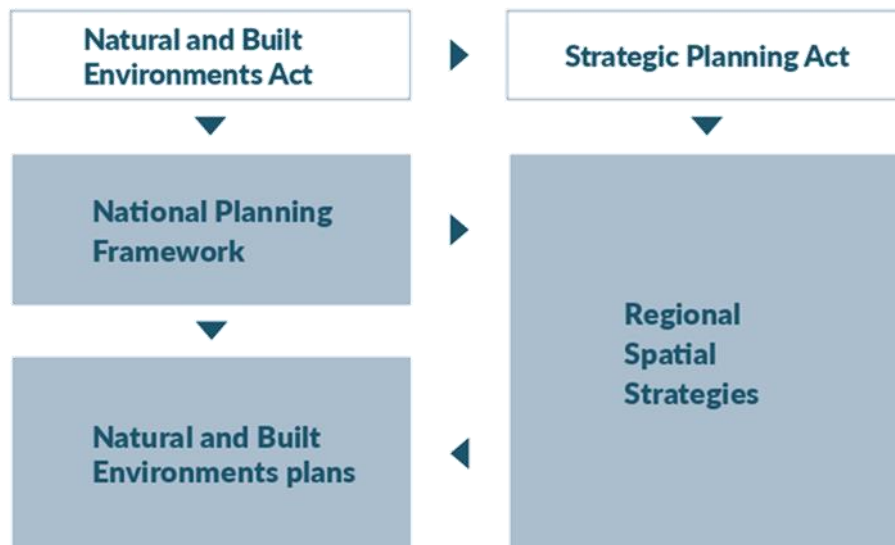
Wāhanga Tuarua: Ngā waehanga  
matua o te pūnaha whakahaere  
rauemi o anamata



18

Flourishing environment, thriving communities | Ka ora te Taiao, ka ora Tātou

## How the future system will work



## Strategic Planning Act

The SPA will integrate with the NBA and other legislation relevant to land, urban development, and the coastal marine area. The SPA will provide strategic direction by requiring the creation of long-term RSSs. These will identify areas that are:

- suitable for development
- need to be protected
- require infrastructure
- vulnerable to climate change effects and natural hazards.

RSSs will integrate with other relevant documents like NBA plans and the National Planning Framework (NPF).

One regional spatial strategy will be developed for each region, with flexibility to address issues within and across regions. The strategy will be prepared by a joint committee comprising representatives from hapū/iwi/Māori, local and central government. RSSs would integrate with other relevant documents like NBA plans and the NPF.

Other significant legislation that the SPA will integrate includes the Local Government Act 2002, Land Transport Management Act 2003 and Climate Change Response Act 2002. These other Acts are important parts of the resource management system, and substantive changes to them are not proposed as part of this reform.

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## Natural and Built Environments Act

The NBA will be an integrated statute for land use and environmental protection that works in tandem with the SPA. As the primary replacement for the RMA, it will set out how the environment is to be protected and enhanced and will promote positive outcomes for natural and built environments.

### Achieving positive outcomes and strengthening limits

A criticism of the RMA is that it focuses too much on managing adverse effects on the environment and not enough on promoting more positive outcomes across all aspects of wellbeing. The NBA will specify outcomes that decision-makers will be required to promote for natural and built environments. Outcomes will also guide RSSs under the SPA.

The NBA will include a mandatory requirement for the Minister for the Environment to set environmental limits for aspects of the natural environment, to protect its ecological integrity and human health.

These limits will be framed as a minimum acceptable state of an aspect of the environment, or a maximum amount of harm that can be caused to that state. Timing and transitional arrangements will be taken into account in setting limits.

### Managing environmental effects

The NBA will carry over the RMA's requirement to 'avoid, remedy or mitigate' adverse effects of activities on the environment. This will ensure a management framework exists for all adverse effects, including those not covered by limits or outcomes.

The NBA will also ensure that measures to avoid, remedy or mitigate effects do not place unreasonable costs on development and resource use. Although the NBA will intentionally curtail subjective amenity values, this will not be at the expense of quality urban design, including appropriate urban tree cover.

### Te Tiriti o Waitangi and te ao Māori in the system

The NBA will also improve recognition of te ao Māori and Te Tiriti o Waitangi.

This includes reference in the Act's purpose to Te Oranga o te Taiao, a concept intended to encapsulate the intergenerational importance of the health and wellbeing of the natural environment.

As set out in the exposure draft for the NBA, decision-makers would be required 'to give effect to' the principles of Te Tiriti, replacing the current RMA requirement to 'take into account' those principles.



## Providing clear national direction

The NPF will provide strategic and regulatory direction from central government. The NPF will play a critical strategic role, setting limits and outcomes for natural and built environments, as well as ways to enhance the wellbeing of present and future generations.

## NBA plans

As recommended by the Randerson Panel, one NBA plan will be developed for each region. The plan will be prepared by a joint committee comprising representatives from hapū/iwi/Māori, local government, and potentially a representative appointed by the Minister of Conservation.

NBA plans are intended to bring efficiencies into the system by providing consistency across a region and more effectively implementing the NPF.

The process for developing NBA plans is largely informed by the model used to develop the Auckland Unitary Plan and aims to incentivise all participants to engage early with the best information available. An independent hearings panel would hear submissions and make recommendations to the decision-makers.

## Consenting

Consent activity classes and notification rules will be standardised, with key requirements set out in NBA plans rather than assessed on a case-by-case basis. This will increase certainty and efficiency and drive a reduction in the volume of resource consents.

## Compliance, monitoring and enforcement

A broader range of tools will be available to support effective compliance, monitoring and enforcement.

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## Main components of the future resource management system and how they fit together



**NPF:** National Planning Framework / **RSS:** Regional Spatial Strategies (RSS)

**NBA:** Natural and Built Environments plans / **CME:** Compliance Monitoring and Enforcement



## National planning framework

Central government will issue an NPF under the NBA that provides a set of mandatory national policies and standards. These will include natural environmental outcomes, limits and targets.

The NPF will also provide direction on resource management matters that must be consistent throughout the system. This may include methods, standards and guidance to support regional spatial strategy development. The NPF will also consolidate existing national direction. It will play a role in resolving conflicts between outcomes in the system.

The NPF will provide strategic and regulatory direction from central government. The NPF is important for ensuring the future resource management system will be more efficient.

Detailed decisions on the process for developing the NPF are still to be made. The policy intent includes effective public consultation, a role for Māori that gives effect to the principles of Te Tiriti, and independent advice to inform decision-making.

### Scope of the NPF

The exposure draft stated that the NPF must cover areas like air quality, freshwater, indigenous vegetation, greenhouse gasses, housing supply and infrastructure.

The NPF is expected to:

- contain environmental limits, targets and other provisions, such as methods and rules to direct and guide anyone exercising functions and powers under the Act
- help in resolving conflicts that are the most appropriate to resolve at the national level
- provide direction on resource management matters that benefit from consistency throughout the system
- provide direction on plan-making
- include standards for common construction and development activities (eg, erosion and sediment control and noise and vibration).

### Development of NPF

The Randerson Panel recommended a board of inquiry process for the preparation and review of national direction, with an alternative process for less substantive changes.

The process to develop the NPF must be transparent and allow for flexibility, to ensure its development is proportionate to the scope of the direction. The process must allow for expertise, including mātauranga Māori, to inform decision-making.

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The Randerson Panel also recommended that national direction should only be prepared by the Minister for the Environment (with the Minister of Conservation where currently involved under the RMA), to ensure the integrity and cohesion of national direction and the outcomes sought are not undermined. It is proposed that the Minister for the Environment would make final decisions (with the Minister for Conservation where appropriate).

## Review of NPF

The Randerson Panel recommended that national direction should be reviewed at least every nine years. No decisions have yet been made on this matter.

### WHAT DO YOU THINK?

What role does the national planning framework (NPF) need to play to resolve conflicts that currently play out through consenting?

How would we promote efficiency in the Board of Inquiry process while still ensuring its transparency and robustness?

How often should the NPF be reviewed, bearing in mind the relationships between the NPF, regional spatial strategies and Natural and Built Environments Act plans?

## Regional spatial strategies

RSSs will require multiple groups to work together to identify how the region will grow over the next 30 years. The RSSs will provide firm direction on integrating decisions on land use, urban development, infrastructure, environmental protection and climate change.

The RSSs will not be operative; rather they will guide NBA plans and coordinate investment from the public and private sector.

Developing RSSs will ensure key decisions and trade-offs could be identified and resolved at the regional level, reducing the need for these issues to be relitigated in NBA plans and individual consents.

RSSs will also help groups to identify areas of mutual benefit and potential conflict earlier on. This will allow interactions between outcomes to be managed in a more strategic way, for example, by designating areas for development or for protection.

## Scope of RSSs

RSSs will need to uphold relevant Te Tiriti settlements and customary rights, and will:

- set long-term objectives for urban growth and land-use change
- help ensure development and infrastructure is provided in the right places and in a coordinated way
- help identify areas to be protected from inappropriate development or change, such as areas with highly productive soils, or significant natural areas
- support development capacity and infrastructure provision, including by identifying indicative future infrastructure corridors, or areas to improve housing supply, affordability and choice
- support climate change mitigation and adaptation, and natural hazard risk reduction.

Boundaries for RSS will be based on regional and unitary council boundaries, with provision to address cross-boundary issues. The approach for Te Tau Ihu (top of the South Island) is still under consideration and subject to further advice.

## Development of RSSs

One RSS will be developed for each region by RSS joint committees comprising representatives from hapū/iwi/Māori, local and central government.

The exact membership of these committees is still under consideration, as discussed below. Bodies represented on RSS committees will have statutory duties and obligations, with agencies and public and private infrastructure providers providing the committees with technical support.

It is currently proposed that RSSs will be reviewed every nine years with full public engagement.

Provision could also be made for full or partial reviews within cycles, if necessary. The SPA will not prescribe a single process for public engagement on RSS development, allowing each committee to devise a process that will work for their region. The SPA would, however, require certain engagement outcomes to be achieved through the processes devised by each committee.

## Review of RSSs

It is currently proposed that RSSs will be reviewed every nine years with full public engagement.

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## Implementing RSSs

RSSs will identify where infrastructure investment is required. To coordinate investment, the Randerson Panel recommended that project and site-level detail should be provided through separate implementation agreements.

Implementation agreements would allow central and local government, hapū/iwi/Māori, infrastructure providers and stakeholders to agree to advance more detailed project planning for certain infrastructure or environmental remediation projects. It would also allow them to begin business case processes and apportion funding responsibility across central and local government.

The extent to which implementation agreements should bind the delivery partners is still under consideration. A spectrum of options is available, including:

- self-enforcing through mutual obligation, supported by incentives and good relationships
- contracts enforceable through the courts
- legally binding with sanctions for non-compliance in the SPA.

### WHAT DO YOU THINK?

To what degree should regional spatial strategies (RSSs) and implementation agreements drive resource management change and commit partners to deliver investment?

How can appropriate local issues be included in RSSs?

With regional and unitary council boundaries proposed for RSSs, how should cross-boundary issues be addressed?

## NBA plans

As recommended by the Randerson Panel, one NBA plan will be developed for each region. The plan will be prepared by a joint committee comprising representatives from hapū/iwi/Māori, local government, and potentially a representative appointed by the Minister of Conservation.

Initial consideration has been given to several sub-regional NBA plans being developed, then incorporated into a regional NBA plan. This could allow regions with different communities to take a more nuanced approach to regional planning.



This would consolidate over 100 existing policy statements and plans across the system into around 14 plans (subject to decisions for Nelson/Marlborough/Tasman – Te Tau Ihu), simplifying and improving integration of the system.

Having one plan per region that covers resource use, allocation and land-use management is expected to better bring efficiencies into the system by integrating plan provisions and implementing the NPF.

NBA plans are a significant change to the system. It is important to check in on how they will work in practice and examine the implications for those that will be responsible for preparing and implementing these plans.

## Development of NBA plans

The process for developing NBA plans varies from the way existing regional and district plans are made. An NBA plan process may involve:

- facilitating early and better public participation during policy development, ensuring all types of feedback received have weight throughout the plan development process
- providing an early and sustained role for hapū/iwi/Māori entities in the plan development process
- drawing in diverse community feedback on plans, and requiring those preparing the plan to seek a wide range of views, including from communities that have traditionally been hard to connect with
- providing for local place-making in the plan-development process. This could be through local plans, such as those developed under the Local Government Act 2002 (eg, town centre plans, local community plans) and structure plans
- ensuring a robust plan through use of an independent hearings panel
- appeals based on the model used for the Auckland Unitary Plan process, that is, rehearing of any independent hearings panel recommendations not accepted by the joint committee
- allowing local government and hapū/iwi/Māori entities to participate in the submissions and hearings phases of plan development.

## Review of NBA plans

Work is under way to consider how often NBA plans would be reviewed.

A range of plan change approaches would be available to enable the process to be proportionate to the plan change sought. Private plan changes would be possible but restricted in scope and as to when they may occur.



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### WHAT DO YOU THINK?

Do you agree with the Randerson Panel's recommendation to have one combined Natural and Built Environments Act (NBA) plan per region?

Would there be merit in enabling sub-regional NBA plans that would be incorporated into an NBA plan?

What should the role of local authorities and their communities be to support local place-making and understanding of local issues in NBA plans?

Will the proposed plan-making process be more efficient and effectively deliver planning outcomes?

## How the NPF, RSS and NBA will work together

RSSs and NBA plans are designed to give effect to the provisions of the NPF.

If there are conflicts between different directions or outcomes shaping an RSS that cannot be resolved through the spatial strategy process, it is proposed that the NPF direction will take priority.

RSSs will have sufficient legal weight on NBA plans to ensure that any significant strategic decisions made through the strategy are not revisited or relitigated when preparing NBA plans.

Local authority long-term plans, annual plans, infrastructure strategies and land transport plans would be required to take active steps towards the RSS, while having flexibility to consider timing and sequencing, and matters outside the resource management system as required by their respective legislation.

## RSS and NBA joint committees

The Randerson Panel recommended that joint committees be established to develop and make decisions on RSS and NBA plans.

### Joint committee composition

There will be one joint committee for NBA plans and another for RSS.

RSS joint committees will have representation from local government, hapū/iwi/Māori and central government.

NBA joint committees will have representation from local government and hapū/iwi/Māori. Consideration is also being given to the Randerson Panel's proposal for a representative of the Minister of Conservation.

## Proposals for joint committees

Proposals for RSS and NBA joint committees align with the objective to improve system efficiency and effectiveness and reduce complexity.

A challenge in working this through is how to retain local democratic input where final plan-making decisions are held by a joint committee.

Proposals being considered include:

- RSS and NBA joint committees not requiring common membership across both committees (but regions may wish to)
- structure and composition of committees being determined on a region-by-region basis
- a preference (not requirement) for representation of all local authorities in the region on the committees
- joint committees being provided with full autonomy on final decisions, supported by feedback from local authorities and hapū/iwi/Māori
- joint committees establishing sub-committees to give effect to local voice where it does not conflict with NPF, RSS or Treaty partnership obligations
- the establishment of a secretariat to support the committees (ie, to prepare the regional spatial strategy and NBA plan). This would include how committees could draw staff and resources from existing local authorities in the region, and how technical and mātauranga Māori expertise is provided for
- subject to agreement by PSGEs, existing governance arrangements to be provided for through Te Tiriti partnership entities to uphold Treaty settlements, takutai moana rights and existing voluntary arrangements in the future system.

### WHAT DO YOU THINK?

How could a joint committee model balance effective representation with efficiency of processes and decision-making?

How could a joint committee provide for local democratic input?

How could a joint committee ensure adequate representation of all local authority views and interests if not all local authorities are directly represented?

Are sufficient accountabilities included in the proposed new integrated regional approach to ensure the strategies and plans can be owned and implemented by local authorities?

How should joint committees be established?

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## Consenting

Resource consents are still expected to be part of the future resource management system. The NPF and NBA plans will play an important role in consenting by:

- providing direction on where consents are needed and what activity definition (eg, controlled or discretionary) they will be
- providing direction on what level of notification will be required. This may include precluding involvement for some activities that have already been litigated through NBA plans
- permitting activities subject to conditions, to ensure environmental protections remain. Conditions could include development standards (eg, erosion and sediment control) and require third party approvals or certifications
- providing clear processes for decision-making on consents.

This is expected to create a more efficient consenting system, improve certainty for decision-makers, and reduce the number of consents required.

## New activity definitions

The Randerson Panel recommended that the existing RMA resource consent types remain in the future system, that is, land use consent, subdivision consent, coastal permit, water permit and discharge permit. The Government agrees.

The Panel also recommended that the current list of activities categories remain, except for the non-complying category.

The Government is proposing to reduce the number of activities categories from six (in the RMA) to four (in the NBA). Although the terminology would be similar to that in the RMA, changes are proposed to the definitions of the categories and in associated legal requirements. The four categories are:

- **permitted:** activities where positive and adverse effects (including cumulative and those relevant to outcomes) are known. There will be a slight expansion in the scope of permitted activities<sup>5</sup>
- **controlled:** activities where potential positive and adverse effects (including cumulative and those relevant to outcomes) are generally known, but where tailored management of effects is required. There will be limited discretion to decline

<sup>5</sup> A consent is not required if identified parties gave their written approval (similar to section 87BA of the RMA), or a suitable management plan is prepared by a suitably qualified person.

- **discretionary:** activities that are less appropriate, have effects that are less known (or go beyond boundaries), and activities that were unanticipated at the time of plan development. Councils will have a broad discretion to seek information and the ability to decline
- **prohibited:** activities do not meet outcomes and/or breach limits; no applications will be allowed.

Put simply, in terms of allowing a particular activity, these are yes (permitted), probably (controlled), maybe (discretionary) and no (prohibited).

Changes to the system could clarify and explicitly enable permitted activities to require a third-party certification, thus allowing a more proportional and efficient approach.

Potential examples are farm plans prepared by a suitably qualified professional, and a cultural values assessment prepared by an iwi within an area identified as having significant value to Māori.

### WHAT DO YOU THINK?

Will the proposed future system be more certain and efficient for plan users and those requiring consents?

## Compliance, monitoring and enforcement

The future resource management system must be supported by a robust and effective compliance, monitoring and enforcement (CME) regime.

Proposed changes to CME include:

- broadening the cost recovery provisions for CME in the NBA, allowing for costs to be recovered for compliance monitoring of permitted activities and investigations of non-compliant activities
- ensuring compliance and enforcement decision-making is independent and not subject to inappropriate influence or bias
- a substantial increase in financial penalties, broadening the range of offences subject to fines for commercial gain, and increasing the statute of limitations to 24 months
- prohibiting the use of insurance for prosecution and infringement fines
- allowing consent authorities to consider an applicant's compliance history in the consent process
- providing for alternative sanctions to traditional enforcement action and providing for new intervention tools, including enforceable undertakings and consent revocation.

Transforming our resource management system

## Carrying out compliance, monitoring and enforcement

It is expected councils will continue to be responsible for the delivery of CME services, including decision-making about when to take enforcement action and what type of action to take.

The Randerson Panel recommended the establishment of CME regional hubs, which would be structurally separate to councils. Decisions on hubs and CME institutional arrangements are to be deferred for the time being.

### WHAT DO YOU THINK?

Do you agree with the proposed changes to compliance, monitoring and enforcement provisions and tools?

How practical will the proposals be to implement?

## Monitoring and system oversight

Monitoring and oversight is fundamental to the operation of the resource management system.

### Monitoring

Monitoring provides information to help set environmental limits, track progress towards desired targets and outcomes, and let decision-makers know about the consequences of their actions.

The proposed approach to monitoring will include:

- a suite of tools in the NBA to direct monitoring
- consistent and regular local-level environmental monitoring and reporting
- enabling Māori to be involved in developing and undertaking monitoring and reporting activities
- clear connections between the NBA and national environmental reporting under the Environmental Reporting Act 2015
- stronger requirements for responsible bodies to investigate, evaluate and respond when this monitoring identifies problems that need to be addressed.



## System oversight

System oversight ensures there is transparency and accountability for the performance of the system and the delivery of its objectives.

The following functions of system oversight are proposed to be reflected in the future system:

- stronger regulatory stewardship and operational oversight of the system by central government and other independent oversight bodies
- regular reporting to Parliament on the performance of the system, in relation to environmental limits, targets and outcomes of the NBA
- legislated requirements for central government to respond to national level reports on the state of the environment and system performance
- independent oversight of system and agency performance, to provide accountability and impartial analysis and advice
- mechanisms to monitor how the system gives effect to the principles of Te Tiriti
- a range of powers for ministers to intervene and direct the system.

## Carrying out monitoring and oversight

It is expected councils will continue to be responsible for undertaking monitoring, with greater opportunities for Māori to be involved in monitoring activities.

Central government is expected to play a stronger role in providing oversight of the system alongside independent bodies such as the Parliamentary Commissioner for the Environment and the proposed national entity for enabling Māori involvement at the national level.

### WHAT DO YOU THINK?

Will these proposals lead to more effective monitoring and oversight of the system?

Will the system be able to adequately respond and adapt to changing circumstances?

Transforming our resource management system

## Roles and responsibilities

This section sets out the roles and responsibilities for the main decision-makers in the system:

- local government
- hapū/iwi/Māori
- central government.

## Role of local government in the future system

Local authorities will have important roles in the future resource management system. We are seeking input from local government on ways to ensure community input and local voices in the system are preserved or improved, and on the type of relationship and interactions local authorities need with the RSS and NBA plan joint committees.

The proposed role of local government in the future system is outlined below. Note that this is subject to further decisions.

## RSS and NBA plan development

Local authorities will:

- play an essential connecting role between local communities and RSS and NBA plan development. Local authorities will support effective community engagement processes to ensure RSS and NBA plans enable local place-making and will give effect to significant views through governance and decision-making arrangements
- contribute to RSS and NBA plan development, including through provision of information, resource and expertise. Involvement of councils through the secretariat will provide an avenue for council input into drafting
- provide local plans to inform strategy and plan development. Specifically, it is intended the NBA will provide for place-shaping documents, such as local plans, under the Local Government Act 2002 (eg, town centre plans, community plans)
- support engagement with local communities on strategies and plans, and collaborating with hapū/iwi/Māori, building off existing trusted relationships
- review and provide feedback on draft strategies and plans, potentially through timebound review stages.

## Joint committees

Local authority appointments to RSS and NBA joint committees would be responsible for giving effect to local voice. It is expected other governance roles would be provided for local government through potential cross-regional and sub-regional sub-committees.

## RSS and NBA plan implementation

Regional councils will retain responsibility for natural resource functions, and territorial authorities will retain their core land use and subdivision responsibilities.

Local authorities will implement RSSs through local authority plans and functions under the Local Government Act 2002 and through implementation agreements.

## Compliance, monitoring, enforcement and oversight

Local authorities will continue to be responsible for the delivery of CME services, including decision-making on when to take enforcement action and what type of action to take.

Local authorities may be required to provide consistent and regular local-level environmental reporting, and would likely have roles in monitoring the implementation of RSS and regulatory instruments under NBA plans.

### WHAT DO YOU THINK?

What does an effective relationship between local authorities and joint committees look like?

What other roles might be required to make the future resource management system effective and efficient?

What might be required to ensure the roles and responsibilities of local authorities can be effectively and efficiently delivered?

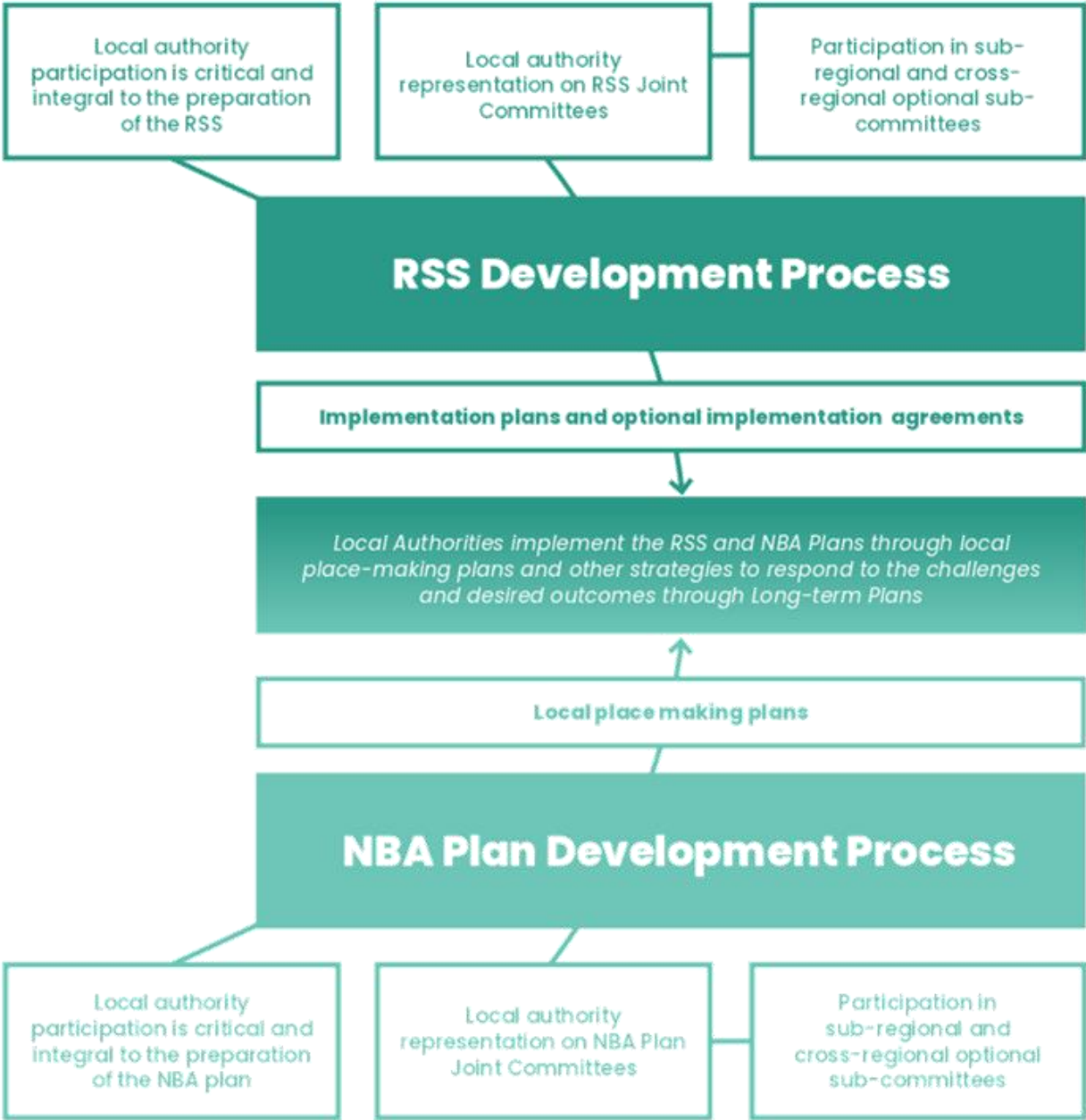
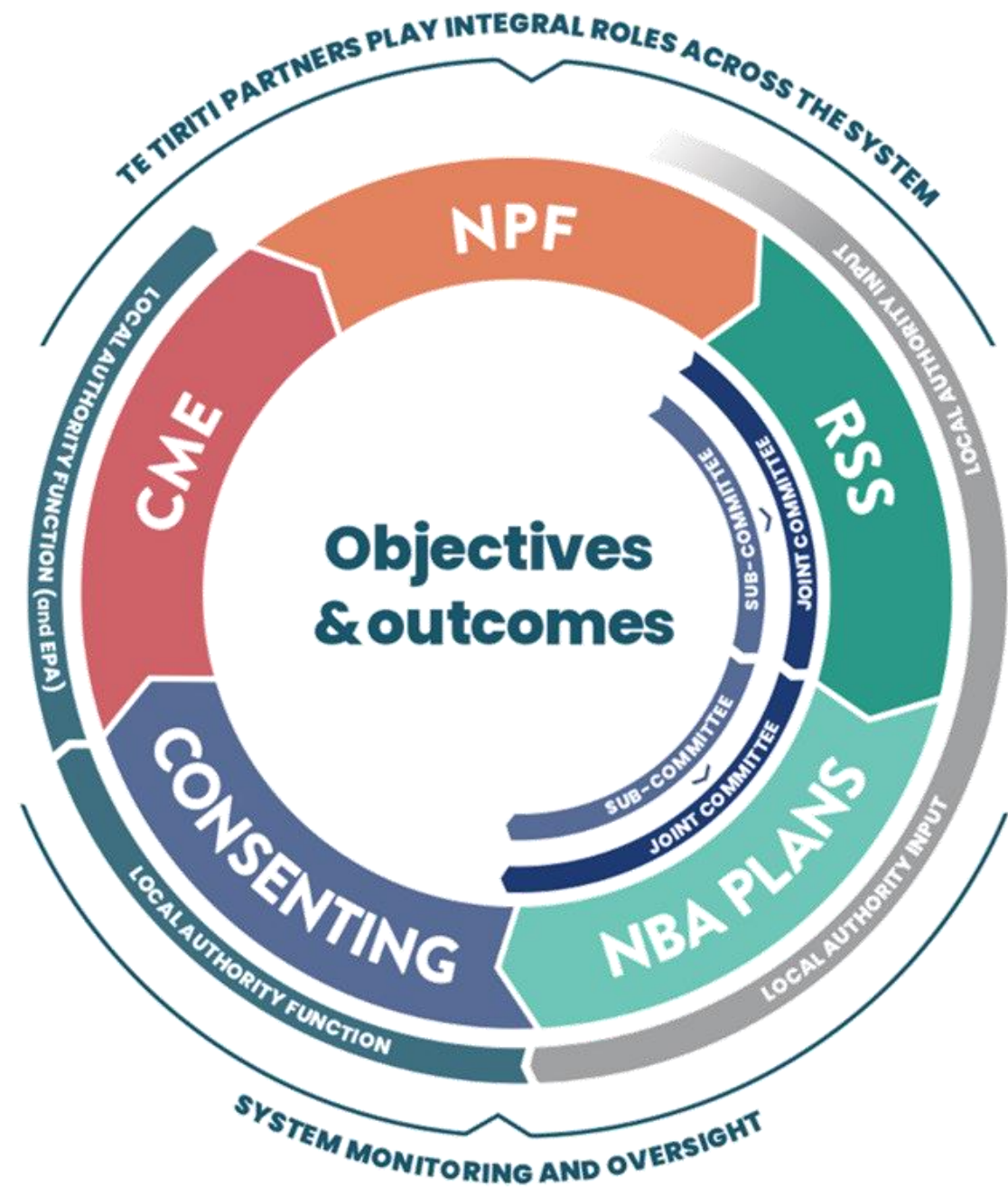




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Local government role  
in the future system



NPF: National Planning Framework / RSS: Regional Spatial Strategies (RSS) / NBA: Natural and Built Environments plans / CME: Compliance Monitoring and Enforcement

## Role of hapū/iwi/Māori in the future system

The proposed system provides more effective roles for hapū/iwi/Māori entities across the future system. New roles will be established for them in governance and decision-making on plans and strategies, and in developing and undertaking monitoring and reporting activities, as outlined below.

Decisions are yet to be finalised on who or what groups participate in the new system. Varied feedback from Māori has been received. Feedback is sought on this and on appropriate terminology that is inclusive of hapū/iwi/Māori.

### National entity

- A national entity would be established to enable Māori as Treaty partners to participate in decision-making at a national level.
- Possible roles for the entity could include input into the development of the NPF, appointing Māori members to any board of inquiry process, and in system oversight and monitoring (including monitoring of Te Tiriti performance).

### RSS and NBA plans

- Hapū/iwi/Māori appointments to RSS and NBA joint committees (alongside local government appointments) would be worked through region by region, but 50/50 governance is not proposed.
- Hapū/iwi/Māori would be involved in RSS and NBA plan development processes.
- Treaty settlements that have governance arrangements through PSGEs be fully transitioned into the new system as will takutai moana rights.
- The Mana Whakahono ā Rohe process<sup>6</sup> would be enhanced by better enabling Māori participation in the system through an integrated partnerships process that would integrate with the existing RMA tools for transfers of powers and joint management agreements.
- Clearer signalling will be ensured through NBA plans of who in the regions (hapū/iwi/Māori) must be consulted or notified for consents.

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<sup>6</sup> A way for tangata whenua and local authorities to work together on environmental issues under the Resource Management Act 1991 (RMA)



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### Joint committees

- Appropriate weighting would be given to Māori technical inputs (including roles in the secretariat and through iwi management plans).

### Compliance, monitoring, enforcement and oversight

- Opportunities would be made available to provide a more strategic role for Māori in the system and to strengthen the role of Māori in consenting and CME services.

## WHAT DO YOU THINK?

### National entity

- What functions should a national Māori entity have?
- What should the membership and appointments process be for the entity?

### Joint committee composition

- Should parties in a region be able to determine their committee composition?
- What should be the selection and appointments processes for joint committee members?
- Are sub-committees needed to meet regional needs including Treaty settlements?
- How do we best provide for existing arrangements (eg, Treaty settlement or other resource management arrangements)?

### Enhanced Mana Whakahono ā Rohe arrangements, integrated with transfers of powers and joint management agreements

- How could an enhanced Mana Whakahono ā Rohe process be enabled that is integrated with transfers of powers and joint management agreements?
- What should be covered in the scope of an enhanced Mana Whakahono ā Rohe and what should be mandatory matters?
- What are the barriers that need to be removed, or incentives added, to better enable transfers of powers and joint management agreements?

## Objectives, outcomes, roles and options

Objectives and outcomes	
<b>Te Oranga o te Taiao</b>	Must uphold for the natural environment: its health, its intrinsic relationship with iwi and hapū, the interconnectedness of all its parts, and its capacity to sustain all life.
<b>Intergenerational wellbeing</b>	Use of the environment is enabled to support the wellbeing of current and future generations.
<b>Principles of Te Tiriti</b>	All people performing functions and duties under the Act must give effect to the principles of Te Tiriti.
<b>Environmental limits</b>	Minimal acceptable state of an aspect of the environment and maximum amount of harm to protect the ecological integrity of the natural environment and human health.
<b>Environmental outcomes and targets</b>	Outcomes for the benefit for the environment across: the natural and built environments (in both urban and rural areas); cultural values; and natural hazards climate change mitigation and adaptation. These can be achieved through setting targets.

Treaty partnership entities	Objectives and outcomes
An enabling mechanism to support committees established through Treaty settlements and through other means, and takutai moana rights, to be upheld. Could also enable new arrangements without having to rely on settlements.	<p>The Mana Whakahono ā Rohe process would be enhanced by better enabling Māori participation in the system through an integrated partnerships process that would integrate with the existing RMA tools for transfers of powers and joint management agreements.</p> <p>Enhanced Mana Whakahono ā Rohe arrangements can help to document how hapū/iwi/Māori participate in regional spatial strategy (RSS) and Natural and Built Environments Act (NBA) plan development, consenting and compliance, monitoring and enforcement (CME).</p> <p>Enhanced Mana Whakahono ā Rohe arrangements provide opportunities for a more strategic role for Māori in the system and to strengthen the role of Māori in consenting and CME services.</p>

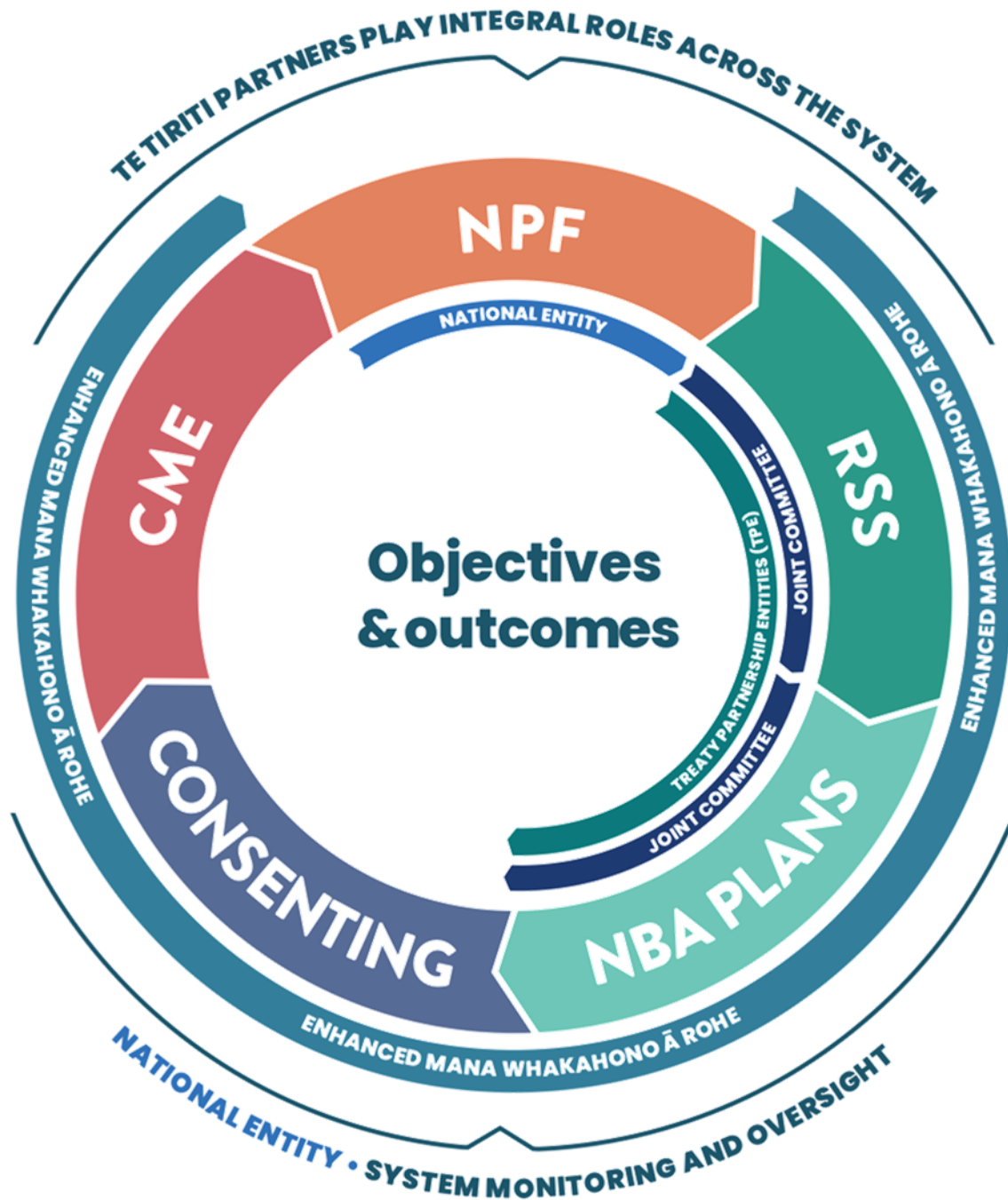
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National entity	
Proposed roles for the national entity	Options for who participates
<ul style="list-style-type: none"> <li>• System oversight and monitoring, including monitoring of Tiriti performance.</li> <li>• Input into National Planning Framework (NPF) development.</li> <li>• Appointments of any Māori members to the NPF Board of Inquiry.</li> <li>• Not to usurp the mana of hapū/iwi/Māori at place.</li> </ul>	<ol style="list-style-type: none"> <li>1. The entity has both Māori and crown appointees, or is solely a Māori entity.</li> <li>2. For Māori appointments: from national Māori organisations, an electoral college-type model or through a self-identification process.</li> </ol>

Joint committees	
Māori participation in RSS and NBA plans	Options for who participates
<ul style="list-style-type: none"> <li>• Details of governance and plan development worked through region by region, including mātauranga Māori input.</li> <li>• Upholding the integrity of existing arrangements (including Treaty settlements, takutai moana and other resource management and non-statutory arrangements).</li> <li>• Engagement with hapū/iwi/Māori at various stages of the RSS and NBA plan development process.</li> </ul>	<ol style="list-style-type: none"> <li>1. The composition of joint committees in regional governance is worked through region by region.</li> <li>2. Appointment processes are set in legislation or through a self-identification process.</li> </ol>

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## Hapū/iwi/Māori role in the future system



**NPF:** National Planning Framework / **RSS:** Regional Spatial Strategies (RSS)

**NBA:** Natural and Built Environments plans / **CME:** Compliance Monitoring and Enforcement

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## Role of central government in future system

Central government will have a strengthened role in the future system. This includes:

- the Minister for the Environment having responsibilities for the NPF, and central government having responsibilities to ensure the NPF is implemented through the RSSs and NBA plans
- central government making appointments to RSS committees and having responsibilities through RSS implementation agreements (if this tool is adopted)
- central government having key responsibilities in monitoring, reporting and responding to the performance of the system
- central government being expected to play a stronger role in providing oversight of the system alongside independent bodies such as the Parliamentary Commissioner for the Environment and the proposed national entity for enabling Māori involvement at the national level.

## Funding in the future system

To work effectively, the future system requires appropriate funding mechanisms for its different roles and activities.

MfE is exploring what provisions and guidance can be provided in the future system, to set clear expectations regarding who should pay for what, and to support the availability and use of appropriate funding tools.

Proposals will use existing guidance on charging in the public sector and look at applying this to the context of the future resource management system.

### WHAT DO YOU THINK?

How should funding be distributed across taxpayers, ratepayers and individuals?

How should Māori participation be supported at different levels of the system?



## Next steps

MfE thanks you for engaging with this material which sets out the main components of the future resource management system and roles and responsibilities within it.

The feedback gathered will be collated by officials. It will then be analysed and used to inform the development of the legislation. We will provide participants with a report of their forum or hui with us.

Written feedback is also welcome until 28 February 2022. You can send this and any further questions you may have to MfE at [RM.reform@mfe.govt.nz](mailto:RM.reform@mfe.govt.nz).



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## Appendix 1: List of resource management reform questions for discussion

### National Planning Framework

What role does the National Planning Framework (NPF) need to play to resolve conflicts that currently play out through consenting?

How would we promote efficiency in the Board of Inquiry process while still ensuring its transparency and robustness?

How often should the NPF be reviewed, bearing in mind the relationships between the NPF, regional spatial strategies and Natural and Built Environments Act plans?

### Regional spatial strategies

To what degree should regional spatial strategies (RSSs) and implementation agreements drive resource management change and commit partners to deliver investment?

How can appropriate local issues be included in RSSs?

With regional and unitary council boundaries proposed for RSSs, how should cross-boundary issues be addressed?

### NBA plans

Do you agree with the Randerson Panel's recommendation to have one combined Natural and Built Environments Act (NBA) plan per region?

Would there be merit in enabling sub-regional NBA plans that would be incorporated into an NBA plan?

What should the role of local authorities and their communities be to support local place-making and understanding of local issues in NBA plans?

Will the proposed plan-making process be more efficient and effectively deliver planning outcomes?

### RSS and NBA joint committees

How could a joint committee model balance effective representation with efficiency of processes and decision-making?

How could a joint committee provide for local democratic input?

How could a joint committee ensure adequate representation of all local authority views and interests if not all local authorities are directly represented?

Are sufficient accountabilities included in the proposed new integrated regional approach to ensure the strategies and plans can be owned and implemented by local authorities?

How should joint committees be established?

**Consenting**

Will the proposed future system be more certain and efficient for plan users and those requiring consents?

**Compliance, monitoring and enforcement**

Do you agree with the proposed changes to compliance, monitoring and enforcement provisions and tools?

How practical will the proposals be to implement?

**Monitoring and system oversight**

Will these proposals lead to more effective monitoring and oversight of the system?

Will the system be able to adequately respond and adapt to changing circumstances?

**Role of local government in the future system**

What does an effective relationship between local authorities and joint committees look like?

What other roles might be required to make the future resource management system effective and efficient?

What might be required to ensure the roles and responsibilities of local authorities can be effectively and efficiently delivered?

**National Māori entity**

What functions should a national Māori entity have?

What should the membership and appointments process be for the entity?

**Joint committee composition**

Should parties in a region be able to determine their committee composition?

What should be the selection and appointments processes for joint committee members?

Are sub-committees needed to meet regional needs including Treaty settlements?

How do we best provide for existing arrangements (eg, Treaty settlement or other resource management arrangements)?

**Enhanced Mana Whakahono ā Rohe arrangements, integrated with transfers of powers and joint management agreements**

How could an enhanced Mana Whakahono ā Rohe process be enabled that is integrated with transfers of powers and joint management agreements?

What should be covered in the scope of an enhanced Mana Whakahono ā Rohe and what should be mandatory matters?

What are the barriers that need to be removed, or incentives added, to better enable transfers of powers and joint management agreements?

**Funding in the future system**

How should funding be distributed across taxpayers, ratepayers and individuals?

How should Māori participation be supported at different levels of the system?



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## Appendix 2: Summary of hapū/iwi/Māori feedback

Feedback from regional engagement with Māori	Common themes	Feedback from hapū/iwi/Māori submissions on the Natural and Built Environments Bill exposure draft
<p><b>Te Oranga o te Taiao and Te Tiriti o Waitangi</b></p> <ul style="list-style-type: none"> <li>Support for Te Oranga o te Taiao but suggestions to include stronger wording to include intrinsic relationship with te taiao</li> <li>Questions raised about how the Tiriti clause will be interpreted and monitoring of system performance in general</li> <li>An interest in mana whenua and iwi involvement in the monitoring of Tiriti performance</li> </ul> <p><b>Outcomes</b></p> <ul style="list-style-type: none"> <li>Interest in how the reform would practically deliver better outcomes for hapū and landowners</li> <li>Concern that the future resource management system may not be strong enough to challenge council decisions</li> <li>Some questions were raised about how iwi management plans will be included in Natural and Built Environments Act (NBA) plans</li> </ul> <p><b>Governance and participation</b></p> <ul style="list-style-type: none"> <li>Mātāwaka and mana whenua roles should be defined but separate</li> <li>Legislation may define functions and purpose for roles, but who fills those positions should be decided by iwi</li> <li>Issues of conflict of interest for hapū with both election processes and kaitiaki performing multiple functions within the system</li> <li>Support for elevating hapū/iwi environmental management plans but acknowledge that this will likely put pressure on capacity, capability and relationship with council</li> </ul>	<ul style="list-style-type: none"> <li>Strong interest in how the Tiriti clause will be interpreted and performance will be monitored</li> <li>Suggestions offered to strengthen Tiriti clause, with some favouring giving effect to the articles of Te Tiriti rather than the principles</li> <li>General support for inclusion of Te Oranga o te Taiao in the NBA Bill's purpose, but a desire for stronger language to require it to be upheld and reflect relationship between hapū/iwi/Māori and te taiao</li> <li>Concerns about how tikanga Māori concepts and te reo Māori will be incorporated into legislation and how they may be interpreted, for example, Te Oranga o te Taiao, mana whenua, mātauranga</li> <li>Support for incorporating existing hapū/iwi management plans in regional strategies but acknowledgement of potential issues, such as capacity, that may make this difficult</li> <li>Due to multiple reforms occurring at the same time and capacity issues, an extended window to provide feedback would have been preferred</li> <li>Allow for engagement and co-governance options with hapū as well as iwi</li> </ul>	<p><b>Te Oranga o te Taiao</b></p> <ul style="list-style-type: none"> <li>Support for Te Oranga o te Taiao; submitters stressed the importance of upholding it and using the term 'require' rather than 'enable'</li> <li>Interpret all outcomes through the lens of Te Oranga o te Taiao; should act as korowai across system, including National Planning Framework (NPF)</li> <li>Te Oranga o te Taiao should be reflected regionally, and integration throughout system will be important</li> </ul> <p><b>Te Tiriti o Waitangi</b></p> <ul style="list-style-type: none"> <li>Widespread support for te Tiriti clause but noted further guidance and support needed to ensure Treaty obligations are clear, but consistency across Acts desired and concern about balance between principles and articles</li> <li>Clarity of the role of local government in te Tiriti partnerships desired and national guidance on how to give effect to the principles of te Tiriti</li> </ul> <p><b>Outcomes and environmental limits</b></p> <ul style="list-style-type: none"> <li>Concern with lack of hierarchy of outcomes and potential for inappropriate trade-offs</li> <li>Environmental limits must be set at regional level with iwi and hapū and using mātauranga Māori; national limits not flexible enough to deal with local application</li> <li>A clear link is needed between limits and Te Oranga o te Taiao, in line with kaupapa Māori</li> <li>Biophysical limits alone not consistent with tikanga Māori because they do not factor in holistic wellbeing of complex, interconnected systems</li> </ul>

Feedback from regional engagement with Māori	Common themes	Feedback from hapū/iwi/Māori submissions on the Natural and Built Environments Bill exposure draft
<p><b>Use of te reo Māori</b></p> <ul style="list-style-type: none"> <li>• Concern raised about the appropriateness and interpretation of incorporating te reo and mātauranga into the legislation, including mauri and mana whenua</li> <li>• Council's capability will be crucial in the success of the new system, especially the implementation of te ao Māori concepts</li> </ul> <p><b>Capacity and engagement</b></p> <ul style="list-style-type: none"> <li>• Concerns about ability to engage with multiple government reforms within short timeframes</li> <li>• Hapū, iwi and Post Settlement Governance Entities require stronger support, including funding, to engage so that they can adequately understand and respond to resource management reform</li> <li>• Requests to continue to engage at regional level, including directly with hapū</li> </ul>		<p><b>Governance and participation</b></p> <ul style="list-style-type: none"> <li>• Support for single NBA plan per region, giving effect to hapū/iwi/Māori management plans, integrated management framework with provisions to resolve outcomes</li> <li>• Support for 50/50 partnership at national and regional levels, co-governance with iwi and hapū and support for mana whakahaere councils; includes reference to hapā mana motuhake</li> <li>• Support for national Māori entity for monitoring Tiriti performance, NPF and Tiriti policies</li> <li>• Co-development of NPF with hapū/iwi is critical</li> <li>• Expectation that bespoke arrangements will account for Treaty settlements</li> </ul> <p><b>Use of te reo Māori</b></p> <ul style="list-style-type: none"> <li>• Many submitters implored the Crown to take caution in implementing tikanga-based concepts and terms, to avoid diluting their meaning and/or status in tikanga Māori terms</li> </ul> <p><b>Capacity and engagement</b></p> <ul style="list-style-type: none"> <li>• A longer window for feedback would have been better because some submitters were not able to fully canvass the view of their own constituents</li> <li>• Funding in the current system for hapū/iwi/Māori participation has been inadequate, and areas that will need greater funding in the future include implementation, monitoring and enforcement</li> <li>• Increased funding needed for the development of hapū and iwi management plans, and funding to implement them in partnership with planning committees and councils</li> </ul>



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## Appendix 3: Summary of local government feedback

This table is collated feedback from local government chief executive forum and steering group meetings in 2021. A prominent theme throughout this feedback is the lack of local government capacity to engage due to significant reforms: resource management and three waters, and the overarching review of local government.

Common themes	Feedback
Te Tiriti and strategic role for Māori	While supportive of a greater role for Māori in the RM system, more clarity is required about how this is to be achieved and supported (ie, resourcing, iwi capacity for engagement, increasing central and local government te ao Māori capability)
Relationship between central and local government	Need for a collaborative, long-term approach, especially in the transition phase. Local government will need to be well connected and well informed; an advisory group could be useful
Local views and placemaking	Concern that local views are not going to be reflected in plans and strategies. The effects on local communities (ie, reducing to 14 plans) also need to be understood
Governance and decision-making Joint committees	Uncertainty of future form and function of local government and concerns around stronger regional council role  Community and iwi representation is crucial in governance and decision-making  Unsure how joint committees will be established  Local representation is required, balancing technical expertise with elected members (who have democratic accountability)
National direction	There is a need for a joined-up policy approach at the national level, with existing conflicts between pieces of national direction resolved
Transition to new system and implementation	There needs to be a clearer path and timeframes for transition, and it should be sequenced correctly with implementation. A transitional body could be useful for guidance through the transition to the new system, as well as a regional transitional manager for each region
The model project	Clarity is needed on the model project. The timeframes are unrealistic and the model project may drag out the process

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Common themes	Feedback
Regional spatial strategies	<p>The Strategic Planning Act needs to be developed in an integrated way, with a clear vision.</p> <p>Clear direction is required on what the regional spatial strategies (RSSs) are trying to achieve. There is concern existing regional structures are not well suited to creating and implementing RSSs; there is support for retaining existing regional boundaries. RSSs should also have more weight in decision-making processes</p> <p>Joint committees will need an enduring presence</p>
Sub-regional plans	Sub-regional plans and growth strategies are needed in the resource management system
Implementation agreements	Implementation agreements are essential but there is uncertainty on how to bind all parties, also creates additional complexity
National Planning Framework (NPF)	Significant work is needed to deliver the NPF for providing sufficient guidance for Natural and Built Environments Act (NBA) plan process. Meaningful engagement with public and hapū/iwi/Māori is required
NBA plans	Uncertainty about how NBA plans differ from current plans. Need sub-regional plans and separate resource allocation plans for combined plans
NBA plan-making process	Develop RSS first to guide NBA plans and support engagement at beginning of process. There is uncertainty on how the new process will differ from existing process
Appeals	Need to restrict appeals to questions of law only. Resourcing for final decision-making bodies is needed so appeals are heard faster and to enable higher quality decision-making
Consenting	Activity categories need a clear intent and notification needs to be reviewed. Environment Court direct referral should be retained
Compliance, monitoring and enforcement (CME)	National oversight is needed to support local government in the CME space. There is concern regional CME hubs may take functions away from the local community. Councils also have a lack of capacity to provide CME services, and there is a general lack of detail of how CME will work in practice.
Monitoring and oversight	Suggested co-designed monitoring frameworks. There is uncertainty on whether monitoring will be a local or regional role, and how outcomes are monitored. Need to integrate existing and new data collection platforms
Funding	New funding tools are needed for effective delivery of plans
Infrastructure pathways	Infrastructure needs a strategic, long-term approach. Need to determine how infrastructure is defined and the relevant pathways for different infrastructure types

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## Appendix 4: Glossary of terms

Term	Definition
CAA	Climate Adaptation Act
CME	Compliance, monitoring and enforcement
FILG/TWMT	Freshwater Iwi Leaders Group/Te Wai Māori Trust
KWM	Kāhui Wai Māori
LGA	Local Government Act 2002
LGNZ	Local Government New Zealand
LTMA	Land Transport Management Act 2003
MACA	Marine and Coastal Area (Takutai Moana) Act 2011
MOG	Ministerial Oversight Group
exposure draft	Exposure draft of the Natural and Built Environments Bill
MfE	Ministry for the Environment
NBA	Natural and Built Environments Act
NES	National Environmental Standard
NPF	National Planning Framework
RMA	Resource Management Act 1991
RM reform	Resource management system reform
RSS	Regional spatial strategy
SPA	Strategic Planning Act
Te Tau Ihu	top of the South Island
Te Tiriti o Waitangi	the Treaty of Waitangi
TTK or FOMA/KWM/NZMC	Te Tai Kaha, which consists of the Federation of Māori Authorities, KWM, and the New Zealand Māori Council

## Appendix 5: Resource management reform key documents

[New Zealand Productivity Commission. 2017. Better urban planning: Final report](#)

[Resource Management Review Panel. 2020. New Directions for Resource Management in New Zealand – Report of the Resource Management Panel Review](#)

[Environmental Defence Society. 2019. Reform of the Resource Management System: A model for the future. Synthesis report](#)

[Ministry for the Environment. 2021. Extracts from Waitangi Tribunal commentary, findings and recommendations on the Resource Management Act 1991](#)

[Cabinet paper: Reforming the resource management system 2020](#)

[Ministry for the Environment. 2021. Interim regulatory impact statement: Reforming the resource management system](#)

[Natural and Built Environments Bill – Parliamentary paper on the exposure draft](#)

[Ministry for the Environment. 2021. Departmental Report on the Natural and Built Environments Bill exposure draft 2021](#)

[Report of the Environment Committee. 2021. Inquiry on the Natural and Built Environments Bill: Parliamentary Paper](#)

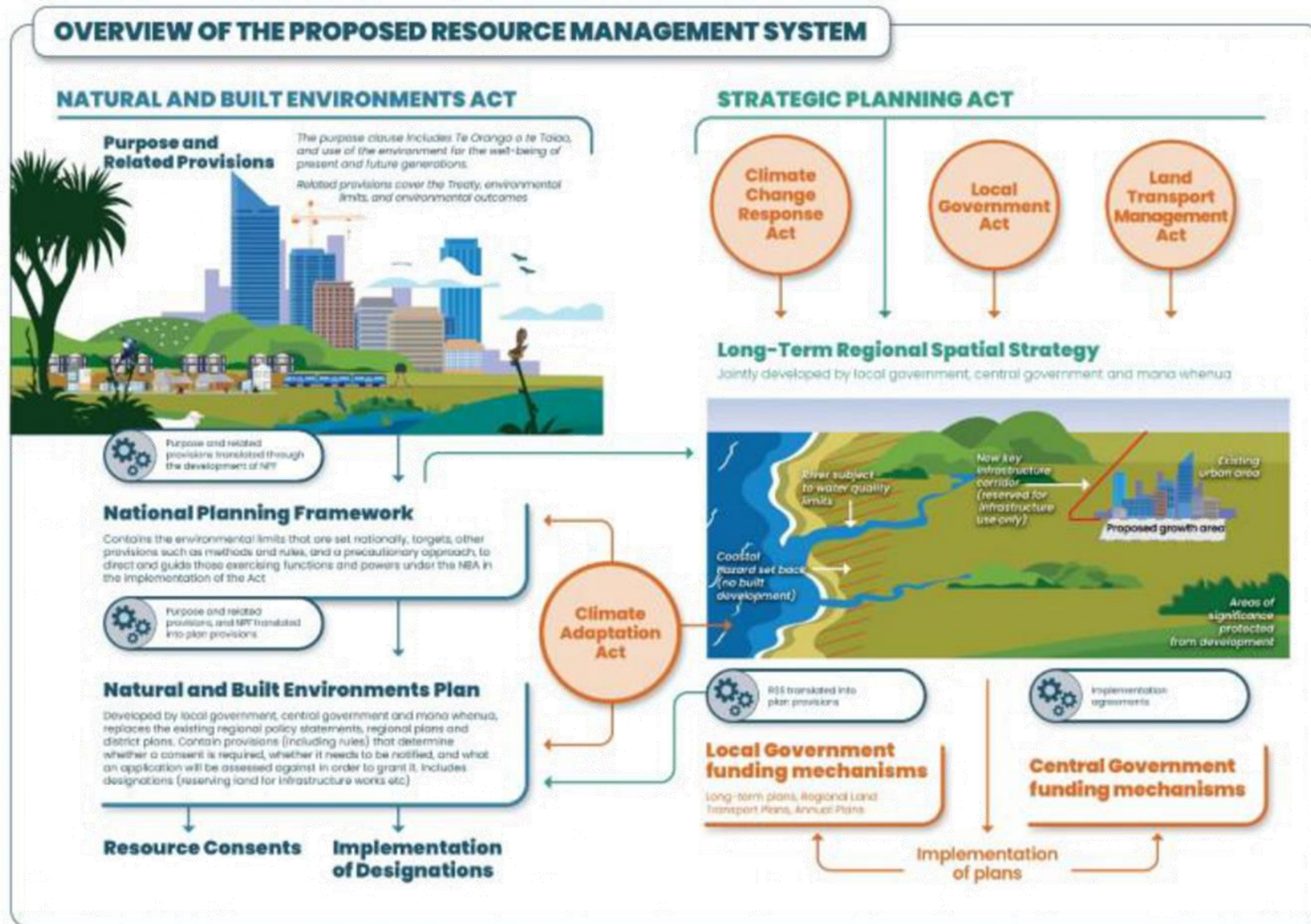


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New Zealand Government





## 8.2 SEEKING APPROVAL FOR PUBLIC NOTIFICATION OF PROPOSED PLAN CHANGES 1A, 1B AND 1C TO THE OPERATIVE DISTRICT PLAN 2021

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

### TE PŪTAKE | PURPOSE

- 1 To seek approval to commence public notification of the following proposed plan changes to the Operative District Plan 2021 (District Plan):
  - 1.1 Proposed Plan Change 1A: Accessible car parking provisions (Attachment 1).
  - 1.2 Proposed Plan Change 1B: Liquefaction risk management for new buildings (Attachment 2).
  - 1.3 Proposed Plan Change 1C: Cycle parking provisions (Attachment 3).
- 2 The proposed plan changes have been prepared to respond to recent central government directives by removing areas of duplication and filling gaps that have been created.

### HE WHAKARĀPOPOTO | EXECUTIVE SUMMARY

- 3 This report has outlined the issues that the district plan seeks to address in response to recent central government directives, by removing areas of duplication and filling gaps that have been created. The proposed plan changes seek to maintain an efficient and effective district plan, as required by the RMA and the LTP.
- 4 The proposed plan changes have been thoroughly evaluated and a report has been provided outlining the appropriateness of the provisions in achieving the purpose of the RMA, along with the benefits, costs and risk on the community, the economy and the environment<sup>1</sup> (Attachment 4). Council is required to have regard to this evaluation when deciding whether to proceed with the plan changes.
- 5 The proposed plan changes (in their draft form) have been through a stakeholder and public consultation process and amendments have been made in response to the feedback received.
- 6 The content of Proposed Plan Changes 1A, 1B and 1C and their associated evaluation reports are now ready for public notification on or around 17 February 2022. Public notification of the proposed plan changes will be in accordance with Schedule 1 of the RMA.

### TE TUKU HAEPAPA | DELEGATION

- 7 Schedule 1, clause 5 (1)(b)(i) of the Resource Management Act 1991 (the RMA) requires that if a local authority decides to proceed with a proposed plan change then it must publicly notify the proposed plan change.
- 8 The Strategy and Operations Committee has delegation for all decision-making in relation to the preparation of district plan changes<sup>2</sup>.

### TAUNAKITANGA | RECOMMENDATIONS

- A. That the Strategy and Operations Committee has particular regard to, and endorses the content of the Section 32 evaluation report and proposed provisions for the following package of proposed plan changes to the Operative District Plan 2021:
  - Proposed Plan Change 1A – Accessible car parking provisions.

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<sup>1</sup> As required by RMA section 32.

<sup>2</sup> Clause B.1 – Strategy and Operations Committee, Governance Structure and Delegations 2019-2022 Triennium.

- Proposed Plan Change 1B – Liquefaction risk management for new buildings.
  - Proposed Plan Change 1C – Cycle parking provisions.
- B. The Strategy and Operations Committee approves to proceed with the package of proposed plan changes and approves the public notification of the proposed plan changes in accordance with Clause 5 of Schedule 1 of the RMA to occur on or around 17 February 2022.

## TŪĀPAPA | BACKGROUND

- 9 Since the District Plan became operative on 30 June 2021 work has commenced on a series of changes and improvements. In the Long Term Plan 2021 – 2041 (LTP) Council committed to a rolling review programme of changes to the District Plan. The first plan change to the District Plan was determined to be an omnibus style of plan change.
- 10 In addition to this first plan change, a significant priority is the urban development (intensification) plan change, which is required to deliver government policy and new legislation, as well as being necessary to help address housing pressures through enabling additional residential growth and development. This is a large piece of work underway and Council will receive further information on this in the next few months, in advance of consultation and subsequently public notification no later than 20 August 2022. In the meantime there are other changes which also need to be progressed, in part also driven by central government requirements.
- 11 The potential scope of the omnibus plan changes was discussed by Council's Strategy and Operations Committee on 21 October 2021. Proposed Plan Changes 1A, 1B and 1C are the first three plan changes from that omnibus package to proceed to this stage of the process.
- 12 These proposed plan changes are intended for public notification first because they are linked to the implementation date of two significant central government directives. Those directives and implementation dates are:
- 12.1 a requirement of the NPS-UD 2020<sup>3</sup> to remove, by 20 February 2022, existing district plan provisions that require minimum numbers of car parks to be provided for new development, new activities and changes of use; and
- 12.2 changes to the Building Code Acceptable Solution B1/AS1 for building on liquefaction-prone land, which took effect on 29 November 2021<sup>4</sup>.
- 13 The timeframes to comply with the NPS-UD requirements and to remove unnecessary duplication between the district plan and the Building Code means that the three proposed plan changes (introducing accessible and cycle parking minimums and removal of duplication of liquefaction risk management), should be publicly notified as a first package of proposed plan changes. The remaining package of proposed plan changes (which were discussed by this Committee on 21 October 2021) are intended for public notification at a later date, subject to further technical evaluation, consultation, and obtaining further approvals from this Committee.
- 14 The Strategy and Operations Committee is now being asked to approve the content of the proposed plan changes and their supporting evaluation (post-consultation on draft plan changes phase), and to approve the plan changes for public notification and submissions on or around 17 February 2022.
- 15 Consultation on draft provisions has now been completed. Two responses were received over the November-December consultation period in support of the draft plan changes from Greater Wellington Regional Council, and from Landlink Ltd (land development advisors in

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<sup>3</sup> National Policy Statement on Urban Development, Subpart 8 – Car parking, clause 3.38, and Part 4: Timing, subclause 4.1 (2): Timeframes for implementation. Link: [AA-Gazetted-NPSUD-17.07.2020-pdf.pdf \(environment.govt.nz\)](#)

<sup>4</sup> See the Licensed Building Practitioners webpage: [Liquefaction lessons | Licensed Building Practitioners \(lbp.govt.nz\)](#)

Kāpiti). Consideration of this feedback resulted in some changes to the drafting of the proposed plan changes.

- 16 An evaluation report for the proposed plan changes has been prepared as required by Section 32 of the RMA and is included in Attachment 4.

## HE KŌRERORERO | DISCUSSION

### Accessible parking

- 17 The NPS-UD requirement for the removal of all non-accessible minimum car parking requirements will mean that the District Plan's provisions for accessible parking will no longer function. This is because the accessible parking requirements are reliant on the minimum car parking provisions that require accessible parking be provided as a component of general on-site minimum car parks for specific land use activities.
- 18 The NPS-UD separates accessible parking from other car parks, stating that local authorities need not remove provisions for accessible parking from district plans. To make this work, Proposed Plan Change 1A seeks to introduce new provisions for accessible parking to reflect the current levels of required accessible parking spaces as minimums, and also ensure that these become stand-alone provisions within the structure of the district plan. A new provision to require accessible parking on sites where multi-unit residential development (4 units and over) is also proposed, as this has been identified as a gap in the district plan.
- 19 Consultation feedback supports the inclusion of accessible parking minimums in the District Plan. Greater Wellington also noted that Waka Kotahi is considering future research in this space but has yet to develop national guidance on accessible parking provision.
- 20 Other comments suggested providing greater clarity that minimum car parking standards no longer apply to general residential development. This is not considered necessary as the NPS-UD 2020 already makes it very clear. As discussed later in this report, minimum general carparking requirements for all developments will be removed from the District Plan on or around 17 February 2022, and this will be communicated by website, public notice and other communication channels.
- 21 A further point was made that the provision of electric vehicle charging stations and spaces should also be a consideration to encourage the use of electric vehicles. In response, it is noted that:
- 21.1 The electric charging network in Kāpiti is currently being rolled out through trans-regional partnerships and via private companies such as the SparkPlug (trial site) near the Waikanae Train station. Accordingly it is evident there are other methods at play that are successfully delivering electric charging stations.
- 21.2 Electric vehicles in private developments could potentially use a portable charging lead for charging purposes, or else install electric chargers for high power draw at a cost of approximately \$2100 fully installed where power infrastructure is available.
- 21.3 The complexities around affordability, accessibility, vehicle options and mode choice for disabled people are numerous and further research in this space should be undertaken before the consideration of the introduction of any mandatory minimum standards for charging requirements for accessible car parking into the District Plan. This would need to include the associated costs of requiring high power draw electric chargers for accessible car parks through the District Plan. These issues should form part of any future research to be undertaken by Waka Kotahi and evaluated through any future guidance that they may develop.
- 22 The timing of the public notification of Proposed Plan Change 1A is planned to occur on or around 17 February 2022 to coincide with the timing of the NPS-UD requirement to remove car parking minimums from the District Plan, which is required no later than 20 February 2022.



- 23 In order to support the accessible car park user community and ensure that accessible parking is consistently required by the District Plan, the Council has successfully applied to the Environment Court for Proposed Plan Change 1A accessible parking provisions to have earlier legal effect. This means that the proposed new accessible parking provisions in Proposed Plan Change 1A will form part of the District Plan from public notification, and will need to be complied with, whilst still recognising that they are in an early phase of the plan making process. The Environment Court recognised and agreed that this approach would enable people with disabilities and/or limited mobility to provide for their social well-being and their health and safety by requiring the provision of accessible car parking for them where appropriate. A full copy of the Environment Court decision is included in Attachment 5 of this report.

### **Liquefaction risk management for new buildings**

- 24 From 29 November 2021 changes to the Building Code Acceptable Solution B1/AS1 will require specific design of new buildings to take into account liquefaction risk as part of the building consent process. This will mean some of the district plan's policies and rules managing building development on liquefaction-prone land will be duplicated by the new B1/AS1 requirements. This will create jurisdictional overlap between the RMA and the Building Code, resulting in potential confusion, additional costs and time delays for customers, and administrative inefficiency.
- 25 To address this, Proposed Plan Change 1B proposes to remove the provisions duplicated by the amended Building Code. These district plan provisions comprise a district-wide rule that requires resource consent for the construction of multi-occupancy buildings on peat or sandy soils. The district plan will still retain control over the consideration and management of significant risks associated with proposed subdivision of liquefaction-prone land through requiring an evaluation of liquefaction risk when approval for the creation of new allotments is sought from Council via a subdivision consent<sup>5</sup>.
- 26 Consultation feedback indicated general support for the removal of the liquefaction provisions. Greater Wellington were interested to understand how additions and already subdivided sections would be impacted by the proposed deletion. This is addressed by the building code liquefaction risk assessment capturing all new buildings (including additions), and the District Plan and RMA will continue to require the assessment of liquefaction risk at the time of subdivision of land (via the subdivision consent process). Any newly created sections that are yet to be built on will have had liquefaction risk assessed at the time of subdivision, and also the Building Code requirements will apply when a building consent is lodged for the new building (via the building consent process). There will be no issue with transitioning the changes as the new building code requirements have already come into force.

### **Cycle parking**

- 27 The NPS-UD requirement for the removal of provisions that require a minimum number of car parking spaces will mean the District Plan provisions for cycle parking no longer function. This is because the cycle parking requirements in the District Plan are currently in the same rule as the accessible parking requirements, which are reliant on a minimum number of car parks being required by the District Plan. Therefore, if a developer chooses to not provide any car parks on a site, then the need to provide cycle parking will also no longer be triggered by the District Plan rules and standards.
- 28 Proposed Plan Change 1C proposes cycle parking provisions that will work effectively within the structure of the District Plan post-removal of requirements for a minimum number of car parking spaces.

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<sup>5</sup> As required by Section 106 of the Resource Management Act 1991.

- 29 Consultation feedback supported the use of minimum cycle parking requirements in the district plan. Greater Wellington Regional Council commented that the provision of cycle parking along with the removal of car parking requirements will contribute to the regional mode shift target agreed in the Wellington Regional Land Transport Plan 2021.
- 30 Further measures to support mode shift were suggested by the Regional Council, as follows:
- (a) Provide one cycle park per dwelling without a garage for medium density and multi-unit residential land uses.
  - (b) Consider parking provision for micro-mobility devices.
  - (c) Staff cycle parking should be covered and excluded from public access.
  - (d) Make clear that cycle spaces are a minimum and more can be provided if desired.
  - (e) Use minimum dimensions for cycle parks.
  - (f) Consider a staff cycle parking minimum for churches, cinemas, halls, conference facilities etc.
  - (g) Consider using an advisory note directing plan users to Waka Kotahi's Cycle Parking Planning and Design guidelines 2019.
  - (h) Ensure consistency with accessible parking changes by modifying two policies MUZ-P1 and GIZ-P1 to cover cycle parking and accessible parking.
- 31 The above feedback from the consultation process is useful and has led to four subsequent changes being made to the proposed plan change provisions. These changes relate to:
- covered and publicly excluded staff parking;
  - clarifying the standards are a minimum requirement;
  - including an advisory note referring to best practice guidance; and
  - changes to policies MUZ-P1 & GIZ-P1 to cover both accessible parking and cycle parking requirements in Proposed Plan Change 1A.
- 32 The following suggestions have not resulted in changes for the following reasons:
- 32.1 One cycle park per dwelling without garage for medium density housing and multi-unit residential – no change is recommended because this issue is addressed in design guides currently in the district plan.
- 32.2 Provision for micro-mobility devices – no change is recommended because there are no current rental operators providing large-scale provision of these devices in Kāpiti, and therefore current and future uptake of these devices is hard to predict with data not currently available to support making changes at this time. Public notification of Proposed Plan Change 1C would provide an opportunity for submitters to provide evidence on this issue if they choose to.
- 32.3 Minimum dimensions for cycle parks – no change is recommended because dimensions are currently specified within the proposed plan change content.
- 32.4 Introduce a staff cycle parking minimum for churches, cinemas, halls, conference facilities – no change is recommended because the proposed cycle parking standards have been drafted using Waka Kotahi: NZ Transport Agency – Cycle Parking Planning and Design: Cycling Network Guidance technical note, dated 1 May 2019<sup>6</sup>. Appendix 1 of the guidance recommends that for a 'town' the requirement for long stay cycle parking for places of assembly is 'nil'. Cycle parking for these facilities is still required for visitors with 1 cycle park required per 50m<sup>2</sup> gross floor area of the facility.

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<sup>6</sup> [Cycling parking planning and design: Cycling Network Guidance technical note - published May 2019 \(nzta.govt.nz\)](https://www.nzta.govt.nz/cycling/parking/planning-and-design/cycling-network-guidance-technical-note/)

**He take | Issues**

- 33 The issues for the relevant plan changes have been outlined in the sections above and are further explored in the evaluation report appended to this report as Attachment 4.

**Ngā kōwhiringa | Options**

- 34 Options for the relevant plan changes are outlined above and are further explored in the evaluation report appended to this report as Attachment 4.

**Tangata whenua**

- 35 The District Planning team has been engaging with mana whenua on these three proposed plan changes.
- 36 During early email and face to face conversations prior to consultation on the draft plan change provisions, iwi have indicated they would likely not provide specific feedback on these draft plan changes. Consistent with this early feedback, no specific comment was provided from iwi following circulation of the draft provisions.

It is important to note the RMA has specific requirements the Council must follow with respect to consultation and notification with iwi authorities of district plan changes. The District Planning team has and will continue to ensure these requirements are met as part of the notification of this package of proposed plan changes.

**Panonitanga āhuarangi | Climate change**

- 38 The decision to approve public notification of Proposed Plan Change 1C enhances Council's efforts to mitigate climate change effects by supporting cycling as a transport option within the Kāpiti Coast District.

**Ahumoni me ngā rawa | Financial and resourcing**

- 39 The LTP recognised the Omnibus package of plan changes as part of the activities and services for districtwide planning and regulatory services. The costs of preparing this package of plan changes for notification to the wider public have already been factored into the operating expenses of the district planning team.
- 40 There are no additional financial considerations resulting from the preparation of the Omnibus plan change package for public notification purposes.

**Ture me ngā Tūraru | Legal and risk**

- 41 The package of proposed plan changes has gone through the specific evaluation of benefits and costs (see Attachment 4) and consultation on draft plan change provisions has now been completed. The next steps for these plan changes are to proceed through the formal public notification processes as required by Schedule 1 of the RMA.
- 42 Schedule 1, clause 5(1)(a) and (b)(i) of the Resource Management Act 1991 (the RMA) requires that if a local authority decides to proceed with a proposed plan change after having particular regard to the section 32 evaluation, then it must publicly notify the proposed plan change. Approval is sought from this Committee to proceed with the proposed plan changes and to publicly notify the proposed plan changes alongside the supporting section 32 evaluation in accordance with the RMA.
- 43 Following public notification, any future decisions on provisions and matters raised in submissions will also need to be considered by this Committee following a hearing of submissions if a hearing is required. Assuming a hearing is required, this further step in Council's decision-making process is anticipated to occur in late 2022 or early 2023. This period will allow for the required submission and further submission periods, analysis of submissions, the opportunity for a hearing to be held and hearing panel recommendations on submissions to be prepared for consideration by this Committee.

**Ngā pānga ki ngā kaupapa here | Policy impact**

- 44 The following strategy and framework have been considered when assembling the proposed plan change package:
- Kāpiti Coast District Council Sustainable Transport Strategy (current 2008 and draft 2020 versions).
- 45 Proposed Plan Changes 1A and 1C will contribute to achieving the outcomes intended by the Strategy.
- 46 Proposed Plan Changes 1A, 1B and 1C also contribute to the following Long Term Plan community outcomes:
- 46.1 *Our communities are resilient, safe, healthy and connected.* Everyone has a sense of belonging and can access the resources and services they need. The proposed plan changes for accessible parking and cycle parking will directly support this outcome.
- 46.2 The proposed amendments to remove duplication with the liquefaction requirements of the Building Code is also consistent with this objective as it will remove a regulatory obstacle to building while ensuring the resilience, health and safety of the community.
- 46.3 The LTP also requires that Council maintains an up-to-date and effective district plan and that Council retains an up-to-date and fit-for-purpose suite of policies and bylaws. These proposed plan changes will support this requirement.

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

- 47 The Council's Significance and Engagement Policy does not apply to the engagement or consultation processes that are required under the RMA.
- 48 Consultation on draft provisions has been carried out in accordance with Clauses 3 and 4A of Schedule 1 of the RMA. The Minister for the Environment and neighbouring territorial authorities have been consulted, and tāngata whenua have been consulted through iwi authorities. With respect to these statutory consultees, feedback on the draft provisions was only received from the Regional Council.
- 49 Targeted consultation on draft Plan Change 1A occurred with the Kapiti Accessibility Advisory Group in August 2021. As noted in the section 32 report, feedback from the Advisory Group included that public transport in Kapiti did not always meet the needs of people with disabilities; that specially designed accessible parking spots were required to accommodate specialist equipment; and that future demand for accessible parking will increase with population growth.
- 50 District-wide consultation was undertaken for all three draft plan changes in November and December 2021, involving a media advisory release and a three-week consultation period with information available on the Council's website. Everything Kāpiti e-newsletter contained an article advising of the draft plan changes and inviting feedback. Four of the largest planning consultant firms in the district were also directly approached for their feedback on the draft plan changes. This further consultation collectively resulted in supportive feedback from one planning consultant firm (Landlink Ltd) which was considered during preparation of the proposed plan changes. Another consultancy (Brown and Pemberton) provided brief feedback on Proposed Plan Change 1C several weeks after the closing date for feedback which was unfortunately too late to allow consideration of the matter raised.
- 51 All providers of feedback have been contacted thanking them for their contributions, and in Brown and Pemberton's case also clarifying that while their feedback on the draft was unable to be considered due to lateness, public notification of Proposed Plan Change 1C will provide an opportunity to make a submission.



**Whakatairanga | Publicity**

- 52 Subject to obtaining Council approval as per the recommendations in this report, next steps of public notification, submissions and further submissions, and hearings for the proposed plan changes will occur in accordance with the requirements of the RMA.

**NGĀ ĀPITI HANGA | ATTACHMENTS**

1. Attachment 1 - Proposed Plan Change 1A Accessible Parking Provisions [↓](#)
2. Attachment 2 - Proposed Plan Change 1B Liquefaction Management [↓](#)
3. Attachment 3 - Proposed Plan Change 1C Cycle parking provisions [↓](#)
4. Attachment 4 - Section 32 evaluation report on proposed plan changes 1A 1B 1C [↓](#)
5. Attachment 4 - Appendix 1 - Plan Amendment 1 to KCDC Non Schedule 1 Amendments Carparking [↓](#)
6. Attachment 4 - Appendix 2 - Proposed Plan Change 1A Accessible Parking Provisions [↓](#)
7. Attachment 4 - Appendix 3 - Proposed Plan Change 1B Liquefaction Management [↓](#)
8. Attachment 4 - Appendix 4 - Proposed Plan Change 1C Cycle parking provisions [↓](#)
9. Attachment 4 - Appendix 5 - Relevant Plan Objectives and Policies for PC1A and PC1C [↓](#)
10. Attachment 4 - Appendix 6 - Relevant Plan Objectives and Policies for PC1B [↓](#)
11. Attachment 5 - Env Court Decision 2021 NZEnvC 191 Kapiti Coast District Council [↓](#)

**PROPOSED PLAN CHANGE 1A - ACCESSIBLE CAR PARKING REQUIREMENTS**

The proposed plan change address the implications for the provision of accessible parking of the National Policy Statement – Urban Development 2020 direction that car parking requirements must be removed from the Council's Plan.

Clause 3.38 of the NPS-UD 2020 directs that all objectives, policies, rules, or assessment criteria that have the effect of requiring on-site car parking in any development must be removed from the Council's Plan, except in respect of accessible car parks. Clauses 3.38 states:

- (1) If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks.*
- (2) Territorial authorities must make any changes required by subclause (1) without using a process in Schedule 1 of the Act.*
- (3) Nothing in this National Policy Statement prevents a district plan including objectives, policies, rules, or assessment criteria:*
  - (a) requiring a minimum number of accessible car parks to be provided for any activity; or*
  - (b) relating to parking dimensions or manoeuvring standards to apply if:*
    - (i) a developer chooses to supply car parks; or*
    - (ii) when accessible car parks are required*

The NPS-UD 2020 defines 'accessible car park' as 'a car park designed and marked (for instance, in accordance with the mobility car parking scheme) for use by persons with a disability or with limited mobility'.

The direction in NPS-UD 2020 clause 3.38 applies to all Tier 1, 2 and 3 local authorities. Kāpiti Coast District is part of the Wellington Tier 1 urban environment defined in the Appendix to the NPS-UD 2020.

Clause 4.1 of the NPS-UD directs that the Council must give effect to clause 3.38 and remove all the provisions requiring general car parking by 20 February 2022.

The Council proposes to give effect to Clause 3.38 of the NPS-UD 2020 by deleting all of the car parking requirements by this date. However, removal of the car parking rules from the Plan will mean that the basis for calculating required disabled persons' carparks will also be removed from the Plan.

Therefore, the Council proposes amendments to replace the Plan's accessible car parking provisions as follows:

In the following District Plan provisions:

1. Text that is struck through (**example**) is to be deleted from the District Plan.
2. Text that is underlined (**example**) is to be inserted into the District Plan.

1. In Chapter TR-PARK – Parking: Amend Policy TR-PARK-P8 requiring provision for 'accessible carparks' and 'accessible carpark' as follows:

TR-PARK-P8	Parking
All new <i>subdivision and development</i> shall provide for safe vehicular and pedestrian access and appropriate <del>vehicle parking areas</del> <u>accessible carparks</u> by:	
<ol style="list-style-type: none"> <li>1. <del>providing parking</del> <u>accessible carpark</u> numbers, layouts and dimensions consistent with <del>parking</del> standards <u>that meet the needs of users</u>;</li> <li>2. supplying adequate off street <del>parking</del> <u>accessible carparks</u> to meet the demand of the <i>land</i> use while having regard to the following factors: <ol style="list-style-type: none"> <li>a. the intensity, duration location and management of the activity.</li> <li>b. <u>the adequacy of parking accessible carparks</u> in the location and adjacent areas.</li> <li>c. the classification and use of the <i>road</i> (as per transport network hierarchy in <a href="#">TR-Table 7</a>), and the speed restrictions that apply.</li> <li>d. the nature of the <i>subject site</i>, in particular its capacity to accommodate <u>parking accessible carparks</u>.</li> <li>e. the characteristics of the previous activity <del>that utilised</del> <u>undertaken on</u> the <i>subject site</i>;</li> </ol> </li> <li>3. taking <i>effects</i> on neighbouring areas into account when designing the location, layout and number of <del>parking spaces (including car and cycle parks and disability car parks)</del> <u>accessible carparks</u>;</li> <li>4. ensuring the location, layout and number of <del>disability and</del> cycle parks <u>and accessible carparks</u> is safe, user-friendly and appropriate, <del>and</del></li> </ol>	

5. ~~achieving a balance between encouraging mitigation of parking overflow effects (e.g. shared use of car parking), and discouraging car-based travel through the use of travel plans.~~

2. Rule TR-PARK-R18: Amend and insert the following Rule TR-PARK-R18 requirements for accessible carparks:

(Rule TR-PARK-R18 is also intended to be amended under proposed plan change 1B: Cycle parking provisions).

TR-PARK-R18

Any activity requiring more than 2 carparks.

Accessible carparks

Measurement criteria apply to activities under this rule.

Permitted Standards

Activity

1. ~~Disabled persons~~ Accessible carparks and bicycle parking must be required provided at ~~a the~~ rate shown in Table TR-Table 6A below of:

a. ~~1 where 10 or less carpark spaces are provided;~~

b. ~~2 where between 11 and 100 carpark spaces are provided, plus 1 additional park for every additional 50 carparks, or part thereof, where more than 100 carpark spaces are provided.~~

TR-Table 6A: Minimum number of accessible carparks:

<u>Activity</u>	<u>Gross floor area<sup>1</sup> or bar area, where stated</u>	<u>Staff/employee numbers</u>	<u>Visitor/people numbers</u>	<u>No of units</u>	<u>Other requirement</u>
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MEDIUM DENSITY HOUSING

<sup>1</sup> *Measurement Criteria:* When measuring gross floor area, include: covered yards and areas covered by a roof but not enclosed by walls. Exclude: uncovered stairways; floor space in terraces (open or roofed), external balconies, breezeways or porches; roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>; car parking areas; and floor space of interior balconies and mezzanines not used by the public.



	<u>Multi-unit residential</u>				<u>4-5 units:</u> <u>1 space</u>  <u>6-25 units:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 25 units, or part thereof</u>	
	<b>TEMPORARY ACCOMMODATION</b>					
	<u>Hostels/Hotel/Motels and Visitor Accommodation</u>  <u>Minor residential units are exempt from this standard.</u>	<u>12m<sup>2</sup>-43m<sup>2</sup> of bar area:</u> <u>1 space</u>  <u>44m<sup>2</sup> – 400m<sup>2</sup> of bar area:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 200m<sup>2</sup> of bar area, or part thereof</u>	<u>4-20 staff:</u> <u>1 space</u>  <u>21-200 staff:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 100 staff, or part thereof</u>		<u>2-5 units:</u> <u>1 space</u>  <u>6-25 units:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 25 units, or part thereof</u>	<u>3-10 bedrooms/guestroom/campsite or motorhome site:</u> <u>1 space</u>  <u>11-100 bedrooms/guestroom/campsite or motorhome site:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 50 bedrooms/guestroom/campsite or motorhome site, or part thereof</u>

<u>INDUSTRIAL ACTIVITIES</u>					
<u>Manufacturing and service</u>	<u>100m<sup>2</sup> - 500m<sup>2</sup>: 1 space</u>  <u>501m<sup>2</sup> – 5000m<sup>2</sup>: 2 spaces</u>  <u>Plus 1 additional space for every additional 2500m<sup>2</sup>, or part thereof</u>				
<u>Trademen's Workshops/Service Station/Motor garages</u>		<u>3 -15 employees: 1 space</u>  <u>16 – 150 employees: 2 spaces</u>  <u>Plus 1 additional space for every additional 75 employees, or part thereof</u>			<u>1 to 3 Workshop Bays: 1 space</u>  <u>4 - 25 Workshop Bays: 2 spaces</u>  <u>Plus 1 additional space for every additional 13 Workshop Bays, or part thereof</u>
<u>Warehouses (Trading)</u>	<u>100m<sup>2</sup> – 350m<sup>2</sup>: 1 space</u>  <u>351m<sup>2</sup> – 3333m<sup>2</sup>: 2 spaces</u>  <u>Plus 1 additional space for every</u>				

	<u>additional 1666m<sup>2</sup>, or part thereof</u>				
<u>Warehouses (Storage)</u>	<u>300m<sup>2</sup> - 1500m<sup>2</sup>: 1 space</u>  <u>1501m<sup>2</sup> – 15000m<sup>2</sup>: 2 spaces</u>  <u>Plus 1 additional space for every additional 7500m<sup>2</sup>, or part thereof</u>				
<u>RETAILING</u>					
<u>Retailing, retail activities and retail outlets and other activities involving retailing.</u>	<u>100m<sup>2</sup> – 350m<sup>2</sup>: 1 space</u>  <u>351m<sup>2</sup> – 3333m<sup>2</sup>: 2 spaces</u>				
<u>Measurement criteria:  gross floor area or display area, where applicable, whichever is greater.</u>	<u>Plus 1 additional space for every additional 1666m<sup>2</sup>, or part thereof</u>				
<u>Roadside stalls on strategic arterial routes</u>	<u>Up to 30m<sup>2</sup>: 1 space</u>				
<u>Large Format Retailing</u>	<u>500m<sup>2</sup> – 2000m<sup>2</sup>: 2 spaces</u>				

	Plus 1 additional space for every additional 1000m <sup>2</sup> , or part thereof				
<u>Supermarkets</u>	500m <sup>2</sup> – 2000m <sup>2</sup> : 2 spaces  Plus 1 additional space for every additional 1000m <sup>2</sup> , or part thereof				
<u>HOSPITALITY</u>					
<u>Taverns / licenced premises (excluding restaurants)</u>	12m <sup>2</sup> – 40m <sup>2</sup> : 1 space  41m <sup>2</sup> – 400m <sup>2</sup> : 2 spaces  Plus 1 additional space for every additional 200m <sup>2</sup> , or part thereof	5 – 20 staff: 1 space  21-200 staff: 2 spaces  Plus 1 additional space for every additional 100 staff, or part thereof			
<u>Measurement criteria:</u>  1. Measured by gross floor area served by the bar (excluding restaurants). 2. When measuring gross floor area, include: • covered yards and areas covered by a roof but not enclosed by walls					



	<p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>					
	<p><u>Restaurants</u></p>		<p><u>5-20 staff:</u> <u>1 space</u></p> <p><u>21 -50 staff:</u> <u>2 spaces</u></p> <p><u>Plus 1 additional space for every additional 25 staff, or part thereof</u></p>	<p><u>15 – 50 people:</u> <u>1 space</u></p> <p><u>51 – 500 people:</u> <u>2 spaces</u></p> <p><u>Plus 1 additional space for every additional 250 people, or part thereof</u></p>		

COMMERCIAL ACTIVITIES					
<u>Non-retail commercial activities</u>	<u>100m<sup>2</sup> – 350m<sup>2</sup>: 1 space</u>				
<u>Measurement criteria:</u>	<u>351m<sup>2</sup> – 3333m<sup>2</sup>: 2 spaces</u>				
1. <u>Measured by gross floor area or display area, where applicable, whichever is greater.</u>	<u>Plus 1 additional space for every additional 1666m<sup>2</sup>, or part thereof</u>				
2. <u>When measuring gross floor area, include:</u>					
• <u>covered yards and areas covered by a roof but not enclosed by walls</u>					
<u>Exclude:</u>					
• <u>uncovered stairways;</u>					
• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u>					
• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u>					
• <u>car parking areas; and</u>					

<ul style="list-style-type: none"> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>					
<b>RECREATION ACTIVITIES</b>					
<u>Sports Fields (including lawn bowls)</u>					<u>1-4 sports field:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every 2 additional sports fields, or part thereof</u>
<u>Court Sports (including bowling alleys); Clubrooms; and Grandstands.</u>  <u>Measurement criteria:</u>  <u>1. Measured by the number of courts or gross floor area, whichever is greater).</u>  <u>2. When measuring gross floor area, include:</u> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul>	<u>15m<sup>2</sup>-50m<sup>2</sup>:</u> <u>1 space</u>  <u>51m<sup>2</sup>-500m<sup>2</sup>:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 100m<sup>2</sup>, or part thereof</u>				<u>1-3 Courts:</u> <u>1 space</u>  <u>4-25 Courts:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every 13 additional Courts, or part thereof</u>

	<p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>					
	CHURCHES, CINEMAS, HALLS, CONFERENCE FACILITIES, FUNERAL HOMES, CREMATORIALS AND ENTERTAINMENT ACTIVITIES					
	<p>Churches, cinemas, hall, conference facilities, funeral homes, crematoriums and <u>entertainment activities</u></p> <p><u>Measurement criteria:</u></p> <p>1. <u>measured by either gross floor area or no. of seats/ patrons</u></p>	<p>30m<sup>2</sup> – 100m<sup>2</sup>: 1 space</p> <p>101m<sup>2</sup> – 1000m<sup>2</sup>: 2 spaces</p> <p>Plus 1 additional space for every additional 500m<sup>2</sup>, or part thereof</p>		<p>18 – 60 seats/ patrons: 1 space</p> <p>61 – 600 seats/ patrons: 2 spaces</p> <p>Plus 1 additional space for every additional 300 seats/</p>		

	(whichever is greater)			patrons, or part thereof		
	<p>2. When measuring gross floor area, include:</p> <ul style="list-style-type: none"> <li>covered yards and areas covered by a roof but not enclosed by walls</li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>uncovered stairways;</li> <li>floor space in terraces (open or roofed), external balconies, breezeways or porches;</li> <li>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</li> <li>car parking areas; and</li> <li>floor space of interior balconies and mezzanines not used by the public.</li> </ul>					
	HEALTHCARE					
	Doctors; Hospitals; Medical Centres/ Health		1-3 full time equivalent specialist	3 – 15 residents/ patient beds;		



<u>Specialists; and Veterinary Surgeons</u>		<u>(doctor, vet etc): 1 space</u>	<u>1 space</u>		
		<u>4-25 full time equivalent specialists: 2 spaces</u>	<u>16 – 143 residents/ patient beds: 2 spaces</u>		
		<u>Plus 1 additional space for every additional 12.5 full time equivalent specialists, or part thereof</u>	<u>Plus 1 additional space for every additional 72 residents/ patient beds, or part thereof</u>		
		<u>5- 20 full time equivalent non specialist staff: 1 space</u>			
		<u>21-200 full time equivalent non specialist staff: 2 spaces</u>			
		<u>Plus 1 additional space for every additional 100 full time equivalent non specialist staff, or</u>			

		<u>part thereof</u>			
<u>EDUCATIONAL FACILITIES</u>					
<u>Kindergartens/ day care centres/ nurseries; Primary/ Secondary schools; Work skills training centres.</u>		<u>5-20 staff:</u> <u>1 space</u>  <u>21-200 staff:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 100 staff, or part thereof</u>			
<u>Tertiary establishments</u>  <u>Measurement criteria:</u>  <u>The number of full-time students is based on the maximum number of students on-site at any one time.</u>		<u>5-20 staff:</u> <u>1 space</u>  <u>21-200 staff:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 100 staff, or part thereof</u>	<u>11-50 full time students:</u> <u>1 space</u>  <u>51-500 full time students:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 250 full time students, or part thereof</u>		
<u>SUPPORTED LIVING ACCOMMODATION</u>					

	<u>Supported living accommodation</u>		<u>5-20 staff members:</u> <u>1 space</u>			<u>9-40 beds:</u> <u>1 space</u>
			<u>21-200 staff members:</u> <u>2 spaces</u>			<u>41 – 400 beds:</u> <u>2 spaces</u>
			<u>Plus 1 additional space for every additional 100 staff members on the subject site, or part thereof</u>			<u>Plus 1 additional space for every additional 200 beds, or part thereof</u>

**3. In MUZ-P1 Outer Business Centre Zone: Insert the following requirements for on-site vehicle loading and accessible carparking:**

<b>MUZ-P1</b>	<b>Outer Business Centre Zone</b>
<ol style="list-style-type: none"> <li>1. <i>Subdivision, use and development</i> in the Mixed Use Zone will provide for high amenity commercial development in a manner which: <ol style="list-style-type: none"> <li>a. remains compatible with the role and function of <i>Metropolitan Centre Zone Precinct A</i> as the primary retail and commercial core of the <i>Paraparaumu Sub-Regional Centre</i>;</li> <li>b. is appropriate along an arterial <i>road environment</i>; and</li> <li>c. is compatible with adjoining residential areas.</li> </ol> </li> <li>2. <i>Subdivision, use and development</i> in the Mixed Use Zone will be undertaken in the following manner: <ol style="list-style-type: none"> <li>a. adverse <i>effects</i> that would otherwise decrease the efficiency and effectiveness of Kāpiti Road as a transport corridor, including for public transport, will be managed;</li> <li>b. apartment living and <i>medium density housing</i> developments will be encouraged east of Moana Road to consolidate residential densities within close proximity to <i>Metropolitan Centre Zone Precinct A</i> and the rail interchange;</li> </ol> </li> </ol>	

- c. *retail activities* will be provided for in a manner which minimises adverse *effects* on the role, function and vitality of the Metropolitan Centre Zone and ensures the safe, efficient function of the District's *transport network* and hierarchy by:
  - i. managing the scale of *retail activities* in the Ihakara Street East and Ihakara Street West Precincts;
  - ii. limiting the type and scale of *retail activities* in Kāpiti Road; and
  - iii. limiting the type and scale of *retail activities* in Paraparaumu North Gateway Precinct (as outlined in [MUZ-P2](#)); and
- d. *amenity values* of Kāpiti Road will be maintained or enhanced;
- e. cycle parks, accessible carparks and vehicle manoeuvring will be provided for on-site;

**4. In GIZ-P11 Land Use and Built Form: Insert the following requirements for on-site accessible carparks:**

**GIZ-P11** Land Use and Built Form in the General Industrial Zone

A range of *industrial activities* within the *General Industrial Zone* will be provided for in a manner which avoids or mitigates impacts on adjoining *sensitive activities* and areas.

The location, type, scale and built form of *subdivision*, use and *development* in the *General Industrial Zone* will be managed to mitigate adverse *effects*, whilst meeting the District's economic needs.

*Subdivision*, use and *development* in the *General Industrial Zone* will be undertaken in the following manner:

1. *building* entrances will be obvious from the street through *landscaping* design or the form of the *building*;
2. sufficient on-site service areas, including accessible carparks and cycle parks, will be provided;
3. service areas will be screened and planting and *landscaping* will be provided for visual interest;

**5. In DEV1-P14 Non-Residential Activities: Insert the following requirements for accessible carparking:**

**DEV1-P14** Non-Residential Activities

1. *Non-residential activities* other than activities managed under the [Community Facilities chapter](#) will be allowed in the *Residential Zones* only if the activities are compatible

with *residential activities* and the *amenity values* of residential areas, and if they provide a function which:

- a. minimises the need to travel for daily goods and services;
  - b. supports the resilience of the local neighbourhood;
  - c. provides a service or function to the local neighbourhood; and
  - d. does not detract from the vitality of *centres* and other *Working Zones*.
2. In determining whether or not the scale of *effects* of *non-residential activities* is appropriate, particular regard shall be given to:
- a. the appropriateness of the scale, size and intensity of the proposed *buildings* and activities and visual or landscape mitigation proposed;
  - b. the *effects* generated by the *buildings* and activities on the safety and efficiency of the local *transport network*, including the extent to which the activities make efficient use of the *transport network* by minimising the need to travel;
  - c. the appropriateness – in the design and amount – of proposed access and accessible carparks for staff, customers, and visitors and the location of access and loading for service/delivery vehicles;
  - d. the hours of operation, including the timing and frequency of delivery/service vehicles;
  - e. the *effects* on residential character and *amenity values* of the surrounding *environment* generated by the proposed *building* or activity;
  - f. *nuisance effects* (including *noise*, odour, light, glare, smoke and *dust*) produced on-site;
  - g. whether or not any proposed signage on the *subject site* is associated with the activity, visually distracting to motorists or dominating or detracting from the amenity of the surrounding *environment*;
  - h. whether the activities adversely affect the vitality of *centres*;
  - i. whether the activity provides goods and services to meet the daily needs of the local neighbourhood; and
  - j. any cumulative *effects*.

**6. In Rule DEV1-R5 Home Businesses and Home Craft Occupations: Insert in the note the following reference to accessible carparking:**

<b>DEV1-R5</b>	<i>Home businesses and home craft occupations</i>
	<i>Qualifying criteria</i> apply to activities under this rule.



Permitted Activity	Standards
	<p>1. <i>Home businesses and home craft occupations</i> must:</p> <ol style="list-style-type: none"> <li>be carried out within a lawfully established <i>residential building</i> or an associated <i>accessory building</i> (excluding <i>minor buildings</i>) that meets the <i>permitted activity</i> standards in <a href="#">DEV1-R4</a>;</li> <li>not involve the use of any source of motive power other than electric motors of not more than 0.56kw;</li> <li>be limited to one <i>home business</i> and <i>home craft occupations</i> per <i>site</i>, excluding <i>home offices</i>;</li> <li>not have more than one non-resident person working on the <i>site</i> at any one time; and</li> <li>not have any deliveries related to the activity made to or from the <i>site</i> between the hours of 7pm and 7am.</li> </ol> <p>2. The total floor area used for <i>home businesses</i> and <i>home craft occupations</i> must not exceed 40m<sup>2</sup>.</p> <p>3. In addition to Standards (1) and (2) above, for any <i>home business</i>:</p> <ol style="list-style-type: none"> <li>any <i>retailing</i> must be an <i>ancillary activity</i> to the <i>home business</i>;</li> <li>no goods on display shall be visible from outside the <i>building</i> in which the <i>home business</i> is undertaken; and</li> <li>the maximum <i>retail floor space</i> or sales area must not exceed 10m<sup>2</sup>.</li> </ol> <p><u>Qualifying Criteria:</u></p> <p><i>Home businesses and home craft occupations</i> are performed entirely within a <i>residential building</i> or <i>accessory building</i>. <i>Home businesses and home craft occupations</i> shall not include any activity involving any panel beating, spray painting, motor vehicle repairs, fibre glassing, <i>heavy trade vehicles</i>, sheet metal work, wrecking of motor vehicles, bottle or scrap metal storage, rubbish collection service (except that empty, clean drums may be stored in a suitably screened area), wrought iron work or manufacture, motor body building, fish processing, breeding or boarding of dogs or cats, <i>visitor accommodation</i> or any process which involves repetitive use of power tools, drills or hammering or any <i>business activity</i>, trade, craft or profession which creates a <i>nuisance effect</i> at or beyond the <i>boundary</i> of the <i>property</i> on which the activity is occurring, and does not include <i>temporary residential rental accommodation</i></p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>For <b>on-site accessible carparks and transport</b> requirements <del>for deliveries</del> refer to the rules and standards in the Transport chapter.</li> </ul>

- For requirements in respect of *signs* and *noise*, refer to the rules and standards in the [Signs](#) and [Noise chapters](#)

**7. DEV2-P14 Non-Residential Activities: Insert the following text encouraging the provision of carparking:**

**DEV2-P14 Non-Residential Activities**

1. *Non-residential activities* other than activities managed under the [Community Facilities chapter](#) will be allowed in the *Residential Zones* only if the activities are compatible with *residential activities* and the *amenity values* of residential areas, and if they provide a function which:
  - a. minimises the need to travel for daily goods and services;
  - b. supports the resilience of the local neighbourhood;
  - c. provides a service or function to the local neighbourhood; and
  - d. does not detract from the vitality of *centres* and other *Working Zones*.
2. In determining whether or not the scale of *effects* of *non-residential activities* is appropriate, particular regard shall be given to:
  - a. the appropriateness of the scale, size and intensity of the proposed *buildings* and activities and visual or landscape mitigation proposed;
  - b. the *effects* generated by the *buildings* and activities on the safety and efficiency of the local *transport network*, including the extent to which the activities make efficient use of the *transport network* by minimising the need to travel;
  - c. the appropriateness – in the design and amount – of proposed access and accessible carparks for staff, customers, and visitors and the location of access and loading for service/delivery vehicles;

**8. In APP2 – Medium Density Housing Design Guide: Insert the following text encouraging the provision of accessible carparks:**

**Access, Accessible Parking, Cycling and Pedestrians**

**IMPORTANT TO ENSURE:**

- creation of environments that are safe, interesting and easy to walk and cycle around;
- maintaining the amenity of primary pedestrian and cycle routes;
- safety, legibility and comfort for pedestrians and cyclists.

Accessible carparks should be located at a convenient distance from main entry doors with safe accessible routes between the parking area and for users.

*Units fronting a street provide their own pedestrian access. Rear units to have a delineated pedestrian path (different material or colour) along any carriageways to the street frontage.*

It is important to provide safe vehicle, cycling and pedestrian access **and accessible carparks** to developments whilst minimising the disruption of street frontages. Opportunities for cycling should be maximised including provision of parking and storage to encourage use of cycles.

#### **Attached and multi-unit housing**

For attached dwellings, if garaging is provided to each unit directly off the street, it should be recessed from the frontage by at least 1m. Where parking is provided via a rear lane, care should be taken to maintain the amenity of the laneway, by including planting, variations of paving treatment, and variations of rear building facades.



**PROPOSED PLAN CHANGE 1B - LIQUEFACTION MANAGEMENT (REMOVAL OF DUPLICATION WITH BUILDING CODE)**

These changes seek to amend the District Plan to avoid potential duplication of requirements for managing liquefaction hazard, between the District Plan and the Building Code, occasioned by amendments to the Building Code Acceptable Solutions B1/AS1 for buildings on land prone to liquefaction. These amendments to the Building Code come into effect on 29 November 2021.

Following the 2010 Canterbury earthquakes, the New Zealand Building Code (B1 Structures) Acceptable Solution B1/AS1 was amended to exclude foundations for buildings built on ground that has the potential for liquefaction or lateral spread. This meant that foundation designs for buildings on land in Canterbury that has the potential for liquefaction require specific engineering design. The B1/AS1 amendments were introduced in 2019 and currently apply only to a defined 'Canterbury earthquake region'.

The Ministry of Business, Innovation and Employment (which administers the New Zealand Building Code) has advised Councils that the exclusion from B1/AS1 for liquefaction-prone land will be extended to all of New Zealand in November 2021. This means that the management and mitigation of risks to new buildings located on land that has the potential for liquefaction or lateral spread will, from 29 November 2021, be addressed by the New Zealand Building Code through the building consent process.

The District Plan currently contains a policy (NH-EQ-P17) and a rule (NH-EQ-R23), within the Natural Hazards Chapter, that seek to manage the risks to buildings caused by land that is prone to liquefaction. The Plan provisions pre-date the 2019 Building Code Acceptable Solutions B1/AS1 amendments.

The Council is satisfied that the risks to buildings from liquefaction-prone land will be effectively managed using the specialist processes and skills of the New Zealand Building Code, informed by the work done since the Canterbury earthquakes.

The Council therefore intends to delete the Plan's liquefaction hazard management provisions, as they relate to buildings, after November 2021 when the changes to the Building Code Acceptable Solution B1/AS1 take effect. This will avoid any potential conflict or confusion between the requirements of the New Zealand Building Code and the Plan. The Plan's liquefaction management provisions for land subdivision will, though, be retained unchanged.

The Proposed Plan Change 1B amendments are as follows:

In the following District Plan provisions:

Text that is struck through and in bold (**example**) is to be deleted from the District Plan

Text that is underlined and in bold (**example**) is to be inserted into the District Plan

**1. Amend Policy NH-EQ-P17 as follows:**

**NH-EQ-P17** Liquefaction Prone Land

When assessing applications for *subdivisions* which are located on sandy, alluvial or peat soils, a *risk* management approach shall be adopted and *Council* will consider a range of matters that seek to reduce the *risk* to people and property, including:

1. geotechnical information from a suitably qualified person on *liquefaction* provided with any *subdivision* ~~or development~~ application;
2. the intensity of the *subdivision* and nature of future *development* of the *allotment*, **including building design and construction techniques**; and
3. the risk to people and property posed by the *liquefaction* hazard and the extent to which the activity could increase the *risk* posed by the *natural hazard*.

These investigations may result in identifying that some *allotments* are not suitable for *development* and any such proposal would be declined.

**2. Delete restricted discretionary activity rule NH-EQ-R23 as follows:**

**NH-EQ-R23** Any new ~~building (excluding minor buildings)~~ defined as BIC Type 2c, 3 and 4 located on land with sand or peat soils.

Restricted Discretionary Activity	Standards	Matters of Discretion
	<del>1. Geotechnical information must be provided by a suitably qualified and experienced person (to building consent level) on <i>liquefaction</i>.</del>	<del>1. The outcomes of the geotechnical investigation on <i>liquefaction</i> by a suitably qualified and experienced person.</del> <del>2. Whether the potential <i>risk</i> to the health and safety of the people and property from <i>liquefaction</i> can be avoided or mitigated.</del> <del>3. The design and location of the <i>building</i>.</del>



**3. Amend discretionary activity rule NH-EQ-R24 as follows:**

<b>NH-EQ-R24</b>	Any activity listed as restricted discretionary in NH-EQ-R22, <del>NH-EQ-R23</del> , and SUB-DW-R9 that does not comply with one or more of the associated standards, unless otherwise specified.
Discretionary Activity	

**PROPOSED PLAN CHANGE 1C - CYCLE PARKING REQUIREMENTS**

These proposed changes address the implications for the provision of cycle parking of the National Policy Statement – Urban Development 2020 (NPS-UD 2020) direction that car parking requirements must be removed from the Council's District Plan.

Clause 3.38 of the NPS-UD 2020 directs that all objectives, policies, rules, or assessment criteria that have the effect of requiring on-site car parking in any development must be removed from the Council's Plan, except in respect of accessible car parks. Clauses 3.38 states:

- (1) If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks.*
- (2) Territorial authorities must make any changes required by subclause (1) without using a process in Schedule 1 of the Act.*
- (3) Nothing in this National Policy Statement prevents a district plan including objectives, policies, rules, or assessment criteria:*
  - (a) requiring a minimum number of accessible car parks to be provided for any activity; or*
  - (b) relating to parking dimensions or manoeuvring standards to apply if:*
    - (i) a developer chooses to supply car parks; or*
    - (ii) when accessible car parks are required*

The direction in NPS-UD 2020 clause 3.38 applies to all Tier 1, 2 and 3 local authorities. Kāpiti Coast District is part of the Wellington Tier 1 urban environment defined in the Appendix to the NPS-UD 2020.

Clause 4.1 of the NPS-UD directs that the Council must give effect to clause 3.38 and remove all the provisions requiring general car parking by 20 February 2022.

The Council proposes to give effect to Clause 3.38 of the NPS-UD 2020 by deleting all of the car parking requirements by this date. However, removal of the car parking rules from the Plan will mean that the basis for calculating required cycle parks will also be removed from the Plan. The Council has taken this opportunity to also review the number of cycle parks required for certain land use requirements and the design and layout requirements for cycle parks.

The Council proposes amendments to replace the Plan's cycle parking provisions as follows:

In the following District Plan provisions:

1. Text that is struck through (~~example~~) is to be deleted from the District Plan
2. Text that is underlined (example) is to be inserted into the District Plan.

1. In Chapter TR-PARK – Parking: Add Policy TR-PARK-P8A requiring provision for cycle parking as follows:

**TR-PARK-P8A**   Cycle Parking

Subdivision and development shall provide for safe, sufficient, and appropriately located on-site cycle parking facilities.

2. In Chapter TR-PARK-Parking: Amend the following Rule TR-PARK-R18 as follows:

(Note: Rule TR-PARK-R18 is also intended to be further amended under proposed plan change 1A: Accessible parking provisions).

<b>TR-PARK-R18</b>	<b>Any activity requiring more than 2 <i>carparks</i>.</b>
<b>Permitted Activity</b>	<p><b>Standards</b></p> <ol style="list-style-type: none"> <li>1. Disabled persons <del><i>carparks</i></del> and <del><i>bicycle parking</i></del> must be required at a rate of: <ol style="list-style-type: none"> <li>a. 1 where 10 or less <i>carpark</i> spaces are provided;</li> <li>b. 2 where between 11 and 100 <i>carpark</i> spaces are provided, plus 1 additional park for every additional 50 <i>carparks</i>, or part thereof, where more than 100 <i>carpark</i> spaces are provided.</li> </ol> </li> </ol>

3. In Chapter TR-PARK-Parking Insert the following Rule TR-PARK-R19 as follows:

<b>TR-PARK-R19</b>	<b><u>Cycle parking</u></b>
	<p><u>This rule excludes <i>business activities</i> carried out within existing <i>buildings</i> within the <i>working zones</i> that front a <i>road</i> where no <i>building setback from the road</i> is available for the provision of on-site cycle parking.</u></p> <p><u>Measurement criteria</u> apply to activities under this rule.</p>
<b><u>Permitted Activity</u></b>	<p><b><u>Standards</u></b></p> <ol style="list-style-type: none"> <li>1. <u>Cycle parking must be located no more than 25 metres from the entrance to the destination for all activities listed in <b>TR-Table-6B</b> excluding the following activities:</u></li> </ol>

- a. Medium density housing.
- b. Multi-unit residential.
- c. Visitor accommodation.
- d. Hostels, Hotels, Motels and Visitor Accommodation.
- e. Sports fields (including lawn bowls).
- f. Education facilities.

2. Cycle parking shall:

- a. be securely anchored to an immovable object.
- b. support the bicycle frame and front wheel.
- c. allow the bicycle frame to be secured.
- d. be accessible for users of all ages and abilities.
- e. provide a minimum separation distance of 1.2 metres between cycle stands.
- f. provide a minimum separation distance of 1 metre between any marked car park space, wall or any other obstruction.
- g. be clearly signposted or visible to cyclists entering the site.
- h. be located so as not to impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted.
- i. be located so that the bicycle is at no risk of damage from vehicle movements within the site.
- j. be in a covered area and in an area excluded from general public access when provided exclusively for staff/employee use.

Note: For further guidance on designing cycle parking facilities refer to Waka Kotahi/NZ Transport Agency: Cycle Parking Planning and Design: Cycling Network Guidance technical note 2019.

3. Cycle parking must be provided at the rate shown in Table TR-Table 6B below:

**TR-Table 6B**

<u>Activity</u>	<u>Minimum number of visitor cycle parks</u>	<u>Minimum number of staff/residents/students cycle parks</u>
<u>Medium density housing</u>	<u>4 to 20 household units:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 20 household units, or part thereof</u>	<u>4- 10 household units:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 20 household units, or part thereof</u>

	<b><u>Multi-unit residential</u></b>	<b><u>4-20 residential units:</u></b> <b><u>1 space</u></b>  <b><u>Plus 1 additional space for every additional 20 residential units, or part thereof</u></b>	<b><u>4 - 10 residential units:</u></b> <b><u>1 space</u></b>  <b><u>Plus 1 additional space for every additional 10 residential units, or part thereof</u></b>
	<b><u>Hostels, Hotels, Motels, and Visitor Accommodation</u></b>	<b><u>1 - 20 bedrooms:</u></b> <b><u>1 space</u></b>  <b><u>Plus 1 additional space for every additional 20 bedrooms, or part thereof</u></b>	<b><u>1-5 staff:</u></b> <b><u>1 space</u></b>  <b><u>Plus 1 additional space for every additional 5 staff, or part thereof</u></b>
	<b><u>Industrial manufacturing and service</u></b>  <b><u>Measurement criteria:</u></b>  <b><u>When measuring gross floor area, include:</u></b>  <ul style="list-style-type: none"><li><b><u>covered yards and areas covered by a roof but not enclosed by walls</u></b></li></ul> <b><u>Exclude:</u></b>  <ul style="list-style-type: none"><li><b><u>uncovered stairways;</u></b></li><li><b><u>floor space in terraces (open or roofed), external</u></b></li></ul>	<b><u>Up to 1000m<sup>2</sup> gross floor area:</u></b> <b><u>1 space</u></b>  <b><u>Plus 1 additional space for every additional 1000m<sup>2</sup> of gross floor area, or part thereof</u></b>	<b><u>Up to 500m<sup>2</sup> gross floor area:</u></b> <b><u>1 space</u></b>  <b><u>Plus 1 additional space for every additional 500m<sup>2</sup> of gross floor area, or part thereof</u></b>



	<p>balconies, breezeways or porches;</p> <ul style="list-style-type: none"> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking area s; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><b><u>Tradesmen's Workshops, Service Stations, Motor garages</u></b></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> </ul>	<p><b><u>Up to 1000m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 1000m<sup>2</sup> gross floor area, or part thereof</u></b></p>	<p><b><u>Up to 500m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 500m<sup>2</sup> gross floor area, or part thereof</u></b></p>

	<ul style="list-style-type: none"> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><b><u>Warehouses (Trading)</u></b></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not</u></li> </ul>	<p><u>Up to 1000m<sup>2</sup> gross floor area:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 1000m<sup>2</sup> gross floor area, or part thereof</u></p>	<p><u>Up to 500m<sup>2</sup> gross floor area:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 500m<sup>2</sup> gross floor area, or part thereof</u></p>

	<p><u>enclosed by walls</u></p> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><b><u>Warehouses (Storage)</u></b></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not</u></li> </ul>	<p><b><u>Up to 2000m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 2000m<sup>2</sup> gross floor area, or part thereof</u></b></p>	<p><b><u>Up to 1000m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 1000m<sup>2</sup> gross floor area, or part thereof</u></b></p>

	<p><u>enclosed by walls</u></p> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><b><u>Retailing, retail activities and retail outlets and other activities involving retailing but excluding large format retailing and supermarkets.</u></b></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p>	<p><b><u>Up to 125m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 125m<sup>2</sup> gross floor area, or part thereof</u></b></p>	<p><b><u>Up to 400m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 400m<sup>2</sup> gross floor area, or part thereof</u></b></p>

	<ul style="list-style-type: none"> <li>covered yards and areas covered by a roof but not enclosed by walls</li> </ul> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>uncovered stairways;</li> <li>floor space in terraces (open or roofed), external balconies, breezeways or porches;</li> <li>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</li> <li>car parking areas; and</li> <li>floor space of interior balconies and mezzanines not used by the public.</li> </ul>		
	<p><b><u>Large Format Retailing</u></b></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> <li>covered yards and</li> </ul>	<p><u>Up to 1000m<sup>2</sup> gross floor area:</u></p> <p><u>1 space</u></p> <p><u>Plus 1 additional space for every additional 1000m<sup>2</sup> gross floor area, or part thereof</u></p>	<p><u>Up to 750m<sup>2</sup> gross floor area:</u></p> <p><u>1 space</u></p> <p><u>Plus 1 additional space for every additional 750m<sup>2</sup> gross floor area, or part thereof</u></p>



	<p><u>areas covered by a roof but not enclosed by walls</u></p> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><b><u>Supermarkets</u></b></p> <p><b><u>Measurement criteria:</u></b></p>	<p><b><u>Up to 500m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every</u></b></p>	<p><b><u>1 - 5 FTE employees:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 5 FTE</u></b></p>

	<p>When measuring <u>gross floor area</u>, include:</p> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> </ul> <p><u>floor space of interior balconies and mezzanines not used by the public.</u></p>	<p><u>additional 1000m<sup>2</sup> gross floor area, or part thereof</u></p>	<p><u>employees, or part thereof</u></p>
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	<p><u><b>Taverns, licenced premises, Restaurants</b></u></p>	<p><u>Up to 250m<sup>2</sup> floor area served by the Tavern/ licenced premises/ restaurant:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 250m<sup>2</sup> served by the Tavern/ licenced premises/ restaurant, or part thereof</u></p>	<p><u>Up to 100m<sup>2</sup> floor area served by the Tavern/ licenced premises/ restaurant:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 100m<sup>2</sup> floor area served by the Tavern/ licenced premises/ restaurant, or part thereof</u></p>
	<p><u><b>Non-retail commercial activities</b></u></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> <li><u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li><u>uncovered stairways;</u></li> <li><u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li><u>roof car parking, lift</u></li> </ul>	<p><u>Up to 500m<sup>2</sup> gross floor area:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 500m<sup>2</sup> gross floor area, or part thereof</u></p>	<p><u>Up to 200m<sup>2</sup> gross floor area: 1 space</u></p> <p><u>Plus 1 additional space for every additional 200m<sup>2</sup> gross floor area, or part thereof</u></p>

	<p><u>towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></p> <ul style="list-style-type: none"> <li>• <u>car parking areas;</u> and</li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><u>Sports Fields (including lawn bowls)</u></p>	<p><u>Up to a hectare of pitch area:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional hectare of pitch or part thereof.</u></p>	N/A
	<p><u>Court Sports (including bowling alleys), Clubrooms, Grandstands</u></p>	<p><u>Up to 150m<sup>2</sup> area:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 150m<sup>2</sup> area or part thereof</u></p>	N/A
	<p><u>Churches, cinemas, halls, conference facilities, funeral homes, crematoriums and entertainment activities</u></p>	<p><u>Up to 50m<sup>2</sup> gross floor area:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 50m<sup>2</sup> gross floor area or part thereof</u></p>	N/A

	<p><u>Measurement criteria:</u></p> <p>When measuring <u>gross floor area</u>, include:</p> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><b><u>Doctors; Hospitals; Medical Centres/ Health Specialists;</u></b></p>	<p><b><u>1-50 beds: 2 spaces</u></b></p>	<p><b><u>1-20 beds: 1 space</u></b></p>



	<p><b><u>and Veterinary Surgeons</u></b></p> <p><u>Measurement criteria:</u></p> <p>When measuring <u>gross floor area</u>, include:</p> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>	<p><b><u>Plus 1 additional space for every additional 50 beds or part thereof</u></b></p>	<p><b><u>Plus 1 additional space for every additional 20 beds or part thereof</u></b></p>
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<u>Kindergartens, day care centres, nurseries, primary schools</u>	<u>1-10 children:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 10 children or part thereof</u>	<u>1- 3 staff:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 3 staff or part thereof</u>
<u>Secondary schools; work skills training centres.</u>	<u>1-30 students:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 30 students or part thereof</u>	<u>Up to 100 students:</u> <u>1 staff space</u>  <u>Plus 1 additional staff space for every additional 100 students or part thereof</u>
<u>Tertiary establishments</u>	<u>Up to 100 FTE students:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 100 FTE students or part thereof</u>	<u>1- 4 FTE staff:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 4 FTE staff, or part thereof</u>
		<u>1- 4 FTE students:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 4 FTE students, or part thereof</u>
<u>Supported living accommodation</u>	<u>Up to 50 residents:</u> <u>1 space</u>  <u>Plus 1 additional staff space for every additional 50 residents or part thereof</u>	<u>Up to 30 residents:</u> <u>1 space</u>  <u>Plus 1 additional staff space for every additional 30 residents or part thereof</u>



# **Kāpiti Coast District Plan Proposed Plan Changes 1A, 1B and 1C**

## **Section 32 Evaluation Report**

**February 2022**

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### APPENDIX:

- 1 Plan Amendment 1
- 2 PC1A Amendments
- 3 PC1B Amendments
- 4 PC1C Amendments
- 5 Relevant Plan Objectives and Policies for PC1A and PC1C
- 6 Relevant Plan Objectives and Policies for PC1B



## 1. Introduction

This evaluation report has been prepared, in accordance with section 32 of the Resource Management Act 1991, to support three proposed changes to the operative Kāpiti Coast District Plan:

- Proposed Plan Change 1A: which proposes provisions to update and replace the Plan's accessible car parking provisions;
- Proposed Plan Change 1B: which proposes amendments to the Plan's provisions for managing built development in areas prone to liquefaction, to avoid duplication of and conflict with Building Code requirements for liquefaction; and
- Proposed Plan Change 1C: which proposes provisions to replace the Plan's cycle parking provisions.

## 2. The Issues

Proposed Plan Changes 1A, 1B and 1C address three issues arising from changes in national policy that affect some development controls in the operative District Plan. These are:

- (a) **Accessible Car Parking:** Clause 3.38 of the *National Policy Statement on Urban Development 2020 (NPS-UD)* directs that all objectives, policies, rules, or assessment criteria that have the effect of requiring on-site car parking in any development must be removed from the District Plan, except in respect of accessible car parks. The clause 3.38 direction applies to all Tier 1, 2 and 3 local authorities. Kāpiti Coast District is part of the Wellington Tier 1 urban environment identified in the Appendix to the NPS-UD. The Plan's requirements for accessible car parking are currently calculated based on general car parking requirements. Removal of the general car parking requirements has the consequence that no accessible car parking could be required for new developments. This is not the NPS-UD's or Council's intention. Having considered the implications of the NPS-UD 2020's direction, the Council considers that there are sound reasons to include District Plan requirements for accessible car parking. PC1A proposes to reinstate the Plan's provisions for accessible car parking (with some updating to address multi-unit housing).
- (b) **Liquefaction Risks:** Amendments arising from an update to the Building Code will introduce requirements for buildings to meet standards to withstand liquefaction risks. The updated standards were initially imposed in Canterbury, in response to the Canterbury earthquakes and were extended to apply nation-wide in November 2021. The new Building Code standards mean that some of the District Plan's current requirements relating to liquefaction risk and buildings will become redundant and should be removed to avoid potential duplication or conflicting requirements. The Building Code standards apply only to built development and not to land subdivision. Therefore, no change is required to the Plan's provisions that seek to manage liquefaction risk for land subdivision.
- (c) **Cycle Parking:** The Plan's requirements for cycle parking are currently calculated based on general car parking requirements. Removal of the general car parking requirements, to comply with clause 3.38 of the NPS-UD, also has the consequence that no cycle parking could be required for

new developments. This is not the NPS-UD's or Council's intention. PC1C proposes to replace the Plan's current provisions for cycle parking.

### **3. Response to the Issues: Proposed Plan Changes 1A, 1B, 1C**

It is important to note that the NPS-UD explicitly states that provisions that have the effect of requiring a minimum number of car parks must be removed from the District Plan without using the RMA Schedule 1 public notification process. This means that these provisions must be removed without the usual process of inviting submissions and further submissions, and no hearing of submissions is possible. The Council will give effect to clause 3.38 of the NPS-UD and remove the general car parking provisions from the Plan by way of 'Amendment No. 1' to the Plan. Proposed Plan Changes 1A and 1C do not address the Plan's general car parking provisions. They address only the reinstatement of the accessible car parking and replacement cycle parking provisions. These replacement Plan provisions are not exempt from the RMA Schedule 1 process and have been proposed separately from Plan Amendment 1.

For completeness, a copy of Plan Amendment 1 is contained in Appendix 1 to this report. The Plan amendments proposed to reinstate the accessible car parking provisions (proposed Plan Change 1A – 'PC1A') are contained in Appendix 2 to this report. There is one substantive change proposed by PC1A in introducing new accessible parking requirements for multi-unit residential developments. This is a current gap in the District Plan that needs to be filled to ensure accessible parking is still provided in the absence of on-site car parking being provided by this type of development. As a NPS-UD Tier 1 local authority, it is reasonable to expect multi-unit residential developments to become more commonplace in the District in the future. The Plan anticipates multi-unit residential development, particularly near District Centres. This approach is consistent with the Plan's objectives and policies and the NPS-UD. It is therefore considered reasonable to also require accessible car parking for multi-unit residential development, to ensure that this form of housing is accessible to people with mobility impairments.

The Plan amendments proposed to remove the potential duplication and conflict with Building Code liquefaction requirements or buildings (proposed Plan Change 1B – 'PC1B') are contained in Appendix 3 to this report.

The Plan amendments proposed to reinstate the cycle parking provisions (proposed Plan Change 1C – 'PC1C') are contained in Appendix 4 to this report.

### **4. Section 32 Requirements**

Section 32 of the Resource Management Act 1991 (RMA) requires, broadly, that before advancing plan provisions a Council must evaluate whether the proposed provisions are the most appropriate way to achieve the purpose of the RMA.

Section 32 (1)(a) of the RMA requires that an evaluation must examine the extent to which any proposed objectives are the most appropriate way to achieve the purpose of the RMA. No new objectives, and no changes to operative Plan objectives, are proposed by PC1A, PC1B or PC1C. The relevant operative Plan objectives for parking and natural hazards remain appropriate.

Section 32 (1)(b) of the RMA requires an evaluation of whether the provisions proposed by PC1 are the most appropriate way to achieve the District Plan objectives. Section 32 (3) clarifies that, for a plan change, this evaluation must consider both the objective of the plan change (the purpose of the plan change) and the operative District Plan objectives, to the extent that those objectives remain relevant. The evaluation is required to:

- identify and consider other reasonably practicable options for achieving the objectives (s. 32 (1) (b) (i)); and
- assess the efficiency and effectiveness of the proposed provisions in achieving the objectives (s. 32 (1) (b) (ii)) and this is most usefully done by comparison with the reasonably practicable alternative options.

The assessment of efficiency and effectiveness required by s. 32 (1) (b) (ii) is required to identify and assess the benefits and costs of the environmental, economic, social and cultural effects anticipated from implementing the proposed provisions. This must include consideration of opportunities for economic growth and employment that are anticipated to be provided or reduced. Benefits and costs are to be quantified, if practicable. The s. 32 (1) (b) (ii) assessment is also required to assess the risk of acting or not acting, *if there is insufficient information* about the subject matter of the provisions.

The evaluation is required to contain a level of detail that corresponds to the scale and significance of the environmental, economic, social and cultural effects anticipated from implementing the proposal.

The evaluation of PC1A, PC1B and PC1C in Section 14 of this report is structured under the following headings, derived from these s. 32 requirements:

- Benefits (including anticipated environmental, economic, social, cultural effects)
- Costs (of the anticipated environmental, economic, social, cultural effects)
- Economic growth impacts
- Employment impacts
- Risk (of acting or not acting if information is insufficient)
- Scale
- Significance
- Efficiency
- Effectiveness

## 5. Purpose of the Plan Changes

PC1A, PC1B and PC1C are 'amending proposals' for the purpose of section 32. This evaluation is required to consider the objective or purpose of the proposed Plan changes, in addition to the objectives of the operative Plan. The purposes of the proposed Plan Changes are:

- (a) **PC1A:** to continue the Plan's provisions requiring accessible car parking in new developments, and adding a requirement for multi-unit residential so as to fully meet the needs of all people within the Kāpiti community (and the intention is that PC1A will have immediate legal effect upon public notification);
- (b) **PC1B:** to avoid potential duplication or conflicting requirements between the Plan and the Building Code standards for built development on land that is subject to liquefaction; and

- (c) **PC1C:** to replace the Plan's current provisions for cycle parking in new developments, to enable and encourage cycling as a transport mode within Kāpiti district.

## 6. Relevant Part 2 Considerations

Section 5 of the Act (which sets out the sustainable management purpose of the Act) is relevant. This evaluation considers whether the proposed Plan Changes will promote sustainable management and enable people and communities to provide for their social, economic, and cultural well-being and for their health and safety, relative to the reasonably practicable alternatives.

For proposed PC1B, recognising and providing for the management of significant risks from natural hazards is a relevant matter of national interest identified in section 6 (h) of Part 2.

For proposed PC1A and PC1C, sections 7 (b), (c) and (f) are relevant considerations to be given particular regard:

- Section 7 (b): the efficient use and development of natural and physical resources;
- Section 7 (c): the maintenance and enhancement of amenity values (noting the broad definition of 'amenity values'); and
- Section 7 (f): maintenance and enhancement of the quality of the environment.

## 7. Relevant Higher-Order Statutory Instruments

Under section 75(3) of the RMA, a district plan must give effect to:

- (a) any national policy statement; and
- (b) any New Zealand Coastal Policy statement (the *NZCPS*);
- (ba) any national planning standard; and
- (c) any regional policy statement.

The following higher-level planning documents and legislation are potentially relevant to the amendments proposed by PC1A, PC1B and PC1C:

### 7.1. National Policy Statements

There are currently four national policy statements (in addition to the *NZCPS*):

- a) National Policy Statement on Urban Development (2020 – the *NPS-UD*);
- b) National Policy Statement for Freshwater Management (2020);
- c) National Policy Statement for Renewable Electricity Generation (2011); and
- d) National Policy Statement on Electricity Transmission (2008).

Of these, only the *NPS-UD* is potentially relevant to the accessible car parking and cycle provisions proposed by PC1A and PC1C. The *NPS-UD* does not directly address natural hazards such as liquefaction (other than in relation to their impact in constraining land development).

The *NPS-UD* defines a 'planning decision' as including any decision on a district plan. The areas zoned

as urban environments within the District Plan, collectively, meet the NPS-UD definition of 'urban environment' and Kāpiti District is identified in the Appendix to the NPS-UD as being part of the Tier 1 urban environment of Wellington. The following objectives and policies of the NPS-UD 2020 are relevant to any decisions pertaining to the District's urban environment:

**Objective 1:** *New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.*

**Objective 2:** *Planning decisions improve housing affordability by supporting competitive land and development markets.* **Objective 3:** *Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:*

- (a) *the area is in or near a centre zone or other area with many employment opportunities*
- (b) *the area is well-serviced by existing or planned public transport*
- (c) *there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*

**Objective 4:** *New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.*

**Objective 5:** *Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).*

**Objective 7:** *Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.*

**Objective 8:** *New Zealand's urban environments:*

- (a) *support reductions in greenhouse gas emissions; and*
- (b) *are resilient to the current and future effects of climate change.*

**Policy 1:** *Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:*

- (a) *have or enable a variety of homes that:*
  - i. *meet the needs, in terms of type, price, and location, of different households; and*
  - ii. *enable Māori to express their cultural traditions and norms; and*
- (b) *have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*

- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and*
- (d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*
- (e) support reductions in greenhouse gas emissions; and*
- (f) are resilient to the likely current and future effects of climate change.*

**Policy 6:** *When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:*

- (a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement*
- (b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:*
  - i. may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and*
  - ii. are not, of themselves, an adverse effect*
- (c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)*
- (d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity*
- (e) the likely current and future effects of climate change.*

**Policy 9:** *Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must:*

- (a) involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and*
- (b) when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and iwi for urban development; and*
- (c) provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and*
- (d) operate in a way that is consistent with iwi participation legislation.*

**Policy 11:** *In relation to car parking:*



- (a) *the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and*
- (b) *tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans.*

## 7.2. New Zealand Coastal Policy Statement (2010)

The purpose of the *New Zealand Coastal Policy Statement 2010* (the **NZCPS**) is to state objectives and policies in order to achieve the purpose of the RMA in relation to the protection and enhancement of the coastal environment of New Zealand. The NZCPS 2010 took effect on 3 December 2010.

The NZCPS is relevant to the extent that its objectives and policies address natural hazards in the coastal environment (including, potentially, liquefaction). The proposed deletion of the Plan provisions managing liquefaction risk in relation to buildings (PC1B) do not conflict with the relevant objectives and policies. That is because the amendments relate only to certain forms of built development and these specific provisions will be replaced by other more relevant Building Act standards, outside the District Plan. The District Plan's policies and rules managing liquefaction risks as they relate to subdivision (including in the coastal environment) are unchanged by proposed PC1B.

The relevant NZCPS objectives and policies that are potentially relevant for PC1B are:

**Objective 5:** *To ensure that coastal hazard risks taking account of climate change, are managed by:*

- *locating new development away from areas prone to such risks;*
- *considering responses, including managed retreat, for existing development in this situation; and*
- *protecting and restoring natural defences to coastal hazards.*

It is relevant to note that liquefaction risk in the District Plan, including within the coastal environment, is based on the susceptibility of the identified soil types – being peat and sandy soils.;

**Policy 24:** *Identification of coastal hazards*

- 1) *Identify areas in the coastal environment that are potentially affected by coastal hazards (including tsunamis), giving priority to the identification of areas at high risk of being affected. Hazard risks, over at least 100 years, are to be assessed having regard to:*
  - (a) *physical drivers and processes that cause coastal change including sea level rise;*
  - (b) *short-term and long-term natural dynamic fluctuations of erosion and accretion;*
  - (c) *geomorphological character;*
  - (d) *the potential for inundation of the coastal environment, taking into account potential sources, inundation pathways and overland extent;*
  - (e) *cumulative effects of sea level rise, storm surge and wave height under storm conditions;*

- (f) influences that humans have had or are having on the coast;
  - (g) the extent and permanence of built development; and
  - (h) the effects of climate change on:
    - (i) matters (a) to (g) above;
    - (ii) storm frequency, intensity and surges; and
    - (iii) coastal sediment dynamics;
- taking into account national guidance and the best available information on the likely effects of climate change on the region or district.

PC1B proposes no change to the Plan's identification or description of liquefaction hazard risk in the coastal environment.

**Policy 25 Subdivision, use, and development in areas of coastal hazard risk**

*In areas potentially affected by coastal hazards over at least the next 100 years:*

- (a) avoid increasing the risk of social, environmental and economic harm from coastal hazards;
- (b) avoid redevelopment, or change in land use, that would increase the risk of adverse effects from coastal hazards;
- (c) encourage redevelopment, or change in land use, where that would reduce the risk of adverse effects from coastal hazards, including managed retreat by relocation or removal of existing structures or their abandonment in extreme circumstances, and designing for relocatability or recoverability from hazard events;
- (d) encourage the location of infrastructure away from areas of hazard risk where practicable;
- (e) discourage hard protection structures and promote the use of alternatives to them, including natural defences; and
- (f) consider the potential effects of tsunami and how to avoid or mitigate them.

The combination of the Plan provisions (amended by proposed PC1B) and the updated Building Code provisions will be effective in avoiding increasing risks associated with liquefaction.

### 7.3. National Standards

The Council amended the District Plan in June 2021 to give effect to the *National Planning Standards*. proposed PC1A to PC1C adopt the standardised format adopted by the District Plan and standardised definitions where relevant.

There are also nine *National Environmental Standards* in force, but none of the standards relates to the amendments proposed by PC1A – PC1C. For completeness, the national standards are:

- a) National Environmental Standards for Air Quality (2004);
- b) National Environmental Standard for Sources of Drinking Water (2007);
- c) National Environmental Standard for Telecommunication Facilities (2016);
- d) National Environmental Standard for Electricity Transmission Activities (2009);
- e) National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (2011); and
- f) National Environmental Standard for Plantation Forestry (2017);
- g) National Environmental Standards for Freshwater (2020);
- h) National Environmental Standards for Marine Aquaculture (2020); and

- i) National Environmental Standards for Storing Tyres Outdoors (2021).

## 7.4. Wellington Regional Policy Statement

The Operative Wellington Regional Policy Statement 2013 (RPS) provides an overview of the resource management issues in the Wellington region, and the ways in which integrated management of the region's natural and physical resources will be achieved.

The issues addressed by PC1A – PC1C fall within the following RPS chapters:

- Accessible car parking provision: Regional form, design and function (Chapter 3.9)
- Managing liquefaction risk: Natural hazards (Chapter 3.8)

Issue 1 in Chapter 3.9 includes the statement that *'poor quality urban design can adversely affect public health, social equity, land values, the vibrancy of local centres and economies, and the provision of, and access to, civic services'*. The provision of accessible car parking is relevant in meeting the public health and social needs of people and communities.

Issue 1 in Chapter 3.8 includes the statement *'natural hazard events in the Wellington region have an adverse impact on people and communities, businesses, property and infrastructure'*. Issue 2 is that *'people's actions including mitigation measures and ongoing development in areas at risk from natural hazards can cause, or increase, the risk and consequences from natural hazards'*.

The relevant RPS provisions, responding to these issues, are summarised below:

Table 1: Relevant RPS objectives and policies

Accessible Parking Provision:	
<b>Objective 22</b>	<p>A compact well designed and sustainable regional form that has an integrated, safe and responsive transport network and:</p> <p>(a) ...</p> <p>(b) an increased range and diversity of activities in and around the regionally significant centres to maintain vibrancy and vitality;</p> <p>(g) a range of housing (including affordable housing);</p> <p>(h) ...</p> <p>(i) integrated land use and transportation;</p> <p>(j) ...</p> <p>(k) ...</p> <p>(l) essential social services to meet the region's needs.</p>
<b>Policy 30</b>  <b>Maintaining and enhancing the viability and vibrancy of regionally significant</b>	<p>District plans shall include policies, rules and/or methods that enable and manage a range of land use activities that maintain and enhance the viability and vibrancy of the regional central business district in Wellington city and the:</p> <p>(a) Sub-regional centres (including Paraparaumu town centre)</p> <p>(b) ...</p>

<b>centres</b>	
<b>Policy 54</b>	When considering an application for a notice of requirement, or a change, variation or review of a district or regional plan, for development, particular regard shall be given to achieving the region's urban design principles in Appendix 2 (including considerations of choice in transport options, creating urban environments that provide opportunities for all, especially the disadvantaged, ensuring public spaces are accessible by everybody, including people with disabilities, and good connectivity).
<b>Policy 57</b>  <b>Integrating land use and transportation</b>	When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district plan, for subdivision, use or development, particular regard shall be given to the following matters, in making progress towards achieving the key outcomes of the Wellington Regional Land Transport Strategy:  (a) ...  (b) connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity, open spaces or recreational areas;  (c) whether there is good access to the strategic public transport network;  (d) provision of safe and attractive environments for walking and cycling; ...
<b>Comment:</b>	Provision of accessible car parking and cycle parking, within the built urban environment, is important in enabling all people to provide for their economic, social, cultural wellbeing and their health and safety. Proposed PC1A and PC1C are considered to give effect to Objective 22 and the related policies.
<b>Natural Hazards:</b>	
<b>Objective 19</b>	The risks and consequences to people, communities, their businesses, property and infrastructure from natural hazards and climate change effects are reduced.
<b>Objective 20</b>	Hazard mitigation measures, structural works and other activities do not increase the risk and consequences of natural hazard events.
<b>Objective 21</b>	Communities are more resilient to natural hazards, including the impacts of climate change, and people are better prepared for the consequences of natural hazard events.
<b>Policy 29</b>	Regional and district plans shall :  (a) identify areas at high risk from natural hazards; and (b) include policies and rules to avoid inappropriate subdivision and development in those areas.

<b>Policy 51</b>	<p>When considering an application for a resource consent, notice of requirement, or a change, variation or review to a regional or district plan, the risk and consequences of natural hazards on people, communities, their property and infrastructure shall be minimised, and/or in determining whether an activity is inappropriate particular regard shall be given to:</p> <ul style="list-style-type: none"> <li>(a) the frequency and magnitude of the range of natural hazards that may adversely affect the proposal or development, including residual risk;</li> <li>(b) the potential for climate change and sea level rise to increase the frequency or magnitude of a hazard event;</li> <li>(c) whether the location of the development will foreseeably require hazard mitigation works in the future;</li> <li>(d) ...</li> <li>(e) any risks and consequences beyond the development site;</li> <li>(f) ... <ul style="list-style-type: none"> <li>a. avoiding inappropriate subdivision and development in areas at high risk from natural hazards;</li> </ul> </li> <li>(g) ...</li> <li>(h) ...</li> </ul>
<b>Policy 52</b>	<p>When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district or regional plan, for hazard mitigation measures, particular regard shall be given to:</p> <ul style="list-style-type: none"> <li>(a) the need for structural protection works or hard engineering methods;</li> <li>(b) whether non-structural or soft engineering methods are a more appropriate option;</li> <li>(c) avoiding structural protection works or hard engineering methods unless it is necessary to protect existing development or property from unacceptable risk and the works form part of a long-term hazard management strategy that represents the best practicable option for the future;</li> <li>(d) the cumulative effects of isolated structural protection works; and</li> <li>(e) residual risk remaining after mitigation works are in place, so that they reduce and do not increase the risks of natural hazards.</li> </ul>
<b>Comment:</b>	<p>The amendments proposed by PC1B do not create any new or residual risk in terms of the relevant RPS matters. That is because the deleted provisions will be replaced by more relevant, updated, national building standards under the Building Code that have been explicitly formulated to respond to liquefaction risks. The Plan provisions to manage natural hazard risk for land subdivision remain unchanged and, being settled operative provisions, must be considered to be consistent with the RPS.</p>

## 8. Other Relevant Council Plans

### 8.1. Long Term Plan

The Council's Long Term Plan (2021-2041) addresses four aspects of wellbeing: social, cultural, economic and environmental wellbeing. The overall goal is for a vibrant and thriving Kāpiti with healthy, safe and resilient communities.

Underlying all of the outcomes for wellbeing is the outcome that Mana Whenua and Council have a mutually mana-enhancing partnership.

The stated outcome for community wellbeing is that *'communities are resilient, safe, healthy and connected. Everyone has a sense of belonging and can access the resources and services they need'*.

This is explained as meaning that:

*'Our communities (groups and individuals) have access to services and facilities necessary to meet their basic needs to cope with the demands of, and unforeseen disruptions to, their daily lives. They have access to adequate permanent shelter; necessary health services; food; water; education; transport options and networks (roading, rail, cycle, sea and air); telecommunications; and social networks, that they may prosper and thrive to fulfil their potential.'*

Proposed Plan Changes PC1A, PC1B and PC1C will contribute positively to achievement of the community outcomes and the overall vision.

### 8.2. Sustainable Transport Strategy

The Sustainable Transport Strategy 2008 was prepared some time ago but its objectives remain relevant. In particular, it includes a set of relevant principles, including:

#### **Sustainable Transport Principle 2**

*In moving to a sustainable transport system and as a way of reducing and spreading environmental and economic risk, emphasis must be given to the following hierarchy of transport users, until such time as each travel mode is capable of delivering balanced benefits across the four areas of wellbeing:*

- *pedestrians;*
- *people with physical mobility problems;*
- *cyclists;*
- *public transport users;*
- *people accessing health and services within and outside the District;*
- *commercial/ business users;*
- *car borne shoppers and visitors;*
- *car borne commuters;*
- *car borne general travel.*

#### **Sustainable Transport Principle 3**

*Communities should have access to a physical network and travel service that offers them the widest possible range of travel modes giving access to essential civic and economic centres, social infrastructure and enjoyment of the local environment.*



The Strategy explains that: *'Different travel modes have varying effects on each wellbeing area. The key challenge is that travel by private vehicle has been the major emphasis for the last 100 or so years. This has influenced the form of transport networks and the level of investment in other modes. Urban areas have generally developed in a form that services private vehicle use, although the Wellington region has been less affected than some New Zealand cities. Emphasising capacity for private vehicles in the design of networks has a two-fold effect:*

- *massive environmental effects and risks. Private vehicles may not necessarily be unsustainable but the use of fossil fuels is recognised as hugely problematic, to the extent that the adverse effects are now considered unacceptable;*
- *a reduction in choice about travel as travel corridors have been designed to cater for vehicles. Issues of safety and usability for pedestrians and cyclists increase costs to households for local travel choices because of the need to invest in and maintain private vehicles and spend on fuel. The effect is a reduction in social wellbeing, including health.*

*If balance between areas of wellbeing is to be achieved, then a recalibration of the level of emphasis on different transport modes is needed. The challenge is to restore the balance between modes in order to increase choice, reduce social and household costs, and to reduce environmental impacts. While the exploration and development of alternative fuels is gathering pace, the single most effective present method to reduce environmental impacts is to encourage a switching of modes.'*

The Strategy intends that District's transport and access network will be developed in a way that:

- increases the connectivity between and within communities;
- reduces use of fossil fuels as an energy source and as a source of greenhouse gases;
- increases the range of transport mode choices;
- recognises and provides, where possible, for improved and safe access for people with disabilities, older people and children;
- improves access to a range of social, cultural and recreational services, the District centres and to recreation areas, provided the latter is consistent with natural character and wider environmental goals;
- is integrated seamlessly across all transport modes; and
- ensures each major community has access to an integrated passenger transport system across all modes of travel.

Proposed PC1A and PC1C will contribute to achieving the outcomes intended by the 2008 Strategy.

The 2008 version of the Strategy is expected to be superseded in the near future. Relevant provisions from the draft *Sustainable Transport Strategy 2020* include:<sup>1</sup>

***Outcome 1: Improved Access, Connectivity and Integration***

*In Kāpiti communities will benefit from a transport network and travel service that offers the widest possible choice, giving access to essential civic and economic centres, social infrastructure and recreational opportunities. Transport and land use will be better integrated and the design of new development will support good transport connections internally and to the wider transport network. In identifying transport solutions no mode should have priority over any other. Delivery programmes will not start on the premise that road building will be the most efficient way of enabling people and businesses to access the goods and services that matter to them. Space will be allocated on the network to match the needs of all user groups so people can easily get around the district by their preferred means, and have an enjoyable journey.*

<sup>1</sup> Sourced from the Kapiti Coast District Council website on 25 January 2022 at:  
<https://www.kapiticoast.govt.nz/media/37567/sustainable-transport-strategy-2020.pdf>

**Outcome 2: Safe and Resilient Communities**

*By adopting a vision zero and safer systems approach people feel safe using a mode of their choice. At the same time the health and wellbeing of communities is improved as a result of increased activity, improved access to key social infrastructure and the ability to appropriately manage the effects of and respond to transport based emissions. Kāpiti will be able to respond quickly and restore essential transport connections after a disruptive event including natural disasters, accidents and major entertainment events. Resilience will be built into the network including alternative routes and effective and reliable options for mode choice, as well as ensuring construction standards and emergency measures are in place to ensure that damage is as limited as possible and recovery is swift.*

**Outcome 3: Supporting a Vibrant and Thriving District**

*The town centres and local businesses are supported by the transport network, parking management strategies and projects, and people and goods can easily and reliably move around.*

The draft 2020 Strategy intends that District's transport and access network will be developed in a way that identifies specific focus areas, including:

**Focus Area 1: The Transport Network**

*The physical form of the transport network will have major impacts on transport choice. The transport network will need to develop in a way that:*

- *increases the connectivity of communities;*
- *integrates transport modes;*
- *improves access to the District centres, recreation areas, school services and employment opportunities;*
- *increases mode choice;*
- *improves safety, particularly for vulnerable road;*
- *ensures resilience; and*
- *delivers high quality design that respects the environment and amenity*

**Focus Area 2: Integrating Land Use and Development**

*When considering the need to travel and travel patterns, the relationship between land use and transport is a fundamental one. Land use can affect travel patterns, particularly if alternatives to the private car are unviable, and the ability to travel somewhere easily and ensure access to goods and services can impact on decisions to locate new development.*

*There is a need to ensure that the right infrastructure is delivered in the right place at the right time. In identifying priorities for infrastructure development Council will take account of future growth and ensure:*

- *Infrastructure to support the growth identified in the District Plan and Development Management Strategy is planned through;*
- *closely aligning the Sustainable Transport Strategy, Development Management Strategy and Economic Development Strategy;*
- *ensuring that specific infrastructure to serve specific developments is provided through the resource consenting process;*
- *reflecting the outcomes of the Sustainable Transport Strategy and Development Management Strategy in the AMP and LTP;*

- *inputting into District Plan Change and review and structure plan development processes; and*
- *ensuring that new development connects effectively into the existing transport network; and*
- *new developments are planned in a way that either reduces the need to travel or encourages alternatives to the private car, and that they support the development of identified infrastructure projects.*

Proposed PC1A and PC1C will contribute to achieving the outcomes intended by the draft 2020 Strategy.

## 9. Planning Documents Recognised by Iwi Authorities

There are four documents recognised by iwi authorities in the Kapiti Coast District. These comprise:

- Proposed Ngāti Raukawa Ōtaki River and Catchment Iwi Management Plan 2000;
- Nga Korero Kaupapa mo Te Taiao: Policy Statement Manual for Kapakapanui: Te Runanga O Ati Awa ki Whakarongotai Inc;
- Te Haerenga Whakamua – A Review of the District Plan Provisions for Māori: A Vision to the Future for the Kāpiti Coast District Council District Plan Review 2009-12 – 2012; and
- *Whakarongotai o te moana o te wai* Kaitiakitanga Plan for Te Atiawa ki Whakarongotai (2019).

The Ōtaki River and Catchment Iwi Management Plan 2000 is not directly relevant for proposed PC1A – PC1C. As proposed PC1A – PC1C apply to the entire district, the other documents are potentially relevant and are considered below:

### Nga Korero Kaupapa mo Te Taiao

The document outlines the vision, intent and objectives for compliance with tikanga standards for protection and management of the environment as determined by Te Runanga O Ati Awa ki Whakarongotai Inc with respect to disposal and treatment of effluent, stormwater runoff, heritage protection and management, and representation. The content of the proposed Plan Changes does not address any of the above matters.

### Te Haerenga Whakamua

Input from tangata whenua was an important part of developing the PDP, with 23 meetings held from December 2010 through October 2012 between Council staff and a Tangata Whenua working party nominated by Te Whakaminenga o Kāpiti.

The Tāngata Whenua Working Party was established in 2010 as a mechanism for iwi to participate in the review of the District Plan and to represent the District's three iwi (Te Āti Awa ki Whakarongotai, Ngāti Raukawa ki te Tonga and Ngāti Toa Rangatira). The mandate for the working party was to review all aspects of the District Plan on behalf of Te Whakaminenga o Kāpiti and recommend to this forum the direction for iwi policy and Māori world view within this process. This process resulted in the document Te Haerenga Whakamua being approved by Te Whakaminenga o Kāpiti and endorsed by Council in 2012. None of the proposed PC1A – PC1C provisions is identified as being inconsistent with Te Haerenga Whakamua. The proposed provisions will support community wellbeing and resilience.

Whakarongotai o te moana o te wai Kaitiakitanga Plan

This Plan identifies the key kaupapa, huanga and tikanga values, objectives and policies of Te Ātiawa ki Whakarongotai to guide kaitiakitanga. The document is internally focused, in order to support the kaitiaki practice of the iwi, but also to inform other agencies. The provisions of proposed PC1A – PC1C do not alter any of the provisions of Chapter 2 or 2A of the District Plan as they relate to kaitiakitanga. None of the provisions of proposed PC1A – PC1C conflicts with any of the objectives, tikanga or five-year priorities set out in *Whakarongotai o te moana o te wai*.

## 10. Engagement and Feedback

Council staff engaged with representatives of the disability community before drafting proposed PC1A (accessible car parking), given the known importance of accessibility to the community. Council has also been engaging with mana whenua, through iwi authorities. No feedback has been received from mana whenua on the three proposed Plan changes.

Council made available to the community draft versions of PC1A, PC1B and PC1C in November 2021 and invited feedback by 17 December 2021. Feedback was received from two organisations over the consultation period: from Landlink Limited (a land development and surveying consultancy) and from Greater Wellington Regional Council (GWRC). The feedback supports the proposed Plan provisions requiring accessible car parking and cycle parking and highlighted the following points:

- (a) PC1A aligns with Policy 1.7 of the Regional Land Transport Plan 2021 in contributing to ensuring the transport network is continually improved to make travel easier for people with mobility constraints as a priority in transport network planning and design;
- (b) Waka Kotahi is developing guidance on the provision of accessible car parking and the Plan's provisions should be reviewed if the guidance becomes available;
- (c) PC1C will contribute to the regional mode shift target of the Regional Land Transport Plan 2021;
- (d) The proposed wording of TR-PARK-P8 is subjective and doesn't provide certainty for implementation in relation to general residential development;
- (e) Further measures to support mode shift were suggested by GWRC, as follows:
  - a) Provide one cycle park per dwelling without a garage for medium density and multi-unit residential land uses;
  - b) Consider parking provision for micro-mobility devices;
  - c) Staff cycle parking should be covered and excluded from public access;
  - d) Make clear that cycle spaces are a minimum and more can be provided if desired;
  - e) Include minimum dimensions for cycle parks;
  - f) Consider a staff cycle parking minimum for churches, cinemas, halls, conference facilities etc;
  - g) Consider using an advisory note directing plan users to Waka Kotahi's Cycle Parking Planning and Design guidelines 2019;
  - h) Ensure consistency with accessible parking changes by modifying two policies MUZ-P1 and GIZ-P1 to include both cycle parking and accessible car parking;

- i) In addition to PC1A and PC1C, Council should develop a comprehensive parking management plan.

The wording of PC1A and PC1C was amended, as a result of the above suggestions, by:

- specifying in Rule TR-PARK-R19 that cycle parking provided for staff must be covered and not accessible to the public;
- clarifying that the standards are a minimum requirement;
- including an advisory note referring to the Waka Kotahi best practice guidance; and
- in proposed PC1A, amending Policies MUZ-P1 & GIZ-P1 to include both accessible parking and cycle parking requirements.

The following suggestions have not been incorporated into the proposed plan change content at this time, for the following reasons:

- (a) One cycle park per dwelling without garage for medium density housing and multi-unit residential – this issue is addressed in design guides currently in the district plan.
- (b) Provision for micro-mobility devices - This is because there are no current rental operators providing large-scale provision of these devices in Kāpiti, and therefore current and future uptake of these devices is hard to predict with data not currently available to support making changes at this time. Public notification of the proposed plan change will provide the opportunity for submissions, and this could be revisited depending on the submissions and evidence that is received.
- (c) Minimum dimensions for cycle parks – dimensions are currently specified within the proposed plan change content.
- (d) Staff cycle parking requirement for churches, cinemas, halls, conference facilities – This is because the proposed cycle parking standards have been drafted using Waka Kotahi: NZ Transport Agency – Cycle Parking Planning and Design: Cycling Network Guidance technical note, dated 1 May 2019<sup>2</sup>. Appendix 1 of the guidance recommends that for a ‘town’ the requirement for long stay cycle parking for places of assembly is ‘nil’. Cycle parking for these facilities is still required for visitors with 1 cycle park required per 50m<sup>2</sup> gross floor area of the facility.
- (e) Parking Management Plan – the Council is separately considering the preparation of a parking management plan.
- (f) Clarifying requirements for general residential development: Table 6A in Rule TR-PARK-R18 is clear that the only requirement for accessible car parking for residential development is for multi-unit residential development and for supported living accommodation. It is not considered necessary to include an advice note stating that there are no accessible car parking requirements for other residential development.

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<sup>2</sup> [Cycling parking planning and design: Cycling Network Guidance technical note - published May 2019 \(nzta.govt.nz\)](https://www.nzta.govt.nz/cycling/parking-planning-and-design/)

Council staff meet regularly with the Kāpiti Accessibility Advisory Group, whose members represent people who have disabilities, to discuss issues of interest or concern to the disability community. The Council raised to the attention of the Advisory Group the issues raised by NPS-UD when work commenced on the topic (in June 2021). A meeting was held with the Advisory Group in August 2021 where the NPS-UD 2020 accessible carparking issues were discussed. A package of information about the NPS-UD 2020 and Plan provisions was pre-circulated prior to the meeting and the clear feedback from the Advisory Group members was of concern at the prospect that there would be no requirement to provide accessible parking spaces within new developments as the district grows and changes.

Members of the Advisory Group emphasised at the meeting that public transport in the Kāpiti district is not always available to meet the transport needs of people who have disabilities. They advised that the individual needs of people with disabilities often require that they drive their own car, or rely on friends or family or companion drivers, for transport between home and work, appointments, shopping, recreation and social gatherings. The Advisory Group members expect that demand for parking by people with mobility impairment will continue to grow, as the district grows. They explained that ordinary car parking spaces do not meet the needs of people whose mobility impairments mean that they need additional space at the side or rear of specialists to accommodate specialist equipment.

The feedback received at the meeting was clear that there is strong demand currently for the existing number and location of accessible parking spaces (and at times that this supply, in some locations, is insufficient).

## **11. Further Explanation of the PC1A Issue (Accessible Car Parking)**

CCS Disability Action is a non-governmental organisation that has been providing services to and advocating on behalf of people with disabilities and their families since 1935. It was founded originally as the 'Crippled Children's Society'. CCS Disability Action is New Zealand's largest pan-disability support and advocacy organisation. CCS Disability Action administers New Zealand's Mobility Parking Permit scheme.

Holders of Mobility Parking Permits are able to park in designated mobility parking spaces (being, for the Plan's purposes, 'accessible parking spaces'). These parking spaces are wider than general parking spaces, with space to allow drivers and passengers who have mobility impairments to get in and out of vehicles, including by using wheelchairs. To be eligible for a permit, a person must:

- (a) Be unable to walk and always require the use of a wheelchair; or
- (b) Have a medical condition or disability that severely restricts his/her ability to walk distances (including, for example, someone who uses mobility aids or experiences severe pain or breathlessness); or
- (c) Have a medical condition or disability that means s/he cannot be left unattended and requires physical contact or close supervision to safely get around (for example, a person who experiences disorientation, confusion, or severe anxiety)<sup>3</sup>.

Applicants for permits must provide a doctor's written confirmation of eligibility on the above grounds. Permit holders can be vehicle drivers, passengers in vehicles, young people, older people, wheelchair users or people who are perambulatory but have mobility impairments. The disabilities that qualify for eligibility can be visible or not readily apparent.

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<sup>3</sup> Sourced from the CCS Disability Action website (eligibility criteria for Mobility Parking Permit) - <https://www.ccsdisabilityaction.org.nz/mobility-parking/applications-and-renewal/>



Permit holders generally need parking spaces located close to the activities and facilities they seek to access, with safe and accessible connecting paths. The absence of, or shortage of, accessible parking spaces close to businesses and community facilities can dissuade them from accessing those businesses and facilities or make it difficult for them to access the goods and facilities that support their wellbeing. The alternative of a taxi is not readily available to all holders of Mobility Parking Permits due to the cost and inconvenience relative to private car use and, in some locations including parts of the Kāpiti District, the difficulty of actually getting a taxi.

Accessible parking spaces are available on public roads (generally close to community facilities and shops within the District's centres of Paraparaumu, Raumati, Waikanae, Ōtaki and Paekakariki and managed by the Council) and on private land (in compliance with historical and current Plan requirements).

There are currently approximately 2,200 holders of Mobility Parking Permits living in the District (approximately 4% of the District's population). This rate is higher than the nationwide rate of 3.2% of the population holding permits. The majority of permit holders within the District are older people. Over 90% of permit holders are aged over 60 years and more than half are aged over 80 years as shown in Figure 1 below.

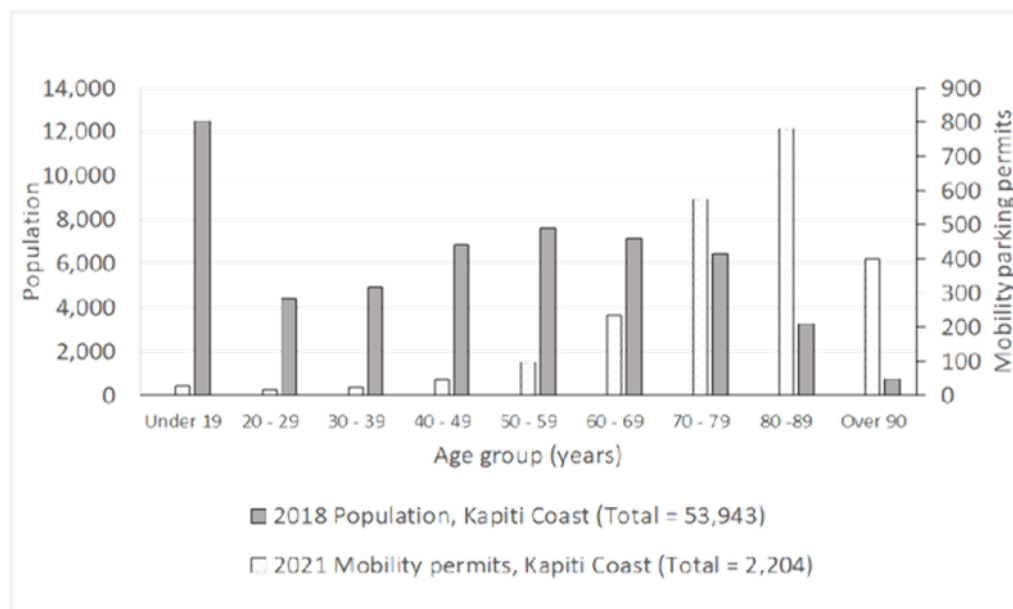


Figure 1: Proportion of Mobility Parking Permit Holders as a Proportion of Total Population (Kāpiti Coast District)<sup>4</sup>

The District has an ageing population and the cohort of older people is expected to grow in the future as indicated in Figure 2:

<sup>4</sup> Data provided by CCS Disability Action, New Zealand Census Data 2018

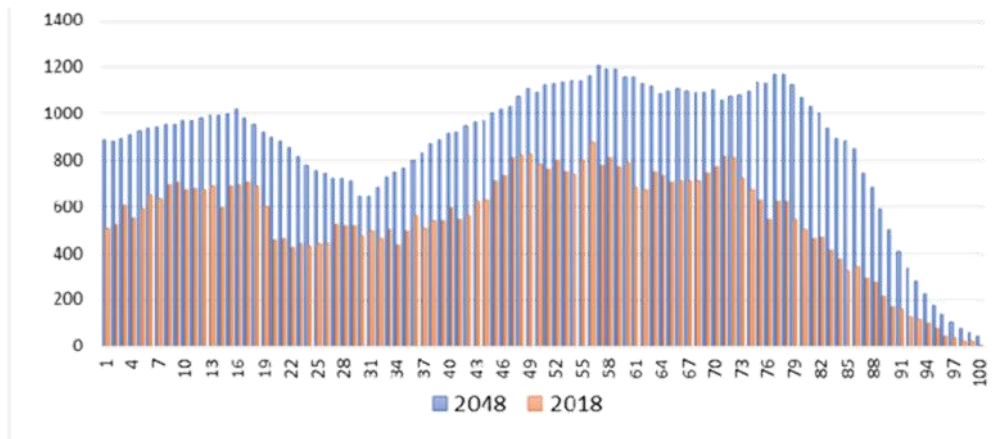


Figure 2: Comparison of Population by Age (Kāpiti Coast District) 2018-2048<sup>5</sup>

The Council's population projections estimate a District population of 70,176 by 2031 (approximately 11,900 more people than in 2021) and 80,731 by 2041 (approximately 22,470 more people than in 2021). Within that growth, the population of people aged over 60 years is expected to increase by approximately 5,680 people by 2031.

Assuming similar rates of need for (or eligibility for) Mobility Parking Permits (4% of the population), this suggests that there will be an increase in demand for permits of approximately 900 over the next 20 years. Even if the rate of eligibility varies, the correlation of mobility impairment with ageing suggests there will be ongoing and growing demand for accessible parking within the District that will not be met by the existing pool of available public and private accessible parking spaces.

There is limited scope for expanding the supply of accessible parking spaces within public road space in the District's centres (given the requirement that accessible parking spaces need to be close to facilities and services).

It is reasonable to expect that, where new facilities and services are developed to meet the demands of the growing population (including business, hospitality, recreational, healthcare, educational and community services) there will be a need for access by a growing number of people with mobility impairments (permit holders). It is also reasonable to expect that this need will not be met by relying on the current pool of accessible car parking spaces or future kerbside public parking alone. Accessible parking spaces require more land than standard car parking spaces.

There is a risk that, without regulatory intervention requiring the provision of suitably designed and located accessible parking spaces, people with mobility impairments will not be able to fully provide for their social, cultural, economic or recreational wellbeing or for their health and safety (recalling that these are the objectives of the RMA, the NPS-UD 2020, the Plan and the Council's Long Term Plan).

The Council is also concerned that without an ability to require the provision of accessible parking, particularly in future retail shopping facilities, cultural and community facilities and places of employment, rights of people with disabilities to participate fully in all aspects of society may be

<sup>5</sup> Kapiti Coast District Council population projections prepared by Sense Partners September 2021

impaired. The meeting with the Accessibility Advisory Group emphasised that even one development without appropriate accessible parking could prejudice people reliant on mobility parking and prevent or discourage them from accessing the facilities or services that development provides.

## 12. Scale and Significance

Having regard to the relevant PDP objectives and the relevant provisions of the higher order documents, strategies and other relevant documents discussed in Sections 7 to 9 of this report, this section evaluates the scale and significance of the effects of the proposed PC1A – PC1C amendments:

PC1A	Scale and Significance:
Reinstatement of accessible car parking requirements and insertion of accessible car parking requirements for multi-unit residential development	The proposed amendments affect the entire District, so can be considered to have wide scale implications. The development of well-functioning urban environments and accessibility for all members of the community are significant issues highlighted in the NPS-UD and in the RPS and District Plan objectives and policies. In this respect, the provision of accessible car parking is a significant issue for the District. The proposed amendments largely carry forward existing Plan requirements and, in this respect, there is little change proposed and the significance of the proposed change is actually low. No person has opposed the proposed amendments signalled in the draft made available for feedback.
PC1B	
Deletion of policy provisions relating to liquefaction hazard risk for new buildings	The proposed amendments affect the entire District where peat or sand is the soil type, so can be considered to have wide scale implications. The management of significant risks of natural hazards is a matter of national importance and, accordingly, the issue is significant. However, the effect of the proposed amendments is that there will be no lessening of rigour in managing the significant risks of liquefaction (the Building Code amendments have now effectively replaced and improved upon the provisions of the Plan that are proposed to be deleted). In this respect, the significance of the proposed amendments is low.
PC1C	
Replacement of the Plan requirements for cycle parking	The proposed amendments affect the entire District, so can be considered to have wide scale implications. However, the proposed amendments replace the current Plan's cycle parking requirements with updated levels, and will ensure the provisions can be used following the withdrawal of accessible parking provisions (the current basis for the calculation of cycle parking requirements). In this respect, the significance of the proposed amendments is low. No person has opposed the proposed amendments signalled in the draft made available for feedback.

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### 13. Reasonably Practicable Alternatives

Having concluded (in Section 12 above) that the proposed amendments have low significance, it is reasonable to simplify the evaluation by limiting the number of alternative options considered and by making the evaluation at the broad district-wide scale identified. For PC1A and PC1C, the 'status quo' of retaining the current Plan provisions are not considered reasonably practicable alternatives. That is because the removal of general car parking requirements directed by Clause 3.38 of the NPS-UD means there will be no basis for requiring accessible car parking or cycle parking and the remaining policy references will be incomplete or incoherent as they relate to accessible car parking and cycle parking.

Plan Change:	Reasonably Practicable Alternatives Considered:
<b>PC1A Accessible Car Parking</b>	<p><b>Option 1:</b> Delete all Plan references to accessible car parking and rely on the Building Code and accessible car parks available on public roads and public land.</p> <p><b>Option 2:</b> Make the amendments detailed in PC1A requiring accessible car parking for a range of new developments.</p>
<b>PC1B Liquefaction Risk for New Buildings</b>	<p><b>Option 1:</b> Status quo (retain current Plan provisions without change).</p> <p><b>Option 2:</b> Make the amendments detailed in PC1B and rely on the amended Building Code to manage liquefaction hazard risk.</p>
<b>PC1C Cycle Parking</b>	<p><b>Option 1:</b> Delete all Plan references to cycle parking and rely on cycle parking available on public roads and public land, and the voluntary provision of on-site cycle parking.</p> <p><b>Option 2:</b> Make the amendments detailed in PC1C requiring cycle parking for a range of new developments.</p>



## 14. Evaluation

In the following evaluation, cells within the table highlighted with shading indicate the option that is superior against each consideration:

<b>PC1A Accessible Car Parking</b>	<b>Option 1:</b> Delete all Plan references to accessible car parking and rely on the Building Code and accessible car parks available on public roads and public land.	<b>Option 2:</b> Make the amendments detailed in PC1A requiring accessible car parking for a range of new developments.
<b>Benefits and Costs: Environmental</b>	Neutral: There are no environmental effects additional to those identified under social effects below.	Neutral: There are no environmental effects additional to those identified under social effects below.
<b>Benefits and Costs: Economic</b>	The absence of a requirement for accessible car parking would mean reduced site development costs.	The development of required accessible car parking spaces will incur costs similar to historical site development costs.
<b>Benefits and Costs: Social</b>	<p>Clause D1.1 of the Building Code includes the objective to 'ensure people with disabilities are able to enter and carry out normal activities and functions within buildings'.</p> <p>Clause D.1.3.2 of the Building Code requires at least one accessible route from a building's car park <i>where car parking is required to be provided</i>.</p> <p>Clause D1.3.6 requires accessible car parking spaces to be:</p> <ul style="list-style-type: none"> <li>(a) provided in sufficient numbers,</li> <li>(b) located to avoid conflict with other vehicles and people,</li> <li>(c) easy to find using standardised signs.</li> </ul> <p>NZS4121:2001 is deemed by the Building Act 2004 to be an acceptable solution for the provision of accessible car parking. NZS4121 requires not less than 1 accessible space where 1-20 ordinary parking spaces are provided, 2 spaces per 21-50 ordinary parking spaces, and 1 per additional 50 ordinary spaces. It is not relevant where no ordinary parking spaces are required.</p> <p>Given that car parking spaces occupy land and are a cost to develop, it is likely that no or fewer accessible car parking spaces than currently required by the District Plan would be provided under the Building Code and NZS4121.</p>	The Plan provisions will ensure that a sufficient number of accessible parking spaces is provided in new developments to meet the future needs of people within Kāpiti District who rely on accessible parking spaces to access services and facilities.

<b>PC1A Accessible Car Parking</b>	<b>Option 1:</b> Delete all Plan references to accessible car parking and rely on the Building Code and accessible car parks available on public roads and public land.	<b>Option 2:</b> Make the amendments detailed in PC1A requiring accessible car parking for a range of new developments.
<b>Benefits and Costs: Cultural</b>	This option will not necessarily fulfil the community wellbeing and accessibility aspirations articulated in the relevant statutory and non-statutory documents.	This option will fulfil the community wellbeing and accessibility aspirations articulated in the relevant statutory and non-statutory documents.
<b>Economic Growth &amp; Employment Impacts</b>	Neutral: This option will potentially free up (only small) areas of sites for development. However, the District-wide impact is unlikely to be significant.	Neutral: This option will potentially constrain (to a small degree only) the areas of sites available for development. However, the District-wide impact is unlikely to be significant.
<b>Risk</b>	Although there is some uncertainty about how the development market would respond to the removal of accessible car parking requirements, the risk is that this would fail to fully achieve the community wellbeing and accessibility aspirations articulated in the relevant statutory and non-statutory documents.	The risk of failure to fully achieve community wellbeing and accessibility aspirations is minimised.
<b>Scale &amp; Significance</b>	District-wide scale with high (adverse) significance due to the narrowed range of land use activities for which accessible car parking can be required, compared with current Plan requirements.	District-wide scale with low significance.
<b>Efficiency</b>	Fewer Plan rules may enhance efficiency in processing development proposals. The absence of requirements for accessible car parking could (marginally) enhance the efficiency of use of land. However, an insufficient supply and distribution of accessible car parking spaces near facilities and services will result in inefficiencies for people with disabilities participating in society.	The proposed provisions are largely similar to the current Plan provisions, so there would be almost no difference in efficiency in administering the Plan. While the requirement for accessible car parking within development sites may reduce the area of land available or the efficiency of development of land, there would be no material loss in this respect relative to the current Plan requirements. A sufficient supply and distribution of accessible car parking spaces near facilities and services will optimise the efficiency of access for people with disabilities and enable them to participate fully in society.
<b>Effectiveness</b>	Ineffective in achieving the objectives of the Plan, higher order documents and the Long Term Plan.	Will contribute positively to achieving the objectives of the Plan, higher order documents and the Long Term Plan.
<b>Overall Conclusion</b>	<b>The proposed PC1A amendments are a more efficient and effective way of addressing the issues identified for PC1A and will contribute to achieving the sustainable management purpose of the Act and the community wellbeing and accessibility outcomes sought by the Plan and the Long Term Plan, and will meet the purpose of PC1A.</b>	



<b>PC1B Liquefaction Risk for New Buildings</b>	<b>Option 1:</b> Status quo (retain current Plan provisions without change).	<b>Option 2:</b> Make the amendments detailed in PC1B and rely on the amended Building Code to manage liquefaction hazard risk.
<b>Benefits and Costs: Environmental</b>	Neutral: There are no adverse environmental effects.	Neutral: There are no adverse environmental effects (because the potential adverse effects associated with liquefaction hazard risk will be satisfactorily addressed by the amended Building Code).
<b>Benefits and Costs: Economic</b>	The Plan requirements impose some additional costs for some new buildings in locations prone to liquefaction. These costs may be in addition to costs associated with complying with the Building Code.	The Building Code requirements impose some additional costs for some new buildings in locations prone to liquefaction.
<b>Benefits and Costs: Social</b>	Neutral: There are no social effects additional to the environmental effects discussed above.	Neutral: There are no social effects additional to the environmental effects discussed above.
<b>Benefits and Costs: Cultural</b>	Neutral: There are no cultural effects additional to the environmental effects discussed above.	Neutral: There are no cultural effects additional to the environmental effects discussed above.
<b>Economic Growth &amp; Employment Impacts</b>	Neutral: There are no economic or employment impacts additional to the environmental effects discussed above.	Neutral: There are no economic or employment impacts additional to the environmental effects discussed above.
<b>Risk</b>	Neutral: There is minimal risk (each building development within a liquefaction-prone area is assessed individually and the actual and potential risk is addressed).	Neutral: There is minimal risk (each building development within a liquefaction-prone area is assessed individually and the actual and potential risk is addressed).
<b>Scale &amp; Significance</b>	District-wide scale and low significance.	District-wide scale and low significance.
<b>Efficiency</b>	Retaining the Plan requirements in addition to the now-operative amended Building Code may result in confusion, conflict or duplication between standards imposed. The specific requirements for individual sites are not prescribed but must be considered and individually addressed through specialist assessment and design. Resource consent is required in addition to the requirements of the Building Code to manage the same natural hazard risk.	The potential for confusion, conflict or duplication between standards imposed is minimised. The required standards are prescribed clearly. Resource consent is no longer required for an activity that is adequately managed under the Building Code.
<b>Effectiveness</b>	The provisions are less prescriptive than the Building Code but should, after appropriate specialist assessment, require similarly effective building design solutions to address the risks for buildings on land prone to liquefaction.	The standards are based on recent research and experience and are expected to result in effective building design solutions to address the risks for buildings on land prone to liquefaction.
<b>Overall Conclusion</b>	The PC1B amendments are a more efficient and effective way to address the actual and potential risks to new buildings on land prone to liquefaction and will meet the purpose of PC1B, the relevant Plan objectives, and will contribute to achieving the sustainable management purpose of the Act.	

<b>PC1C Cycle Parking</b>	<b>Option 1:</b> Delete all Plan references to cycle parking and rely on cycle parking available on public roads and public land.	<b>Option 2:</b> Make the amendments detailed in PC1C requiring cycle parking for a range of new developments.
<b>Benefits and Costs: Environmental</b>	This option is likely to result in the provision of no or fewer cycle parks within developments, which would not encourage the transport mode shift outcomes sought by the Plan and higher order planning documents.	This option will contribute positively to enabling and encouraging the transport mode shift outcomes sought by the Plan and higher order statutory planning documents.
<b>Benefits and Costs: Economic</b>	Neutral: The absence of a requirement for cycle parking within developments will (marginally only) reduce development costs.	Neutral: Requiring cycle parking within developments will incur cost (although at a similar rate as historically required by the Plan).
<b>Benefits and Costs: Social</b>	Neutral: There are no social effects additional to the transport mode shift effects discussed above.	Neutral: There are no social effects additional to the transport mode shift effects discussed above.
<b>Benefits and Costs: Cultural</b>	Neutral: There are no cultural effects additional to the transport mode shift effects discussed above.	Neutral: There are no cultural effects additional to the transport mode shift effects discussed above.
<b>Economic Growth &amp; Employment Impacts</b>	Neutral: The absence of a requirement for cycle parking within developments will not materially reduce development costs or materially alter District-wide economic growth or employment potential.	Neutral: Requiring cycle parking within developments will not materially increase development costs or materially alter (constrain) District-wide economic growth or employment potentially.
<b>Risk</b>	Neutral: There are no risks additional to the transport mode shift effects discussed above.	Neutral: There are no risks additional to the transport mode shift effects discussed above.
<b>Scale &amp; Significance</b>	District-wide scale with higher (adverse) significance due to the likelihood that no or limited cycle parking would be provided, compared with the outcome under current Plan requirements.	District-wide scale and low significance due to being a continuation and improvement of current Plan requirements.
<b>Efficiency</b>	Fewer Plan rules may enhance efficiency in processing development proposals. The absence of requirements for cycle parking will not necessarily affect the efficiency of use of land. However, an insufficient supply and distribution of cycle spaces near facilities and services will result in inefficiencies for people whose preferred mode of transport is cycling.	The proposed provisions are similar to the current Plan provisions but a number of improvements are proposed, so there would be almost no difference in efficiency in administering the Plan. The requirement for cycle parking within development sites will not materially reduce the area of land available or materially improve the efficiency of development of land. Sufficient supply and distribution of accessible cycle parking spaces near facilities and services will optimise the efficiency of access for people whose preferred mode of transport is cycling.

<b>PC1C Cycle Parking</b>	<b>Option 1:</b> Delete all Plan references to cycle parking and rely on cycle parking available on public roads and public land.	<b>Option 2:</b> Make the amendments detailed in PC1C requiring cycle parking for a range of new developments.
<b>Effectiveness</b>	Will not be effective in achieving the community wellbeing, accessibility and transport mode shift outcomes sought by the Plan and other planning documents.	Will contribute positively to achieving the community wellbeing, accessibility and transport mode shift outcomes sought by the Plan and other planning documents.
<b>Overall Conclusion</b>	<b>PC1C is a more efficient and effective way to address the issue, will contribute to achieving the sustainable management purpose of the Act and the community wellbeing and accessibility outcomes sought by the Plan and Long Term Plan.</b>	

## Appendix 1

### PLAN AMENDMENT NO. 1 - AMENDMENTS TO THE KĀPITI COAST DISTRICT PLAN TO REMOVE REQUIREMENTS FOR CAR PARKING AS DIRECTED BY THE NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT 2020

In the following District Plan provisions:

text that is struck through (**example**) is to be deleted from the District Plan

text that is underlined and bold (**example**) is to be inserted into the District Plan

#### 1. TR-PARK Rules – Parking: Delete Rules TR-PARK-R19 to TR-PARK-R30 as follows:

<b>TR-PARK-R19</b>	<p><i>Residential activities including:</i></p> <ol style="list-style-type: none"> <li><del>1. Habitable buildings;</del></li> <li><del>2. Multi-unit residential;</del></li> <li><del>3. 1 bedroom units;</del></li> <li><del>4. Shared and group accommodation;</del></li> <li><del>5. Home business and home craft occupations;</del></li> <li><del>6. Boarding houses; and</del></li> <li><del>7. Papakāinga units at Whakarongetai Marae.</del></li> </ol> <p><i>Excluding:</i></p> <ol style="list-style-type: none"> <li><del>1. Visitor accommodation that is not temporary residential rental accommodation (see TR-PARK-R20).</del></li> </ol> <p><i>Qualifying criteria apply to this rule.</i></p>
Permitted Activity	<p><b>Standards</b></p> <ol style="list-style-type: none"> <li><del>1. A minimum of 2 car parks (including garages or carports) per residential unit (as measured by the residential unit measurement criteria) except for in Precincts A1 and A2 and C in the Metropolitan Centre Zone, Raumati Beach Town Centre Zone and for Residential A and Mixed Use B areas in Waimeha North Neighbourhood Development area in the Ngārara Development Area. Minor residential units are exempt from this standard.</del></li> </ol> <p><b><u>Qualifying Criteria:</u></b></p>



In order to be self-contained a *minor residential unit* must contain a kitchen and bathroom. A *minor residential unit* has a gross floor area which is no greater than 54m<sup>2</sup> in the *Residential Zones* (excluding decks and covered outdoor living areas), and 60m<sup>2</sup> in the *Rural Zones* (excluding decks and covered outdoor living areas).

When measuring gross floor area for the purposes of a *minor residential unit*, include:

- covered yards and areas covered by a roof but not enclosed by walls

Exclude:

- uncovered stairways;
  - floor space in terraces (open or roofed), external balconies, breezeways or porches;
  - roof carparking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;
  - car parking areas; and
  - floor space of interior balconies and mezzanines not used by the public.
2. A minimum of 1 car park per *residential unit* (as measured by the *residential unit measurement criteria*) in Precincts A1 and A2 and C in the *Metropolitan Centre Zone*, the *Raumati Beach Town Centre Zone* and *Residential A* and *Mixed Use B* areas in the *Waimeha North Neighbourhood Development area* in the *Ngārara Development Area*.
  3. An average of 1.5 parking spaces per *Papakāinga unit*. A minimum of 1 space per unit is required and in calculating the average no more than 2 spaces per unit may be counted.
  4. A minimum of 1 carpark per 2 beds in any *boarding house, shared and group accommodation*.

#### TR-PARK-R20

Temporary accommodation activities including:

1. Hostels;
2. Hotel;
3. Motels; and
4. *Visitor accommodation, excluding Temporary Residential Rental Accommodation (see TR-PARK-R19).*

	<i>Residential unit measurement criteria, and qualifying criteria apply to some activities under this rule.</i>
Permitted Activity	<p><b>Standards</b></p> <ol style="list-style-type: none"> <li>1. A minimum of 2 car parks per residential unit (except where standard 2 applies, and as measured by the residential unit measurement criteria). Minor residential units are exempt from this standard; and</li> <li>2. 1 carpark per bedroom/unit/guest room/campsite or motorhome site; plus 1 carpark per 2 staff; plus 1 carpark per 4m<sup>2</sup> bar space.</li> </ol> <p><u>Qualifying Criteria:</u></p> <p>In order to be self-contained a <i>minor residential unit</i> must contain a kitchen and bathroom. A <i>minor residential unit</i> has a gross floor area which is no greater than 54m<sup>2</sup> in the Living Zones (excluding decks and covered outdoor living areas), and 60m<sup>2</sup> in the Rural Zones (excluding decks and covered outdoor living areas).</p> <p>When measuring gross floor area for the purposes of a <i>minor residential unit</i>, include:</p> <ul style="list-style-type: none"> <li>• covered yards and areas covered by a roof but not enclosed by walls</li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>• uncovered stairways;</li> <li>• floor space in terraces (open or roofed), external balconies, breezeways or porches;</li> <li>• roof carparking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</li> <li>• car parking areas; and</li> <li>• floor space of interior balconies and mezzanines not used by the public.</li> </ul>
TR-PARK-R21	<p><i>Industrial activities including:</i></p> <ol style="list-style-type: none"> <li>1. Manufacturing and service;</li> <li>2. Tradesmen's Workshops/ Service Station/Motor Garages;</li> <li>3. Warehouses (Trading); and</li> <li>4. Warehouses (Storage).</li> </ol> <p><i>Excluding:</i></p>



	<ul style="list-style-type: none"> <li>• <i>Extractive industries</i></li> </ul> <p><i>Measurement criteria apply to activities under this rule.</i></p>
Permitted Activity	<p><b>Standards</b></p> <ol style="list-style-type: none"> <li>1. Manufacturing and Service – 2 carparks per 100m<sup>2</sup> gross floor area.</li> <li>2. Tradesmen's Workshops/ Service Station/ Motor Garages – 2 carparks per 3 employees, 2 carparks for any ancillary retailing, 4 carparks per workshop bay, 2 carparks for queuing for a carwash, 1 carpark for air hose/vacuum.</li> <li>3. Warehouses (Trading) – 3 carparks per 100m<sup>2</sup> gross floor area.</li> <li>4. Warehouses (Storage) – 1 carpark per 150m<sup>2</sup> gross floor area.</li> </ol> <p><u>Measurement Criteria:</u></p> <p>When measuring gross floor area, include:</p> <ul style="list-style-type: none"> <li>• covered yards and areas covered by a roof but not enclosed by walls</li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>• uncovered stairways;</li> <li>• floor space in terraces (open or roofed), external balconies, breezeways or porches;</li> <li>• roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</li> <li>• car parking areas; and</li> <li>• floor space of interior balconies and mezzanines not used by the public.</li> </ul>
<b>TR-PARK-R22</b>	<p><i>Retailing, retail activities or retail outlets and other activities involving retailing.</i></p> <p><i>Measurement criteria apply to activities under this rule.</i></p>
Permitted Activity	<p><b>Standards</b></p> <ol style="list-style-type: none"> <li>1. 3 carparks per 100m<sup>2</sup> gross floor area or display area (whichever is greater).</li> <li>2. Roadside Stalls on strategic arterial routes, no greater than 30m<sup>2</sup> require 10 carparks per stall.</li> </ol> <p><u>Measurement Criteria:</u></p> <p>When measuring gross floor area, include:</p> <ul style="list-style-type: none"> <li>• covered yards and areas covered by a roof but not enclosed by walls</li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>• uncovered stairways;</li> </ul>

	<ul style="list-style-type: none"> <li>• floor space in terraces (open or roofed), external balconies, breezeways or porches;</li> <li>• roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</li> <li>• car parking areas; and</li> <li>• floor space of interior balconies and mezzanines not used by the public.</li> </ul>
<b>TR-PARK-R23</b>	<p><i>Large Format Retail and supermarkets over 500m<sup>2</sup> in gross floor area.</i></p> <p><i>Measurement criteria apply to activities under this rule.</i></p>
Permitted Activity	<p><b>Standards</b></p> <p>1. 5 car parks per 100m<sup>2</sup> gross floor area.</p> <p><u>Measurement Criteria:</u></p> <p>When measuring gross floor area, include:</p> <ul style="list-style-type: none"> <li>• covered yards and areas covered by a roof but not enclosed by walls</li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>• uncovered stairways;</li> <li>• floor space in terraces (open or roofed), external balconies, breezeways or porches;</li> <li>• roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</li> <li>• car parking areas; and</li> <li>• floor space of interior balconies and mezzanines not used by the public.</li> </ul>
<b>TR-PARK-R24</b>	<p><b>Hospitality</b></p> <p>1. Taverns/licensed premises; and</p> <p>2. Restaurants.</p> <p><i>Measurement criteria apply to activities under this rule.</i></p>
Permitted Activity	<p><b>Standards</b></p> <p>1. Taverns / licenced premises: 1 carpark per 4m<sup>2</sup> gross floor area served by the bar (excluding restaurants); plus 1 car parks per 2 staff.</p> <p>2. Restaurants: 1 carpark per 5 persons; plus 1 per 2 staff.</p> <p><u>Measurement Criteria:</u></p> <p>When measuring gross floor area, include:</p> <ul style="list-style-type: none"> <li>• covered yards and areas covered by a roof but not enclosed by walls</li> </ul>

	<p>Exclude:</p> <ul style="list-style-type: none"> <li>• <del>uncovered stairways;</del></li> <li>• <del>floor space in terraces (open or roofed), external balconies, breezeways or porches;</del></li> <li>• <del>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</del></li> <li>• <del>car parking areas; and</del></li> <li>• <del>floor space of interior balconies and mezzanines not used by the public.</del></li> </ul>
<b>TR-PARK-R25</b>	<p><del>Non-retail commercial activities:</del></p> <ul style="list-style-type: none"> <li>• <del>Excludes industrial activities (see TR-PARK-R21).</del></li> </ul> <p><del>Measurement criteria apply to activities under this rule.</del></p>
<b>Permitted Activity</b>	<p><b>Standards</b></p> <ol style="list-style-type: none"> <li>1. <del>3 car parks per 100m<sup>2</sup> gross floor area or display area (whichever is greater).</del></li> </ol> <p><u>Measurement Criteria:</u></p> <p><del>When measuring gross floor area, include:</del></p> <ul style="list-style-type: none"> <li>• <del>covered yards and areas covered by a roof but not enclosed by walls</del></li> </ul> <p><del>Exclude:</del></p> <ul style="list-style-type: none"> <li>• <del>uncovered stairways;</del></li> <li>• <del>floor space in terraces (open or roofed), external balconies, breezeways or porches;</del></li> <li>• <del>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</del></li> <li>• <del>car parking areas; and</del></li> <li>• <del>floor space of interior balconies and mezzanines not used by the public.</del></li> </ul>
<b>TR-PARK-R26</b>	<p><del>Recreation areas including:</del></p> <ol style="list-style-type: none"> <li>1. <del>Sports Fields (including lawn bowls);</del></li> <li>2. <del>Court Sports (including bowling alleys);</del></li> <li>3. <del>Clubrooms; and</del></li> <li>4. <del>Grandstands.</del></li> </ol> <p><del>Measurement criteria apply to activities under this rule.</del></p>

Permitted Activity	<p><b>Standards</b></p> <p>1. 25 carparks per sports field, 4 carparks per court or 2 carparks per 10m<sup>2</sup> gross floor area (whichever is greater).</p> <p><u>Measurement Criteria:</u></p> <p>When measuring gross floor area, include:</p> <ul style="list-style-type: none"> <li>covered yards and areas covered by a roof but not enclosed by walls</li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>uncovered stairways;</li> <li>floor space in terraces (open or roofed), external balconies, breezeways or porches;</li> <li>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</li> <li>car parking areas; and</li> <li>floor space of interior balconies and mezzanines not used by the public.</li> </ul>
<b>TR-PARK-R27</b>	<p>Church, cinemas, hall, conference facilities, funeral homes, crematoriums and entertainment activities.</p> <p><i>Measurement criteria apply to activities under this rule.</i></p>
Permitted Activity	<p><b>Standards</b></p> <p>1. 1 carpark per 10m<sup>2</sup> gross floor area or 1 carpark per 6 seats/patrons (whichever is greater).</p> <p><u>Measurement Criteria:</u></p> <p>When measuring gross floor area, include:</p> <ul style="list-style-type: none"> <li>covered yards and areas covered by a roof but not enclosed by walls</li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>uncovered stairways;</li> <li>floor space in terraces (open or roofed), external balconies, breezeways or porches;</li> <li>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</li> <li>car parking areas; and</li> <li>floor space of interior balconies and mezzanines not used by the public.</li> </ul>
<b>TR-PARK-R28</b>	<p>Health care</p> <p>1. Doctors;</p>

	<del>2. Hospitals;</del> <del>3. Medical Centres/Health Specialists; and</del> <del>4. Veterinary Surgeons.</del>
Permitted Activity	<b>Standards</b> <del>1. 7 carparks per 10 resident/patient beds; and</del> <del>2. 4 carparks per full time equivalent specialist (doctor, vet etc); and</del> <del>3. 1 carpark per 2 full time equivalent non specialist staff.</del>
<b>TR-PARK-R29</b>	<b>Educational facilities including:</b> <del>1. Kindergartens/day care centres/nurseries;</del> <del>2. Primary/Secondary schools;</del> <del>3. Tertiary establishments; and</del> <del>4. Work skills training centres.</del>
Permitted Activity	<b>Standards</b> <del>1. 1 carpark per 2 staff.</del> <del>2. For Tertiary Establishments, add 1 carpark per 5 full time students based on the maximum number of students on site at any one time</del>
<b>TR-PARK-R30</b>	<b>Supported living accommodation</b>
Permitted Activity	<b>Standards</b> <del>1. A minimum of 1 carpark per 4 beds and 1 carpark per 2 staff members on the subject site.</del>

2. In GRZ-P11 Residential Streetscape: Delete the requirement to provide on-site vehicle parking as follows:

<b>GRZ-P11</b>	<b>Residential Streetscape</b>
<p><i>Development, use and subdivision</i> will enhance the amenity, functionality and safety of the streetscape in the <i>Residential Zones</i>. To achieve a positive relationship between <i>development</i> and the street, <i>development</i> will be undertaken in accordance with the <i>Council's</i> Streetscape Strategy and Guidelines.</p>	
<del>1. on-site vehicle parking will be provided to reduce demand for on-street vehicle parking;</del> <del>2. minimum distance will be maintained between vehicle access ways, and where practicable;</del>	

**3. In GRZ-P14 Minor Residential Units: Delete the following requirements for on-site carparking:**

**GRZ-P14** Minor Residential Units

A minor residential unit will be provided for where it is ancillary to a residential unit and is undertaken in the following manner:

1. it will be of a scale suitable to accommodate 1 or 2 persons;
2. it will not compromise the provision of sufficient *outdoor living space* areas; and
- ~~3. adequate on-site car parking (accessed from a common driveway) will be provided; and~~
4. it will not unreasonably affect the privacy, outlook or *sunlight* access of the *primary residential building* or adjoining properties and public spaces.

**4. In MUZ-P1 Outer Business Centre Zone: Delete the requirement for carparking as follows:**

**MUZ-P1** Outer Business Centre Zone

1. *Subdivision, use and development* in the Mixed Use Zone will provide for high amenity commercial development in a manner which:
  - a. remains compatible with the role and function of *Metropolitan Centre Zone Precinct A* as the primary retail and commercial core of the *Paraparaumu Sub-Regional Centre*;
  - b. is appropriate along an arterial *road environment*; and
  - c. is compatible with adjoining residential areas.
2. *Subdivision, use and development* in the Mixed Use Zone will be undertaken in the following manner:
  - a. adverse *effects* that would otherwise decrease the efficiency and effectiveness of Kāpiti Road as a transport corridor, including for public transport, will be managed;
  - b. apartment living and *medium density housing* developments will be encouraged east of Moana Road to consolidate residential densities within close proximity to *Metropolitan Centre Zone Precinct A* and the rail interchange;
  - c. *retail activities* will be provided for in a manner which minimises adverse *effects* on the role, function and vitality of the Metropolitan Centre Zone and ensures the safe, efficient function of the District's *transport network* and hierarchy by:
    - i. managing the scale of *retail activities* in the Ihakara Street East and Ihakara Street West Precincts;
    - ii. limiting the type and scale of *retail activities* in Kāpiti Road; and



- iii. limiting the type and scale of *retail activities* in Paraparaumu North Gateway Precinct (as outlined in [MUZ-P2](#)); and
- d. *amenity values* of Kāpiti Road will be maintained or enhanced;
- e. ~~vehicle parking and manoeuvring will be provided for on-site and preferably at the rear of the subject site;~~

**5. In GIZ-P11 Land Use and Built Form: Delete the requirement for on-site carparking:**

**GIZ-P11** Land Use and Built Form in the General Industrial Zone

A range of *industrial activities* within the *General Industrial Zone* will be provided for in a manner which avoids or mitigates impacts on adjoining *sensitive activities* and areas.

The location, type, scale and built form of *subdivision*, use and *development* in the *General Industrial Zone* will be managed to mitigate adverse effects, whilst meeting the District's economic needs.

*Subdivision*, use and *development* in the *General Industrial Zone* will be undertaken in the following manner:

1. *building* entrances will be obvious from the street through *landscaping* design or the form of the *building*;
2. sufficient on-site service areas, ~~including parking~~, will be provided;
3. service areas will be screened and planting and *landscaping* will be provided for visual interest;

**6. In DEV1-P6 Residential Streetscape: Delete the requirement for on-site carparking:**

**DEV1-P6** Residential Streetscape

*Development*, use and *subdivision* will enhance the amenity, functionality and safety of the streetscape in the *Residential Zones*. To achieve a positive relationship between *development* and the street, *development* will be undertaken in accordance with the *Council's* Streetscape Strategy and Guideline:

1. ~~on-site vehicle parking will be provided to reduce demand for on-street vehicle parking;~~
2. minimum distance will be maintained between *vehicle access* ways, and where practicable, the sharing of *vehicle access* ways will be encouraged;
3. direct pedestrian access will be provided from the street to the front entrance of the *primary residential building*, where practicable;
4. where practicable, at least one *habitable room* will be orientated towards the street;
5. the safety of *road* users, including pedestrians and cyclists, will not be adversely affected; and

6. on-site vehicle manoeuvring will be provided for rear *allotments*, *allotments* with significant sloping driveways and on *strategic arterial routes*.

**7. In DEV1-P9 Minor Residential Units: Delete the requirement for on-site carparking:**

**DEV1-P9**      *Minor Residential Units*

A *minor residential unit* will be provided for where it is *ancillary* to a *residential unit* and is undertaken in the following manner:

1. it will be of a scale suitable to accommodate 1 or 2 persons;
2. it will not compromise the provision of sufficient *outdoor living space* areas; **and**
- 3. ~~adequate on-site car parking (accessed from a common driveway) will be provided; and~~**
4. it will not unreasonably affect the privacy, outlook or *sunlight* access of the *primary residential building* or adjoining *properties* and public spaces.

**8. In DEV1-P14 Non-Residential Activities: Delete the requirement for carparking:**

**DEV1-P14**      *Non-Residential Activities*

1. *Non-residential activities* other than activities managed under the [Community Facilities chapter](#) will be allowed in the *Residential Zones* only if the activities are compatible with *residential activities* and the *amenity values* of residential areas, and if they provide a function which:
  - a. minimises the need to travel for daily goods and services;
  - b. supports the resilience of the local neighbourhood;
  - c. provides a service or function to the local neighbourhood; and
  - d. does not detract from the vitality of *centres* and other *Working Zones*.
2. In determining whether or not the scale of *effects* of *non-residential activities* is appropriate, particular regard shall be given to:
  - a. the appropriateness of the scale, size and intensity of the proposed *buildings* and activities and visual or landscape mitigation proposed;
  - b. the *effects* generated by the *buildings* and activities on the safety and efficiency of the local *transport network*, including the extent to which the activities make efficient use of the *transport network* by minimising the need to travel;
  - c. the appropriateness – in the design and amount – of proposed access **and parking** for staff, customers, visitors and service/delivery vehicles;

- d. the hours of operation, including the timing and frequency of delivery/service vehicles;
- e. the *effects* on residential character and *amenity values* of the surrounding *environment* generated by the proposed *building* or activity;
- f. *nuisance effects* (including *noise*, odour, light, glare, smoke and *dust*) produced on-site;
- g. whether or not any proposed signage on the *subject site* is associated with the activity, visually distracting to motorists or dominating or detracting from the amenity of the surrounding *environment*;
- h. whether the activities adversely affect the vitality of *centres*;
- i. whether the activity provides goods and services to meet the daily needs of the local neighbourhood; and
- j. any cumulative *effects*.

**9. In Rule DEV1-R4 Residential Buildings: Delete the requirement for carparking:**

**DEV1-R4** New *residential buildings*, and *additions or alterations* to any existing lawfully established *building* (excluding *minor buildings* and any listed *historic heritage building*) within the Waimeha North Neighbourhood Development Area as identified in the Ngārara Development Area Structure Plan in [Appendix 7](#).

*Measurement criteria*, and *height measurement criteria* apply to activities under this rule.

Permitted  
Activity

**Standards**

.....

**Residential A areas (*allotments* less than or equal to 350m<sup>2</sup>):**

1....

2.

3. ...

~~**9. A minimum of one carpark is required per allotment.**~~

**10. In Rule DEV1-R5 Home Businesses and Home Craft Occupations: Delete the reference in the note to carparking:**

**DEV1-R5** *Home businesses and home craft occupations*

*Qualifying criteria* apply to activities under this rule.

Permitted Activity	Standards
	<p>1. <i>Home businesses and home craft occupations</i> must:</p> <ol style="list-style-type: none"> <li>be carried out within a lawfully established <i>residential building</i> or an associated <i>accessory building</i> (excluding <i>minor buildings</i>) that meets the <i>permitted activity</i> standards in <a href="#">DEV1-R4</a>;</li> <li>not involve the use of any source of motive power other than electric motors of not more than 0.56kw;</li> <li>be limited to one <i>home business</i> and <i>home craft occupations</i> per site, excluding <i>home offices</i>;</li> <li>not have more than one non-resident person working on the <i>site</i> at any one time; and</li> <li>not have any deliveries related to the activity made to or from the <i>site</i> between the hours of 7pm and 7am.</li> </ol> <p>2. The total floor area used for <i>home businesses</i> and <i>home craft occupations</i> must not exceed 40m<sup>2</sup>.</p> <p>3. In addition to Standards (1) and (2) above, for any <i>home business</i>:</p> <ol style="list-style-type: none"> <li>any <i>retailing</i> must be an <i>ancillary activity</i> to the <i>home business</i>;</li> <li>no goods on display shall be visible from outside the <i>building</i> in which the <i>home business</i> is undertaken; and</li> <li>the maximum <i>retail floor space</i> or sales area must not exceed 10m<sup>2</sup>.</li> </ol> <p><u>Qualifying Criteria:</u></p> <p><i>Home businesses and home craft occupations</i> are performed entirely within a <i>residential building</i> or <i>accessory building</i>. <i>Home businesses and home craft occupations</i> shall not include any activity involving any panel beating, spray painting, motor vehicle repairs, fibre glassing, <i>heavy trade vehicles</i>, sheet metal work, wrecking of motor vehicles, bottle or scrap metal storage, rubbish collection service (except that empty, clean drums may be stored in a suitably screened area), wrought iron work or manufacture, motor body building, fish processing, breeding or boarding of dogs or cats, <i>visitor accommodation</i> or any process which involves repetitive use of power tools, drills or hammering or any <i>business activity</i>, trade, craft or profession which creates a <i>nuisance effect</i> at or beyond the <i>boundary</i> of the <i>property</i> on which the activity is occurring, and does not include <i>temporary residential rental accommodation</i></p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>For <del>on-site vehicle parking</del>, requirements for <del>non-resident employees, deliveries and customers</del> refer to the rules and standards in the Transport chapter.</li> </ul>

- For requirements in respect of *signs* and *noise*, refer to the rules and standards in the [Signs](#) and [Noise chapters](#)

#### 11. DEV2-P6 Residential Streetscape: Delete the requirement for carparking:

##### DEV2-P6 Residential Streetscape

*Development*, use and *subdivision* will enhance the amenity, functionality and safety of the streetscape in the *Residential Zones*. To achieve a positive relationship between *development* and the street, *development* will be undertaken in accordance with the Council's Streetscape Strategy and Guideline:

- ~~1. on-site vehicle parking will be provided to reduce demand for on-street vehicle parking;~~
2. minimum distance will be maintained between *vehicle access* ways, and where practicable, the sharing of *vehicle access* ways will be encouraged;
3. direct pedestrian access will be provided from the street to the front entrance of the *primary residential building*, where practicable;
4. where practicable, at least one *habitable room* will be orientated towards the street;
5. the safety of *road* users, including pedestrians and cyclists, will not be adversely affected; and
6. on-site vehicle manoeuvring will be provided for rear *allotments*, *allotments* with significant sloping driveways and on *strategic arterial routes*.

#### 12. In DEV2-P9 Minor Residential Units: Delete the requirement for carparking:

##### DEV2-P9 Minor Residential Units

A *minor residential unit* will be provided for where it is *ancillary* to a *residential unit* and is undertaken in the following manner:

1. it will be of a scale suitable to accommodate 1 or 2 persons;
2. it will not compromise the provision of sufficient *outdoor living space* areas; **and**
- ~~3. adequate on-site car parking (accessed from a common driveway) will be provided; and~~
4. it will not unreasonably affect the privacy, outlook or *sunlight* access of the *primary residential building* or adjoining *properties* and public spaces.

#### 13. In DEV2-P14 Non-Residential Activities: Delete the requirement for carparking:



**DEV2-P14 Non-Residential Activities**

1. *Non-residential activities* other than activities managed under the [Community Facilities chapter](#) will be allowed in the *Residential Zones* only if the activities are compatible with *residential activities* and the *amenity values* of residential areas, and if they provide a function which:
  - a. minimises the need to travel for daily goods and services;
  - b. supports the resilience of the local neighbourhood;
  - c. provides a service or function to the local neighbourhood; and
  - d. does not detract from the vitality of *centres* and other *Working Zones*.
2. In determining whether or not the scale of *effects of non-residential activities* is appropriate, particular regard shall be given to:
  - a. the appropriateness of the scale, size and intensity of the proposed *buildings* and activities and visual or landscape mitigation proposed;
  - b. the *effects* generated by the *buildings* and activities on the safety and efficiency of the local *transport network*, including the extent to which the activities make efficient use of the *transport network* by minimising the need to travel;
  - c. the appropriateness – in the design and amount – of proposed access **and car parking** for staff, customers, visitors and service/delivery vehicles;

14. In APP2 – Medium Density Housing Design Guide: Delete the text that suggests on-site carparking is required as follows:

Access, ~~Parking~~, Cycling and Pedestrians

**IMPORTANT TO ENSURE:**

- creation of environments that are safe, interesting and easy to walk and cycle around;
- maintaining the amenity of primary pedestrian and cycle routes;
- safety, legibility and comfort for pedestrians and cyclists.



*District Plan requirement: Parking at the rate of 1.5 parking spaces per unit (average). In calculating this, each unit must be provided with at least 1 space, and no more than 2 spaces per unit may count towards the average.*

*Units fronting a street provide their own pedestrian access. Rear units to have a delineated pedestrian path (different material or colour) along any carriageways to the street frontage.*

It is important to provide safe vehicle, cycling and pedestrian access and parking to developments whilst minimising the disruption of street frontages. ~~On street parking should be provided wherever practical because of the high degrees of re-use available, as well as the contribution to activity and interaction within the public realm. Parking in between buildings and the street should be avoided where possible.~~ Opportunities for cycling should be maximised including provision of bike parking and storage to encourage use of cycles.

#### Attached and multi-unit housing

For attached dwellings, if garaging is provided to each unit directly off the street, it should be recessed from the frontage by at least 1m. Where parking is provided via a rear lane, care should be taken to maintain the amenity of the laneway, by including planting, variations of paving treatment, and variations of rear building facades.

....



**Above: Pooled visitor parking areas can provide overflow parking but can also require long and illogical walks to units. Wherever possible dedicated and formed on-street bays are preferable as they focus activity towards the street and also provide convenient parking adjacent to a visitor's destination.**



**Above: Providing stacked and overflow parking for each unit can effectively keep a narrow roading system free.**

## 5 Town Centre Addendum

### 1. ~~Parking and~~ Ground Floor Treatments

#### Appendix 2

### Medium Density Housing Design Guide

URBANISMLPLUS LTD., PO BOX 99 965 NEWMARKET, AUCKLAND. PH: 09 529 0529, FAX: 09 524 6471

#### Summary of Key District Plan Controls

The following outlines the key requirements of the District Plan relating to Medium Density Housing. They should be kept in mind when reading this guide as they put the recommendations into a good context. For more detail, consult the District Plan.

1. It is a **Restricted Discretionary** activity to develop Medium Density housing within any site of a minimum 1500m<sup>2</sup> area; if it is within 500m of either Paraparaumu Town Centre, or Paraparaumu Beach Commercial area, as identified in the District Plan Maps: Medium Density Overlay Area; has an average density no greater than 1:250m<sup>2</sup> with no individual unit 'site' smaller than 200m<sup>2</sup>; and can comply with all of the following standards:
  - A. The maximum height of any building or structure is 10m (except for beach front lots).
  - B. A minimum front yard of 4.5m shall apply allowing an intrusion no greater than 1.5m into the yard for the purposes of a feature entry or bay window provided a total (combined) width of such is no greater than 3.0m. A ground floor living room (lounge / dining / family / kitchen) must face the street in dwellings that front one.
  - C. Garages, irrespective of access, shall be recessed a minimum 1.0m behind the front façade of a dwelling (irrespective of whether the front façade fronts a street, an internal common lane, a rear boundary, etc.), and otherwise must be set back a minimum 5.5m from any front boundary.
  - D. A height in relation to boundary control of 2.1m + 45° shall apply from all boundaries facing the southern half of a compass including north-south faces, and one of 3m + 45° shall apply to all boundaries facing the northern half. Height in relation to boundary shall not apply from the Front Boundary.
  - E. A building mass plane of 6.5m + 45° shall apply inwards towards the centre of a site from the 4.5m front yard.
  - F. Maximum Building Length is 12m before a recess with a minimum dimension of 3m x 3m is required. This recess shall also have a maximum height of no less than 1 metre lower than the adjacent building mass. In addition, terraced houses are limited to avoid long repetitive rows of units.
  - G. The Maximum Height of a Front Boundary Fence, or any Fence within the Front Yard, is 800mm. Beyond this the maximum fence height is 1.8m, except when adjacent to a reserve.

H. Each unit must provide a private outdoor living space of at least 30m<sup>2</sup>, with a minimum dimension of 2.5m and the ability to accommodate a circle with a 4m diameter. This space must be directly accessible from a living room (lounge / dining / family). The space must also provide sunlight access to an area of the space with a minimum radius of 3m that receives no less than 1 hour of continuous sunlight between the hours of 11:00am—2:00pm on June 21 (mid-winter solstice). Depending on orientation & topography, an additional balcony may be required to provide minimum sunlight access to residents.

I. Site coverage shall not exceed 50%.

~~J. An average of 1.5 parking spaces per unit must be provided. A minimum of 1 space per unit is required and in calculating the average no more than 2 spaces per unit may be counted.~~

Applications to vary any of the above STANDARDS 'A' - 'J' are **DISCRETIONARY** activities.

Applications to vary the location, density, or minimum site area of the land use are **NON-COMPLYING** activities.

### 1 Medium Density Housing

This section introduces medium density housing and outlines what it looks like, where it should go, and how to ensure the consent process works as efficiently for you as possible. It includes:

### 2 Site Design

This section addresses the aspects of site design that contribute to superior outcomes. It includes:

1. site analysis
2. minimum site area
3. street and reserve frontage
4. building fronts and backs
5. including the sun
6. open space
7. access, ~~parking~~, cycling and pedestrians
8. servicing, deliveries, and waste

## 7. Access, ~~Parking~~, Cycling and Pedestrians

### IMPORTANT TO ENSURE:

creation of environments that are safe, interesting and easy to walk and cycle around;

- maintaining the amenity of primary pedestrian and cycle routes;
- safety, legibility and comfort for pedestrians and cyclists.

*District Plan requirement: Parking at the rate of 1.5 parking spaces per unit (average). In calculating this, each unit must be provided with at least 1 space, and no more than 2 spaces per unit may count towards the average.*

15. In APP9 – Waikanae North Design Guide: Delete the text that suggests carparking is required:

## APP9 – Waikanae North Design Guide

### 3.7 Access Lane Codes

CHARACTERISTIC	REASON AND COMMENT
ROAD CHARACTER	These access lanes occur mid-block ...
RESERVE WIDTH	6m. this allows for 2 cars to pass ...
CARRIAGEWAY	6m width. Lane to have permeable surface materials. Lane access is to be continuous from one ...
PARKING	No on-street parking. <del>Parking occurs within private allotments.</del>
KERBING	No ...

### 4.9 Corner Walk-Up Codes

Corner Walk-Ups have been defined as a distinct typology because in the Precincts in which they are found, creating strong and legible corners is crucial to the development and legibility of that Precinct.

The Corner Walk-Up is different from the Normal Walk-Up typology because it normally exists as an independent parcel even within the perimeter block format, and requires particular attention in design. This typology allows the corner to have minimal setbacks regardless of the use. In most instances entrances should be designed with the corner element.

~~Because of the restrictions in size, the Corner Walk-Up will always feature semibasement parking~~

The Corner Walk-Up building must also be designed ....

#### 4.11 Mixed Use Business Codes

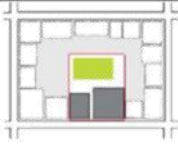
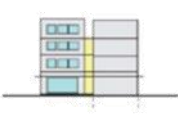
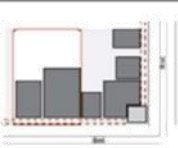
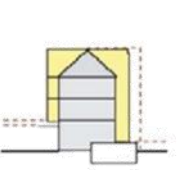
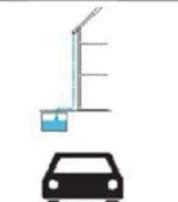
This typology covers a variety of built mixed use business types and uses, found in different areas within the development.

The Majority of the Mixed Use Business Typology are found within the Mixed Use Precinct and are designed to create a built form that adds to the local centre with retail or commercial frontages on ground floor and commercial/business above. **Where provided, Pparking** should be either behind the buildings or in one level basement parking areas, and the scale should encourage three-four storey design.

#### Expressive Solitary Buildings

Where buildings front ...

\*Codes in blue indicate where there is a difference in comparison to the KCDC Best Practice guide

OBJECTIVE	DETAIL	GUIDELINE		REASON & COMMENT	EXCEPTION			
		Minimum	Maximum					
LOT DIMENSIONS		Business Unit Area	20m <sup>2</sup>	1200m <sup>2</sup>	<ul style="list-style-type: none"><li>To create a variety in sustainable or rentable business units and lots, while maintaining 50% max built footprint.</li><li>Permeable Surface to allow for natural dispersal of run-off water and to encourage use of permeable surfaces suited in parking courts.</li></ul>	<ul style="list-style-type: none"><li>No more than 20% of the units within a development shall be less than 55m<sup>2</sup></li></ul> <p>(Refer to KCDC Best Practice Guide pg 11-12 regarding site analysis and lot size)</p> <ul style="list-style-type: none"><li>Unit Areas are exclusive of balcony areas</li><li>Balcony areas should increase in area with larger units</li></ul>		
		Business Unit street frontage	4m	12m				
		Lot width	40m	50% of block				
		Lot depth	40m	70m				
		Lot Area	400m <sup>2</sup>	-				
		Building footprint	-	50%				
		Permeable surface	25%	-				
FACADES		External wall run before articulation in all buildings sides	-	6 m	<ul style="list-style-type: none"><li>To encourage three storey dwellings.</li><li>To ensure each business unit has sufficient external area for parking and direct service access to the rear of the building.</li><li>To ensure facades orientate towards the public street edge</li></ul>	<ul style="list-style-type: none"><li>Fixed external open space created on top of basements.</li></ul>		
		Ext. glazing at street frontage on GFL	75%	-				
		Ext. glazing per wall run	50%	-				
SETBACKS/ENCLOSURE		Building from street	0m	2m	<ul style="list-style-type: none"><li>To encourage a well-defined street frontage while providing recesses within the building facade.</li></ul>	<ul style="list-style-type: none"><li>Verandahs and bay windows may project past minimum set back by 1m onto private open space only</li></ul>		
		Building from rear lane	N/A	-				
		Corner unit from street	0m	1m	<ul style="list-style-type: none"><li>To articulate corner as distinct element.</li><li>To allow continuous built facades while allowing covered access to on-site parking behind buildings</li></ul>	<ul style="list-style-type: none"><li>Leaves are included if they extend beyond 900mm</li></ul>		
		Side yard setback	0m	2m				
	HEIGHT & RECESSED PLANES		Int. GFL at street front	0m	0m	<ul style="list-style-type: none"><li>To provide a flush entrance to business units at street fronts.</li></ul>	<ul style="list-style-type: none"><li>On corner features encourage a tower with a minimum footprint of max 3 x 3m which can exceed the 14m by 2m.</li></ul>	
		Int GFL not at street front	0m	1.5m				
		Basement GFL from Food plots	-	1.5m	<ul style="list-style-type: none"><li>0m Total Height ensures min. a full 2 stories from ext. GFL.</li><li>Different Int GFLs allow provision for basement parking further back into the site</li></ul>	<ul style="list-style-type: none"><li>Min. Building height from ext GFL to be maintained for 100% of footprint within 20m of street front. Thereafter Min. height may drop to 6.5m for single storey double volume buildings eg supermarkets.</li></ul>		
		Ground Floor to floor	3.5m	4.5m				
		Upper Floor to floor	3.0m	3.5m				
		Total Height from ext. GFL	8m	12m				
		Basement floor to floor	2.7m	3.2m	<ul style="list-style-type: none"><li>To encourage towers on corners with pitched roofed loft-type spaces.</li><li>To encourage optimum public walkway area on ground floor</li></ul>			
		Corner feature Total Height	8m	12m				
		Mandatory setbacks when over footpaths	3m from ground	-				
PARKING & REFERENCE			Insulation: External Walls	R 3.5	-	<ul style="list-style-type: none"><li>All external walls and floor to be insulated to a high standard to reduce energy and heating loads.</li><li>Energy reduction technologies to be applied to mixed use business buildings</li><li>All Business Units are to have car parking spaces accessible from a max. 100m from the building, accessed if on site from side or rear lanes, not street fronts.</li><li>Parking may be allocated on site and/or on street.</li></ul>		
				Roof	R 4.0			-
				Floors	R 3.5			-
				Mixed-Use-Business	3 parks/100m <sup>2</sup> GFA			-
			Disabled parking: <10 parks	1 disabled space	-			
			11-100 parking spaces	2 disabled spaces	-			
			100+ parking spaces	1 disabled / 50 spaces	-			

## 16. In APP20 – Centres Design Principles: Delete the text that suggests carparking is required:

### Design principles:

#### 1. Mixed use activities in centres

- a streetscape character with active ground-floor *business activities* will be developed and maintained;
- residential activities* in mixed use developments will be designed to:
  - be located above or behind *business activities*;



- ii. provide a high level of on-site amenity for residents and adequate private outdoor space;
- iii. minimise *nuisance effects* from *business activities*;
- iv. have good access to public transport and support the safety, accessibility and efficiency of the *transport network*;
- c. commercial and residential entrances will be clearly separated and distinguished with residential entries provided directly from the public street; and
- d. ~~on-site parking~~, loading and access and (where provided) on-site parking will be provided away from the street.

DRAFT

**PROPOSED PLAN CHANGE 1A - ACCESSIBLE CAR PARKING REQUIREMENTS**

The proposed plan change address the implications for the provision of accessible parking of the National Policy Statement – Urban Development 2020 direction that car parking requirements must be removed from the Council's Plan.

Clause 3.38 of the NPS-UD 2020 directs that all objectives, policies, rules, or assessment criteria that have the effect of requiring on-site car parking in any development must be removed from the Council's Plan, except in respect of accessible car parks. Clauses 3.38 states:

- (1) If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks.*
- (2) Territorial authorities must make any changes required by subclause (1) without using a process in Schedule 1 of the Act.*
- (3) Nothing in this National Policy Statement prevents a district plan including objectives, policies, rules, or assessment criteria:*
  - (a) requiring a minimum number of accessible car parks to be provided for any activity; or*
  - (b) relating to parking dimensions or manoeuvring standards to apply if:*
    - (i) a developer chooses to supply car parks; or*
    - (ii) when accessible car parks are required*

The NPS-UD 2020 defines 'accessible car park' as 'a car park designed and marked (for instance, in accordance with the mobility car parking scheme) for use by persons with a disability or with limited mobility'.

The direction in NPS-UD 2020 clause 3.38 applies to all Tier 1, 2 and 3 local authorities. Kāpiti Coast District is part of the Wellington Tier 1 urban environment defined in the Appendix to the NPS-UD 2020.

Clause 4.1 of the NPS-UD directs that the Council must give effect to clause 3.38 and remove all the provisions requiring general car parking by 20 February 2022.

The Council proposes to give effect to Clause 3.38 of the NPS-UD 2020 by deleting all of the car parking requirements by this date. However, removal of the car parking rules from the Plan will mean that the basis for calculating required disabled persons' carparks will also be removed from the Plan.

Therefore, the Council proposes amendments to replace the Plan's accessible car parking provisions as follows:

In the following District Plan provisions:

1. Text that is struck through (**example**) is to be deleted from the District Plan.
2. Text that is underlined (**example**) is to be inserted into the District Plan.

1. In Chapter TR-PARK – Parking: Amend Policy TR-PARK-P8 requiring provision for 'accessible carparks' and 'accessible carpark' as follows:

TR-PARK-P8	Parking
All new <i>subdivision and development</i> shall provide for safe vehicular and pedestrian access and appropriate <del>vehicle parking areas</del> <u>accessible carparks</u> by:	
<ol style="list-style-type: none"> <li>1. <del>providing parking</del> <u>accessible carpark</u> numbers, layouts and dimensions consistent with <del>parking</del> standards <u>that meet the needs of users</u>;</li> <li>2. supplying adequate off street <del>parking</del> <u>accessible carparks</u> to meet the demand of the <i>land</i> use while having regard to the following factors: <ol style="list-style-type: none"> <li>a. the intensity, duration location and management of the activity.</li> <li>b. <u>the adequacy of parking accessible carparks</u> in the location and adjacent areas.</li> <li>c. the classification and use of the <i>road</i> (as per transport network hierarchy in <a href="#">TR-Table 7</a>), and the speed restrictions that apply.</li> <li>d. the nature of the <i>subject site</i>, in particular its capacity to accommodate <u>parking accessible carparks</u>.</li> <li>e. the characteristics of the previous activity <del>that utilised</del> <u>undertaken on</u> the <i>subject site</i>;</li> </ol> </li> <li>3. taking <i>effects</i> on neighbouring areas into account when designing the location, layout and number of <del>parking spaces (including car and cycle parks and disability car parks)</del> <u>accessible carparks</u>;</li> <li>4. ensuring the location, layout and number of <del>disability and</del> cycle parks <u>and accessible carparks</u> is safe, user-friendly and appropriate, <del>and</del></li> </ol>	

5. ~~achieving a balance between encouraging mitigation of parking overflow effects (e.g. shared use of car parking), and discouraging car-based travel through the use of travel plans.~~

2. Rule TR-PARK-R18: Amend and insert the following Rule TR-PARK-R18 requirements for accessible carparks:

(Rule TR-PARK-R18 is also intended to be amended under proposed plan change 1B: Cycle parking provisions).

TR-PARK-R18	<p>Any activity requiring more than 2 carparks.</p> <p><u>Accessible carparks</u></p> <p><u>Measurement criteria apply to activities under this rule.</u></p>												
Permitted Activity	<p><b>Standards</b></p> <p>1. <del>Disabled persons</del> <u>Accessible carparks and bicycle parking</u> must be <u>required</u> <u>provided</u> at <del>a the</del> rate shown in Table TR-Table 6A below of:</p> <p style="margin-left: 40px;"><del>a. 1 where 10 or less carpark spaces are provided;</del></p> <p style="margin-left: 40px;"><del>b. 2 where between 11 and 100 carpark spaces are provided, plus 1 additional park for every additional 50 carparks, or part thereof, where more than 100 carpark spaces are provided.</del></p> <p><u>TR-Table 6A: Minimum number of accessible carparks:</u></p> <table><tr><th><u>Activity</u></th><th><u>Gross floor area<sup>1</sup> or bar area, where stated</u></th><th><u>Staff/employee numbers</u></th><th><u>Visitor/people numbers</u></th><th><u>No of units</u></th><th><u>Other requirement</u></th></tr><tr><td colspan="6"><b><u>MEDIUM DENSITY HOUSING</u></b></td></tr></table>	<u>Activity</u>	<u>Gross floor area<sup>1</sup> or bar area, where stated</u>	<u>Staff/employee numbers</u>	<u>Visitor/people numbers</u>	<u>No of units</u>	<u>Other requirement</u>	<b><u>MEDIUM DENSITY HOUSING</u></b>					
<u>Activity</u>	<u>Gross floor area<sup>1</sup> or bar area, where stated</u>	<u>Staff/employee numbers</u>	<u>Visitor/people numbers</u>	<u>No of units</u>	<u>Other requirement</u>								
<b><u>MEDIUM DENSITY HOUSING</u></b>													

<sup>1</sup> *Measurement Criteria:* When measuring gross floor area, include: covered yards and areas covered by a roof but not enclosed by walls. Exclude: uncovered stairways; floor space in terraces (open or roofed), external balconies, breezeways or porches; roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>; car parking areas; and floor space of interior balconies and mezzanines not used by the public.

<u>Multi-unit residential</u>				<u>4-5 units:</u> <u>1 space</u>  <u>6-25 units:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 25 units, or part thereof</u>	
<b>TEMPORARY ACCOMMODATION</b>					
<u>Hostels/Hotel/Motels and Visitor Accommodation</u>  <u>Minor residential units are exempt from this standard.</u>	<u>12m<sup>2</sup>-43m<sup>2</sup> of bar area:</u> <u>1 space</u>  <u>44m<sup>2</sup> – 400m<sup>2</sup> of bar area:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 200m<sup>2</sup> of bar area, or part thereof</u>	<u>4-20 staff:</u> <u>1 space</u>  <u>21-200 staff:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 100 staff, or part thereof</u>		<u>2-5 units:</u> <u>1 space</u>  <u>6-25 units:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 25 units, or part thereof</u>	<u>3-10 bedrooms/guestroom/campsite or motorhome site:</u> <u>1 space</u>  <u>11-100 bedrooms/guestroom/campsite or motorhome site:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 50 bedrooms/guestroom/campsite or motorhome site, or part thereof</u>

<u>INDUSTRIAL ACTIVITIES</u>					
<u>Manufacturing and service</u>	<u>100m<sup>2</sup> - 500m<sup>2</sup>: 1 space</u>  <u>501m<sup>2</sup> – 5000m<sup>2</sup>: 2 spaces</u>  <u>Plus 1 additional space for every additional 2500m<sup>2</sup>, or part thereof</u>				
<u>Trademen's Workshops/Service Station/Motor garages</u>		<u>3 -15 employees: 1 space</u>  <u>16 – 150 employees: 2 spaces</u>  <u>Plus 1 additional space for every additional 75 employees, or part thereof</u>			<u>1 to 3 Workshop Bays: 1 space</u>  <u>4 - 25 Workshop Bays: 2 spaces</u>  <u>Plus 1 additional space for every additional 13 Workshop Bays, or part thereof</u>
<u>Warehouses (Trading)</u>	<u>100m<sup>2</sup> – 350m<sup>2</sup>: 1 space</u>  <u>351m<sup>2</sup> – 3333m<sup>2</sup>: 2 spaces</u>  <u>Plus 1 additional space for every</u>				



	<u>additional 1666m<sup>2</sup>, or part thereof</u>				
<u>Warehouses (Storage)</u>	<u>300m<sup>2</sup> - 1500m<sup>2</sup>: 1 space</u>  <u>1501m<sup>2</sup> – 15000m<sup>2</sup>: 2 spaces</u>  <u>Plus 1 additional space for every additional 7500m<sup>2</sup>, or part thereof</u>				
<u>RETAILING</u>					
<u>Retailing, retail activities and retail outlets and other activities involving retailing.</u>	<u>100m<sup>2</sup> – 350m<sup>2</sup>: 1 space</u>  <u>351m<sup>2</sup> – 3333m<sup>2</sup>: 2 spaces</u>				
<u>Measurement criteria:  gross floor area or display area, where applicable, whichever is greater.</u>	<u>Plus 1 additional space for every additional 1666m<sup>2</sup>, or part thereof</u>				
<u>Roadside stalls on strategic arterial routes</u>	<u>Up to 30m<sup>2</sup>: 1 space</u>				
<u>Large Format Retailing</u>	<u>500m<sup>2</sup> – 2000m<sup>2</sup>: 2 spaces</u>				

	Plus 1 additional space for every additional 1000m <sup>2</sup> , or part thereof				
<u>Supermarkets</u>	500m <sup>2</sup> – 2000m <sup>2</sup> : 2 spaces  Plus 1 additional space for every additional 1000m <sup>2</sup> , or part thereof				
<u>HOSPITALITY</u>					
<u>Taverns / licenced premises (excluding restaurants)</u>	12m <sup>2</sup> – 40m <sup>2</sup> : 1 space  41m <sup>2</sup> – 400m <sup>2</sup> : 2 spaces  Plus 1 additional space for every additional 200m <sup>2</sup> , or part thereof	5 – 20 staff: 1 space  21-200 staff: 2 spaces  Plus 1 additional space for every additional 100 staff, or part thereof			
<u>Measurement criteria:</u>  1. Measured by gross floor area served by the bar (excluding restaurants). 2. When measuring gross floor area, include: • covered yards and areas covered by a roof but not enclosed by walls					

	<p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>					
	<p><u>Restaurants</u></p>		<p><u>5-20 staff:</u> <u>1 space</u></p> <p><u>21 -50 staff:</u> <u>2 spaces</u></p> <p><u>Plus 1 additional space for every additional 25 staff, or part thereof</u></p>	<p><u>15 – 50 people:</u> <u>1 space</u></p> <p><u>51 – 500 people:</u> <u>2 spaces</u></p> <p><u>Plus 1 additional space for every additional 250 people, or part thereof</u></p>		

COMMERCIAL ACTIVITIES					
<u>Non-retail commercial activities</u>	<u>100m<sup>2</sup> – 350m<sup>2</sup>: 1 space</u>				
<u>Measurement criteria:</u>	<u>351m<sup>2</sup> – 3333m<sup>2</sup>: 2 spaces</u>				
1. <u>Measured by gross floor area or display area, where applicable, whichever is greater.</u>	<u>Plus 1 additional space for every additional 1666m<sup>2</sup>, or part thereof</u>				
2. <u>When measuring gross floor area, include:</u>					
• <u>covered yards and areas covered by a roof but not enclosed by walls</u>					
<u>Exclude:</u>					
• <u>uncovered stairways;</u>					
• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u>					
• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u>					
• <u>car parking areas; and</u>					

<ul style="list-style-type: none"> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>					
<b>RECREATION ACTIVITIES</b>					
<u>Sports Fields (including lawn bowls)</u>					<u>1-4 sports field:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every 2 additional sports fields, or part thereof</u>
<u>Court Sports (including bowling alleys); Clubrooms; and Grandstands.</u>  <u>Measurement criteria:</u>  <u>1. Measured by the number of courts or gross floor area, whichever is greater).</u>  <u>2. When measuring gross floor area, include:</u> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul>	<u>15m<sup>2</sup>-50m<sup>2</sup>:</u> <u>1 space</u>  <u>51m<sup>2</sup>-500m<sup>2</sup>:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 100m<sup>2</sup>, or part thereof</u>				<u>1-3 Courts:</u> <u>1 space</u>  <u>4-25 Courts:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every 13 additional Courts, or part thereof</u>

<u>Exclude:</u> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>					
CHURCHES, CINEMAS, HALLS, CONFERENCE FACILITIES, FUNERAL HOMES, CREMATORIALS AND ENTERTAINMENT ACTIVITIES					
Churches, cinemas, hall, conference facilities, funeral homes, crematoriums and entertainment activities  <u>Measurement criteria:</u>  1. measured by either <u>gross floor area</u> or <u>no. of seats/ patrons</u>	30m <sup>2</sup> – 100m <sup>2</sup> : <u>1 space</u>  101m <sup>2</sup> – 1000m <sup>2</sup> : <u>2 spaces</u>  Plus <u>1 additional space for every additional 500m<sup>2</sup>, or part thereof</u>		18 – 60 seats/ <u>patrons:</u> <u>1 space</u>  61 – 600 seats/ <u>patrons:</u> <u>2 spaces</u>  Plus <u>1 additional space for every additional 300 seats/</u>		



	(whichever is greater)			patrons, or part thereof		
	<p>2. When measuring gross floor area, include:</p> <ul style="list-style-type: none"> <li>covered yards and areas covered by a roof but not enclosed by walls</li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>uncovered stairways;</li> <li>floor space in terraces (open or roofed), external balconies, breezeways or porches;</li> <li>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</li> <li>car parking areas; and</li> <li>floor space of interior balconies and mezzanines not used by the public.</li> </ul>					
	HEALTHCARE					
	Doctors; Hospitals; Medical Centres/ Health		1-3 full time equivalent specialist	3 – 15 residents/ patient beds;		

	<u>Specialists; and Veterinary Surgeons</u>		<p><u>(doctor, vet etc): 1 space</u></p> <p><u>4-25 full time equivalent specialists: 2 spaces</u></p> <p><u>Plus 1 additional space for every additional 12.5 full time equivalent specialists, or part thereof</u></p> <p><u>5- 20 full time equivalent non specialist staff: 1 space</u></p> <p><u>21-200 full time equivalent non specialist staff: 2 spaces</u></p> <p><u>Plus 1 additional space for every additional 100 full time equivalent non specialist staff, or</u></p>	<p><u>1 space</u></p> <p><u>16 – 143 residents/ patient beds: 2 spaces</u></p> <p><u>Plus 1 additional space for every additional 72 residents/ patient beds, or part thereof</u></p>		
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		<u>part thereof</u>			
<u>EDUCATIONAL FACILITIES</u>					
<u>Kindergartens/ day care centres/ nurseries; Primary/ Secondary schools; Work skills training centres.</u>		<u>5-20 staff:</u> <u>1 space</u>  <u>21-200 staff:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 100 staff, or part thereof</u>			
<u>Tertiary establishments</u>  <u>Measurement criteria:</u>  <u>The number of full-time students is based on the maximum number of students on-site at any one time.</u>		<u>5-20 staff:</u> <u>1 space</u>  <u>21-200 staff:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 100 staff, or part thereof</u>	<u>11-50 full time students:</u> <u>1 space</u>  <u>51-500 full time students:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 250 full time students, or part thereof</u>		
<u>SUPPORTED LIVING ACCOMMODATION</u>					

	<u>Supported living accommodation</u>		<u>5-20 staff members:</u> <u>1 space</u>			<u>9-40 beds:</u> <u>1 space</u>
			<u>21-200 staff members:</u> <u>2 spaces</u>			<u>41 – 400 beds:</u> <u>2 spaces</u>
			<u>Plus 1 additional space for every additional 100 staff members on the subject site, or part thereof</u>			<u>Plus 1 additional space for every additional 200 beds, or part thereof</u>

**3. In MUZ-P1 Outer Business Centre Zone: Insert the following requirements for on-site vehicle loading and accessible carparking:**

<b>MUZ-P1</b>	<b>Outer Business Centre Zone</b>
<ol style="list-style-type: none"> <li>1. <i>Subdivision, use and development</i> in the Mixed Use Zone will provide for high amenity commercial development in a manner which: <ol style="list-style-type: none"> <li>a. remains compatible with the role and function of <i>Metropolitan Centre Zone Precinct A</i> as the primary retail and commercial core of the <i>Paraparaumu Sub-Regional Centre</i>;</li> <li>b. is appropriate along an arterial <i>road environment</i>; and</li> <li>c. is compatible with adjoining residential areas.</li> </ol> </li> <li>2. <i>Subdivision, use and development</i> in the Mixed Use Zone will be undertaken in the following manner: <ol style="list-style-type: none"> <li>a. adverse <i>effects</i> that would otherwise decrease the efficiency and effectiveness of Kāpiti Road as a transport corridor, including for public transport, will be managed;</li> <li>b. apartment living and <i>medium density housing</i> developments will be encouraged east of Moana Road to consolidate residential densities within close proximity to <i>Metropolitan Centre Zone Precinct A</i> and the rail interchange;</li> </ol> </li> </ol>	

- c. *retail activities* will be provided for in a manner which minimises adverse *effects* on the role, function and vitality of the Metropolitan Centre Zone and ensures the safe, efficient function of the District's *transport network* and hierarchy by:
  - i. managing the scale of *retail activities* in the Ihakara Street East and Ihakara Street West Precincts;
  - ii. limiting the type and scale of *retail activities* in Kāpiti Road; and
  - iii. limiting the type and scale of *retail activities* in Paraparaumu North Gateway Precinct (as outlined in [MUZ-P2](#)); and
- d. *amenity values* of Kāpiti Road will be maintained or enhanced;
- e. cycle parks, accessible carparks and vehicle manoeuvring will be provided for on-site;

**4. In GIZ-P11 Land Use and Built Form: Insert the following requirements for on-site accessible carparks:**

**GIZ-P11** Land Use and Built Form in the General Industrial Zone

A range of *industrial activities* within the *General Industrial Zone* will be provided for in a manner which avoids or mitigates impacts on adjoining *sensitive activities* and areas.

The location, type, scale and built form of *subdivision*, use and *development* in the *General Industrial Zone* will be managed to mitigate adverse *effects*, whilst meeting the District's economic needs.

*Subdivision*, use and *development* in the *General Industrial Zone* will be undertaken in the following manner:

1. *building* entrances will be obvious from the street through *landscaping* design or the form of the *building*;
2. sufficient on-site service areas, including accessible carparks and cycle parks, will be provided;
3. service areas will be screened and planting and *landscaping* will be provided for visual interest;

**5. In DEV1-P14 Non-Residential Activities: Insert the following requirements for accessible carparking:**

**DEV1-P14** Non-Residential Activities

1. *Non-residential activities* other than activities managed under the [Community Facilities chapter](#) will be allowed in the *Residential Zones* only if the activities are compatible

with *residential activities* and the *amenity values* of residential areas, and if they provide a function which:

- a. minimises the need to travel for daily goods and services;
  - b. supports the resilience of the local neighbourhood;
  - c. provides a service or function to the local neighbourhood; and
  - d. does not detract from the vitality of *centres* and other *Working Zones*.
2. In determining whether or not the scale of *effects* of *non-residential activities* is appropriate, particular regard shall be given to:
- a. the appropriateness of the scale, size and intensity of the proposed *buildings* and activities and visual or landscape mitigation proposed;
  - b. the *effects* generated by the *buildings* and activities on the safety and efficiency of the local *transport network*, including the extent to which the activities make efficient use of the *transport network* by minimising the need to travel;
  - c. the appropriateness – in the design and amount – of proposed access and accessible carparks for staff, customers, and visitors and the location of access and loading for service/delivery vehicles;
  - d. the hours of operation, including the timing and frequency of delivery/service vehicles;
  - e. the *effects* on residential character and *amenity values* of the surrounding *environment* generated by the proposed *building* or activity;
  - f. *nuisance effects* (including *noise*, odour, light, glare, smoke and *dust*) produced on-site;
  - g. whether or not any proposed signage on the *subject site* is associated with the activity, visually distracting to motorists or dominating or detracting from the amenity of the surrounding *environment*;
  - h. whether the activities adversely affect the vitality of *centres*;
  - i. whether the activity provides goods and services to meet the daily needs of the local neighbourhood; and
  - j. any cumulative *effects*.

**6. In Rule DEV1-R5 Home Businesses and Home Craft Occupations: Insert in the note the following reference to accessible carparking:**

<b>DEV1-R5</b>	<i>Home businesses and home craft occupations</i>
	<i>Qualifying criteria</i> apply to activities under this rule.



Permitted Activity	Standards
	<p>1. <i>Home businesses and home craft occupations</i> must:</p> <ol style="list-style-type: none"> <li>be carried out within a lawfully established <i>residential building</i> or an associated <i>accessory building</i> (excluding <i>minor buildings</i>) that meets the <i>permitted activity</i> standards in <a href="#">DEV1-R4</a>;</li> <li>not involve the use of any source of motive power other than electric motors of not more than 0.56kw;</li> <li>be limited to one <i>home business</i> and <i>home craft occupations</i> per <i>site</i>, excluding <i>home offices</i>;</li> <li>not have more than one non-resident person working on the <i>site</i> at any one time; and</li> <li>not have any deliveries related to the activity made to or from the <i>site</i> between the hours of 7pm and 7am.</li> </ol> <p>2. The total floor area used for <i>home businesses</i> and <i>home craft occupations</i> must not exceed 40m<sup>2</sup>.</p> <p>3. In addition to Standards (1) and (2) above, for any <i>home business</i>:</p> <ol style="list-style-type: none"> <li>any <i>retailing</i> must be an <i>ancillary activity</i> to the <i>home business</i>;</li> <li>no goods on display shall be visible from outside the <i>building</i> in which the <i>home business</i> is undertaken; and</li> <li>the maximum <i>retail floor space</i> or sales area must not exceed 10m<sup>2</sup>.</li> </ol> <p><u>Qualifying Criteria:</u></p> <p><i>Home businesses and home craft occupations</i> are performed entirely within a <i>residential building</i> or <i>accessory building</i>. <i>Home businesses and home craft occupations</i> shall not include any activity involving any panel beating, spray painting, motor vehicle repairs, fibre glassing, <i>heavy trade vehicles</i>, sheet metal work, wrecking of motor vehicles, bottle or scrap metal storage, rubbish collection service (except that empty, clean drums may be stored in a suitably screened area), wrought iron work or manufacture, motor body building, fish processing, breeding or boarding of dogs or cats, <i>visitor accommodation</i> or any process which involves repetitive use of power tools, drills or hammering or any <i>business activity</i>, trade, craft or profession which creates a <i>nuisance effect</i> at or beyond the <i>boundary</i> of the <i>property</i> on which the activity is occurring, and does not include <i>temporary residential rental accommodation</i></p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>For <b>on-site accessible carparks and transport</b> requirements <del>for deliveries</del> refer to the rules and standards in the Transport chapter.</li> </ul>

- For requirements in respect of *signs* and *noise*, refer to the rules and standards in the [Signs](#) and [Noise chapters](#)

**7. DEV2-P14 Non-Residential Activities: Insert the following text encouraging the provision of carparking:**

**DEV2-P14 Non-Residential Activities**

1. *Non-residential activities* other than activities managed under the [Community Facilities chapter](#) will be allowed in the *Residential Zones* only if the activities are compatible with *residential activities* and the *amenity values* of residential areas, and if they provide a function which:
  - a. minimises the need to travel for daily goods and services;
  - b. supports the resilience of the local neighbourhood;
  - c. provides a service or function to the local neighbourhood; and
  - d. does not detract from the vitality of *centres* and other *Working Zones*.
2. In determining whether or not the scale of *effects* of *non-residential activities* is appropriate, particular regard shall be given to:
  - a. the appropriateness of the scale, size and intensity of the proposed *buildings* and activities and visual or landscape mitigation proposed;
  - b. the *effects* generated by the *buildings* and activities on the safety and efficiency of the local *transport network*, including the extent to which the activities make efficient use of the *transport network* by minimising the need to travel;
  - c. the appropriateness – in the design and amount – of proposed access and accessible carparks for staff, customers, and visitors and the location of access and loading for service/delivery vehicles;

**8. In APP2 – Medium Density Housing Design Guide: Insert the following text encouraging the provision of accessible carparks:**

**Access, Accessible Parking, Cycling and Pedestrians**

**IMPORTANT TO ENSURE:**

- creation of environments that are safe, interesting and easy to walk and cycle around;
- maintaining the amenity of primary pedestrian and cycle routes;
- safety, legibility and comfort for pedestrians and cyclists.

Accessible carparks should be located at a convenient distance from main entry doors with safe accessible routes between the parking area and for users.

*Units fronting a street provide their own pedestrian access. Rear units to have a delineated pedestrian path (different material or colour) along any carriageways to the street frontage.*

It is important to provide safe vehicle, cycling and pedestrian access **and accessible carparks** to developments whilst minimising the disruption of street frontages. Opportunities for cycling should be maximised including provision of parking and storage to encourage use of cycles.

#### **Attached and multi-unit housing**

For attached dwellings, if garaging is provided to each unit directly off the street, it should be recessed from the frontage by at least 1m. Where parking is provided via a rear lane, care should be taken to maintain the amenity of the laneway, by including planting, variations of paving treatment, and variations of rear building facades.



**PROPOSED PLAN CHANGE 1B - LIQUEFACTION MANAGEMENT (REMOVAL OF DUPLICATION WITH BUILDING CODE)**

These changes seek to amend the District Plan to avoid potential duplication of requirements for managing liquefaction hazard, between the District Plan and the Building Code, occasioned by amendments to the Building Code Acceptable Solutions B1/AS1 for buildings on land prone to liquefaction. These amendments to the Building Code come into effect on 29 November 2021.

Following the 2010 Canterbury earthquakes, the New Zealand Building Code (B1 Structures) Acceptable Solution B1/AS1 was amended to exclude foundations for buildings built on ground that has the potential for liquefaction or lateral spread. This meant that foundation designs for buildings on land in Canterbury that has the potential for liquefaction require specific engineering design. The B1/AS1 amendments were introduced in 2019 and currently apply only to a defined 'Canterbury earthquake region'.

The Ministry of Business, Innovation and Employment (which administers the New Zealand Building Code) has advised Councils that the exclusion from B1/AS1 for liquefaction-prone land will be extended to all of New Zealand in November 2021. This means that the management and mitigation of risks to new buildings located on land that has the potential for liquefaction or lateral spread will, from 29 November 2021, be addressed by the New Zealand Building Code through the building consent process.

The District Plan currently contains a policy (NH-EQ-P17) and a rule (NH-EQ-R23), within the Natural Hazards Chapter, that seek to manage the risks to buildings caused by land that is prone to liquefaction. The Plan provisions pre-date the 2019 Building Code Acceptable Solutions B1/AS1 amendments.

The Council is satisfied that the risks to buildings from liquefaction-prone land will be effectively managed using the specialist processes and skills of the New Zealand Building Code, informed by the work done since the Canterbury earthquakes.

The Council therefore intends to delete the Plan's liquefaction hazard management provisions, as they relate to buildings, after November 2021 when the changes to the Building Code Acceptable Solution B1/AS1 take effect. This will avoid any potential conflict or confusion between the requirements of the New Zealand Building Code and the Plan. The Plan's liquefaction management provisions for land subdivision will, though, be retained unchanged.

The Proposed Plan Change 1B amendments are as follows:

In the following District Plan provisions:

Text that is struck through and in bold (**example**) is to be deleted from the District Plan

Text that is underlined and in bold (**example**) is to be inserted into the District Plan

1. Amend Policy NH-EQ-P17 as follows:

**NH-EQ-P17** Liquefaction Prone Land

When assessing applications for *subdivisions* which are located on sandy, alluvial or peat soils, a *risk* management approach shall be adopted and *Council* will consider a range of matters that seek to reduce the *risk* to people and property, including:

1. geotechnical information from a suitably qualified person on *liquefaction* provided with any *subdivision* ~~or development~~ application;
2. the intensity of the *subdivision* and nature of future *development* of the *allotment*, **including building design and construction techniques**; and
3. the risk to people and property posed by the *liquefaction* hazard and the extent to which the activity could increase the *risk* posed by the *natural hazard*.

These investigations may result in identifying that some *allotments* are not suitable for *development* and any such proposal would be declined.

2. Delete restricted discretionary activity rule NH-EQ-R23 as follows:

**NH-EQ-R23** Any new ~~building (excluding minor buildings)~~ defined as BIC Type 2c, 3 and 4 located on land with sand or peat soils.

Restricted Discretionary Activity	Standards	Matters of Discretion
	<del>1. Geotechnical information must be provided by a suitably qualified and experienced person (to building consent level) on <i>liquefaction</i>.</del>	<del>1. The outcomes of the geotechnical investigation on <i>liquefaction</i> by a suitably qualified and experienced person.</del> <del>2. Whether the potential <i>risk</i> to the health and safety of the people and property from <i>liquefaction</i> can be avoided or mitigated.</del> <del>3. The design and location of the <i>building</i>.</del>

**3. Amend discretionary activity rule NH-EQ-R24 as follows:**

<b>NH-EQ-R24</b>	Any activity listed as restricted discretionary in NH-EQ-R22, <del>NH-EQ-R23</del> , and SUB-DW-R9 that does not comply with one or more of the associated standards, unless otherwise specified.
Discretionary Activity	



**PROPOSED PLAN CHANGE 1C - CYCLE PARKING REQUIREMENTS**

These proposed changes address the implications for the provision of cycle parking of the National Policy Statement – Urban Development 2020 (NPS-UD 2020) direction that car parking requirements must be removed from the Council's District Plan.

Clause 3.38 of the NPS-UD 2020 directs that all objectives, policies, rules, or assessment criteria that have the effect of requiring on-site car parking in any development must be removed from the Council's Plan, except in respect of accessible car parks. Clauses 3.38 states:

- (1) If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks.*
- (2) Territorial authorities must make any changes required by subclause (1) without using a process in Schedule 1 of the Act.*
- (3) Nothing in this National Policy Statement prevents a district plan including objectives, policies, rules, or assessment criteria:*
  - (a) requiring a minimum number of accessible car parks to be provided for any activity; or*
  - (b) relating to parking dimensions or manoeuvring standards to apply if:*
    - (i) a developer chooses to supply car parks; or*
    - (ii) when accessible car parks are required*

The direction in NPS-UD 2020 clause 3.38 applies to all Tier 1, 2 and 3 local authorities. Kāpiti Coast District is part of the Wellington Tier 1 urban environment defined in the Appendix to the NPS-UD 2020.

Clause 4.1 of the NPS-UD directs that the Council must give effect to clause 3.38 and remove all the provisions requiring general car parking by 20 February 2022.

The Council proposes to give effect to Clause 3.38 of the NPS-UD 2020 by deleting all of the car parking requirements by this date. However, removal of the car parking rules from the Plan will mean that the basis for calculating required cycle parks will also be removed from the Plan. The Council has taken this opportunity to also review the number of cycle parks required for certain land use requirements and the design and layout requirements for cycle parks.

The Council proposes amendments to replace the Plan's cycle parking provisions as follows:

In the following District Plan provisions:

1. Text that is struck through (~~example~~) is to be deleted from the District Plan
2. Text that is underlined (example) is to be inserted into the District Plan.

1. In Chapter TR-PARK – Parking: Add Policy TR-PARK-P8A requiring provision for cycle parking as follows:

**TR-PARK-P8A**    Cycle Parking

Subdivision and development shall provide for safe, sufficient, and appropriately located on-site cycle parking facilities.

2. In Chapter TR-PARK-Parking: Amend the following Rule TR-PARK-R18 as follows:

(Note: Rule TR-PARK-R18 is also intended to be further amended under proposed plan change 1A: Accessible parking provisions).

<b>TR-PARK-R18</b>	<b>Any activity requiring more than 2 <i>carparks</i>.</b>
<b>Permitted Activity</b>	<p><b>Standards</b></p> <ol style="list-style-type: none"> <li>1. Disabled persons <del><i>carparks and bicycle parking</i></del> must be required at a rate of: <ol style="list-style-type: none"> <li>a. 1 where 10 or less <i>carpark</i> spaces are provided;</li> <li>b. 2 where between 11 and 100 <i>carpark</i> spaces are provided, plus 1 additional park for every additional 50 <i>carparks</i>, or part thereof, where more than 100 <i>carpark</i> spaces are provided.</li> </ol> </li> </ol>

3. In Chapter TR-PARK-Parking Insert the following Rule TR-PARK-R19 as follows:

<b>TR-PARK-R19</b>	<b><u>Cycle parking</u></b>
	<p><u>This rule excludes <i>business activities</i> carried out within existing <i>buildings</i> within the <i>working zones</i> that front a <i>road</i> where no <i>building setback from the road</i> is available for the provision of on-site cycle parking.</u></p> <p><u>Measurement criteria</u> apply to activities under this rule.</p>
<b><u>Permitted Activity</u></b>	<p><b><u>Standards</u></b></p> <ol style="list-style-type: none"> <li>1. <u>Cycle parking must be located no more than 25 metres from the entrance to the destination for all activities listed in <b>TR-Table-6B</b> excluding the following activities:</u></li> </ol>

- a. Medium density housing.
- b. Multi-unit residential.
- c. Visitor accommodation.
- d. Hostels, Hotels, Motels and Visitor Accommodation.
- e. Sports fields (including lawn bowls).
- f. Education facilities.

2. Cycle parking shall:

- a. be securely anchored to an immovable object.
- b. support the bicycle frame and front wheel.
- c. allow the bicycle frame to be secured.
- d. be accessible for users of all ages and abilities.
- e. provide a minimum separation distance of 1.2 metres between cycle stands.
- f. provide a minimum separation distance of 1 metre between any marked car park space, wall or any other obstruction.
- g. be clearly signposted or visible to cyclists entering the site.
- h. be located so as not to impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted.
- i. be located so that the bicycle is at no risk of damage from vehicle movements within the site.
- j. be in a covered area and in an area excluded from general public access when provided exclusively for staff/employee use.

Note: For further guidance on designing cycle parking facilities refer to Waka Kotahi/NZ Transport Agency: Cycle Parking Planning and Design: Cycling Network Guidance technical note 2019.

3. Cycle parking must be provided at the rate shown in Table TR-Table 6B below:

**TR-Table 6B**

<u>Activity</u>	<u>Minimum number of visitor cycle parks</u>	<u>Minimum number of staff/residents/students cycle parks</u>
<u>Medium density housing</u>	<u>4 to 20 household units:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 20 household units, or part thereof</u>	<u>4- 10 household units:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 20 household units, or part thereof</u>

	<b><u>Multi-unit residential</u></b>	<b><u>4-20 residential units:</u></b> <b><u>1 space</u></b>  <b><u>Plus 1 additional space for every additional 20 residential units, or part thereof</u></b>	<b><u>4 - 10 residential units:</u></b> <b><u>1 space</u></b>  <b><u>Plus 1 additional space for every additional 10 residential units, or part thereof</u></b>
	<b><u>Hostels, Hotels, Motels, and Visitor Accommodation</u></b>	<b><u>1 - 20 bedrooms:</u></b> <b><u>1 space</u></b>  <b><u>Plus 1 additional space for every additional 20 bedrooms, or part thereof</u></b>	<b><u>1-5 staff:</u></b> <b><u>1 space</u></b>  <b><u>Plus 1 additional space for every additional 5 staff, or part thereof</u></b>
	<b><u>Industrial manufacturing and service</u></b>  <b><u>Measurement criteria:</u></b>  <b><u>When measuring gross floor area, include:</u></b>  <ul style="list-style-type: none"><li><b><u>covered yards and areas covered by a roof but not enclosed by walls</u></b></li></ul> <b><u>Exclude:</u></b>  <ul style="list-style-type: none"><li><b><u>uncovered stairways;</u></b></li><li><b><u>floor space in terraces (open or roofed), external</u></b></li></ul>	<b><u>Up to 1000m<sup>2</sup> gross floor area:</u></b> <b><u>1 space</u></b>  <b><u>Plus 1 additional space for every additional 1000m<sup>2</sup> of gross floor area, or part thereof</u></b>	<b><u>Up to 500m<sup>2</sup> gross floor area:</u></b> <b><u>1 space</u></b>  <b><u>Plus 1 additional space for every additional 500m<sup>2</sup> of gross floor area, or part thereof</u></b>

	<p>balconies, breezeways or porches;</p> <ul style="list-style-type: none"> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking area s; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><b><u>Tradesmen's Workshops, Service Stations, Motor garages</u></b></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> </ul>	<p><b><u>Up to 1000m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 1000m<sup>2</sup> gross floor area, or part thereof</u></b></p>	<p><b><u>Up to 500m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 500m<sup>2</sup> gross floor area, or part thereof</u></b></p>

	<ul style="list-style-type: none"> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><b><u>Warehouses (Trading)</u></b></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not</u></li> </ul>	<p><u>Up to 1000m<sup>2</sup> gross floor area:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 1000m<sup>2</sup> gross floor area, or part thereof</u></p>	<p><u>Up to 500m<sup>2</sup> gross floor area:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 500m<sup>2</sup> gross floor area, or part thereof</u></p>



	<p><u>enclosed by walls</u></p> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><b><u>Warehouses (Storage)</u></b></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not</u></li> </ul>	<p><b><u>Up to 2000m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 2000m<sup>2</sup> gross floor area, or part thereof</u></b></p>	<p><b><u>Up to 1000m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 1000m<sup>2</sup> gross floor area, or part thereof</u></b></p>

	<p><u>enclosed by walls</u></p> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><b><u>Retailing, retail activities and retail outlets and other activities involving retailing but excluding large format retailing and supermarkets.</u></b></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p>	<p><b><u>Up to 125m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 125m<sup>2</sup> gross floor area, or part thereof</u></b></p>	<p><b><u>Up to 400m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 400m<sup>2</sup> gross floor area, or part thereof</u></b></p>

	<ul style="list-style-type: none"> <li>covered yards and areas covered by a roof but not enclosed by walls</li> </ul> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>uncovered stairways;</li> <li>floor space in terraces (open or roofed), external balconies, breezeways or porches;</li> <li>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</li> <li>car parking areas; and</li> <li>floor space of interior balconies and mezzanines not used by the public.</li> </ul>		
	<p><b><u>Large Format Retailing</u></b></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> <li>covered yards and</li> </ul>	<p><b><u>Up to 1000m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 1000m<sup>2</sup> gross floor area, or part thereof</u></b></p>	<p><b><u>Up to 750m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 750m<sup>2</sup> gross floor area, or part thereof</u></b></p>

	<p><u>areas covered by a roof but not enclosed by walls</u></p> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><b><u>Supermarkets</u></b></p> <p><b><u>Measurement criteria:</u></b></p>	<p><b><u>Up to 500m<sup>2</sup> gross floor area:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every</u></b></p>	<p><b><u>1 - 5 FTE employees:</u></b></p> <p><b><u>1 space</u></b></p> <p><b><u>Plus 1 additional space for every additional 5 FTE</u></b></p>

	<p>When measuring <u>gross floor area</u>, include:</p> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> </ul> <p><u>floor space of interior balconies and mezzanines not used by the public.</u></p>	<p><u>additional 1000m<sup>2</sup> gross floor area, or part thereof</u></p>	<p><u>employees, or part thereof</u></p>
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	<p><u><b>Taverns, licenced premises, Restaurants</b></u></p>	<p><u>Up to 250m<sup>2</sup> floor area served by the Tavern/ licenced premises/ restaurant:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 250m<sup>2</sup> served by the Tavern/ licenced premises/ restaurant, or part thereof</u></p>	<p><u>Up to 100m<sup>2</sup> floor area served by the Tavern/ licenced premises/ restaurant:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 100m<sup>2</sup> floor area served by the Tavern/ licenced premises/ restaurant, or part thereof</u></p>
	<p><u><b>Non-retail commercial activities</b></u></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> <li><u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li><u>uncovered stairways;</u></li> <li><u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li><u>roof car parking, lift</u></li> </ul>	<p><u>Up to 500m<sup>2</sup> gross floor area:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 500m<sup>2</sup> gross floor area, or part thereof</u></p>	<p><u>Up to 200m<sup>2</sup> gross floor area: 1 space</u></p> <p><u>Plus 1 additional space for every additional 200m<sup>2</sup> gross floor area, or part thereof</u></p>



	<p><u>towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></p> <ul style="list-style-type: none"> <li>• <u>car parking areas;</u> and</li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><u>Sports Fields (including lawn bowls)</u></p>	<p><u>Up to a hectare of pitch area:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional hectare of pitch or part thereof.</u></p>	N/A
	<p><u>Court Sports (including bowling alleys), Clubrooms, Grandstands</u></p>	<p><u>Up to 150m<sup>2</sup> area:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 150m<sup>2</sup> area or part thereof</u></p>	N/A
	<p><u>Churches, cinemas, halls, conference facilities, funeral homes, crematoriums and entertainment activities</u></p>	<p><u>Up to 50m<sup>2</sup> gross floor area:</u> <u>1 space</u></p> <p><u>Plus 1 additional space for every additional 50m<sup>2</sup> gross floor area or part thereof</u></p>	N/A

	<p><u>Measurement criteria:</u></p> <p>When measuring <u>gross floor area</u>, include:</p> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>		
	<p><b><u>Doctors; Hospitals; Medical Centres/ Health Specialists;</u></b></p>	<p><b><u>1-50 beds: 2 spaces</u></b></p>	<p><b><u>1-20 beds: 1 space</u></b></p>

	<p><b><u>and Veterinary Surgeons</u></b></p> <p><u>Measurement criteria:</u></p> <p>When measuring <u>gross floor area</u>, include:</p> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>	<p><b><u>Plus 1 additional space for every additional 50 beds or part thereof</u></b></p>	<p><b><u>Plus 1 additional space for every additional 20 beds or part thereof</u></b></p>
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<u>Kindergartens, day care centres, nurseries, primary schools</u>	<u>1-10 children:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 10 children or part thereof</u>	<u>1- 3 staff:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 3 staff or part thereof</u>
<u>Secondary schools; work skills training centres.</u>	<u>1-30 students:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 30 students or part thereof</u>	<u>Up to 100 students:</u> <u>1 staff space</u>  <u>Plus 1 additional staff space for every additional 100 students or part thereof</u>
<u>Tertiary establishments</u>	<u>Up to 100 FTE students:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 100 FTE students or part thereof</u>	<u>1- 4 FTE staff:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 4 FTE staff, or part thereof</u>  <u>1- 4 FTE students:</u> <u>1 space</u>  <u>Plus 1 additional space for every additional 4 FTE students, or part thereof</u>
<u>Supported living accommodation</u>	<u>Up to 50 residents:</u> <u>1 space</u>  <u>Plus 1 additional staff space for every additional 50 residents or part thereof</u>	<u>Up to 30 residents:</u> <u>1 space</u>  <u>Plus 1 additional staff space for every additional 30 residents or part thereof</u>



## APPENDIX 5

### OBJECTIVES AND POLICIES OF THE KAPITI COAST DISTRICT PLAN RELEVANT FOR PROPOSED PC1A AND PC1C

The objectives and policies in the operative District Plan that are relevant to the two PC1 issues are set out below:

**Objective relevant to both issues:**

**DO-01 Tāngata Whenua**

*To work in partnership with the tāngata whenua of the District in order to maintain kaitiakitanga of the District's resources and ensure that decisions affecting the natural environment in the District are made in accordance with the principles of Te Tiriti o Waitangi (Treaty of Waitangi).*

**Objectives relevant to accessible parking:**

**DO-08 Strong Communities**

*To support a cohesive and inclusive community where people:*

- 1. have easy access and connectivity to quality and attractive public places and local social and community services and facilities;*
- 2. have increased access to locally produced food, energy and other products and resources;*
- 3. have improved health outcomes through opportunities for active living or access to health services; and*
- 4. have a strong sense of safety and security in public and private spaces.*

**DO-012 Housing Choice and Affordability**

*To meet diverse community needs by increasing the amount of housing that:*

- 1. is of densities, locations, types, attributes, size and tenure that meets the social and economic wellbeing needs of households in suitable urban and rural locations;*
- 2. is affordable and adequate for lower income households; and*
- 3. can respond to the changing needs of residents, regardless of age, mobility, health or lifestyle preference;*

*while enhancing the amenity of living environments and contributing to the sustainability of communities and compatibility with the goals of environmental sustainability, in particular resource, water and energy efficiency.*

**DO-014 Access and Transport**

*To ensure that the transport system in the District:*

- 1. integrates with land use and urban form and maximises accessibility;*
- 2. improves the efficiency of travel and maximises mode choice to enable people to act sustainably as well as improving the resilience and health of communities;*
- 3. contributes to a strong economy;*



4. *avoids, remedies or mitigates adverse effects on land uses;*
5. *does not have its function and operation unreasonably compromised by other activities;*
6. *is safe, fit for purpose, cost effective and provides good connectivity for all communities; and*
7. *provides for the integrated movement of people, goods and services.*

#### **DO-016 Centres**

*To have vibrant, safe and economically sustainable centres that function as key employment and economic nodes and as a focus for social and community life, as public transport and local service hubs, and as places for living, entertainment and recreation that:*

1. *provide the primary focus for commercial (excluding industrial), retail and community activities within the District;*
2. *support community cohesion and a sense of place;*
3. *reinforce a compact, well designed and sustainable District and regional form, through promoting and reinforcing a close proximity and good accessibility between living, business and employment areas;*
4. *encourage economic opportunities and business activities in a manner which promotes:*
  - a. *the Paraparaumu Sub-Regional Centre as the principal commercial, retail, cultural, civic and tourist centre for the District, to be developed in a manner that:*
    - i. *achieves an integrated and compact metropolitan centre zone, linking all Precincts through a well-connected pedestrian and transport networks offering a choice of efficient routes and a quality built environment;*
    - ii. *provides for a broad range of mutually compatible activities that are integrated with pedestrian and public transport;*
    - iii. *is supported by opportunities for medium density residential living;*
    - iv. *consolidates community activities within Precinct B; and*
    - v. *provides for commercial (excluding industrial) and retail activities in Precincts A1, A2 and C, with some restrictions on the scale and nature of retail activities in Precinct C*
  - b. *the District's town centres at a scale and form that provides the urban focus for the commercial (excluding industrial), tourism, education, entertainment, community and civic activities as well as opportunities for medium density residential living, where these meet the needs of the surrounding township community; and*
  - c. *District's local centres to provide for commercial activities (excluding industrial activities), within a residential context, to primarily serve the local convenience, community and commercial needs of the surrounding residential community.*

**Policies relevant to accessible parking** (and for these purposes 'transport network' means all parts of the District used as a means of transport (e.g. roads as well as the Cycling Walking Bridleway network).):

#### **UEDI-P1 Urban Design**

*Quality urban design outcomes will be promoted so that public and private places and spaces:*

1. *are liveable and safe;*
2. *enhance the local economy, environment and community;*
3. *are sustainable, enduring and resilient;*
4. *provide a strong sense of place reflecting cultural values and distinct community identities;*
5. *are enjoyable, comfortable, welcoming and provide a diversity of experiences; and*

6. are easy to move around and through, by encouraging a well-connected and integrated transport network;
7. at all levels of urban design, from macro (urban structure and subdivision) to micro (building details and materials) scale.

#### **UFD-P7 Accessibility**

Subdivision, land use and development will be undertaken in a manner which enables all urban residences to have access to public open space within a distance of 400 metres.

#### **TR-P1 Integrated Transport and Urban Form**

To support a cohesive and inclusive community where people:

1. have easy access and connectivity to quality and attractive public places and local social and community services and facilities;
2. have increased access to locally produced food, energy and other products and resources;
3. have improved health outcomes through opportunities for active living or access to health services; and
4. have a strong sense of safety and security in public and private spaces.

#### **TR-P2 Sustainable Transport and Maximising Mode Choice**

Development and subdivision will be integrated with a transport system that offers a wide range of travel mode choices, which connects residents to essential community services, centres and social infrastructure, through:

1. well-integrated and connected communities;
2. development that is conducive to active modes of travel, particularly walkable communities which reduce demand for vehicular travel, particularly by private vehicle;
3. land use that is integrated with the transport network;
4. improved public transport services to the District;
5. travel plans and transport assessments for major traffic activities as part of an application for consent for new developments;
6. consistency with the Council's Subdivision and Development Principles and Requirements 2012; and
7. development that ensures adequate access and space for all modes, including pedestrians, people with mobility problems, cyclists, public transport and private car travel.

#### **TR-PARK-P8 Parking** (noting that TR-PARK-P8 is to be amended by Plan Amendment 1)

All new subdivision and development shall provide for safe vehicular and pedestrian access and appropriate vehicle parking areas by:

1. providing parking numbers, layouts and dimensions consistent with parking standards;
- a. supplying adequate off street parking to meet the demand of the land use while having regard to the following factors:
  - a. the intensity, duration location and management of the activity.
  - b. the adequacy of parking in the location and adjacent areas.
  - c. the classification and use of the road (as per transport network hierarchy in [TR-Table 2](#)), and the speed restrictions that apply.
  - d. the nature of the subject site, in particular its capacity to accommodate parking.
  - e. the characteristics of the previous activity that utilised the subject site;

- b. taking effects on neighbouring areas into account when designing the location, layout and number of parking spaces (including car and cycle parks and disability car parks;
- c. ensuring the location, layout and number of disability car parks and cycle parks is safe, user-friendly and appropriate; and
- d. achieving a balance between encouraging mitigation of parking overflow effects (e.g. shared use of car parking), and discouraging car-based travel through use of travel plans.

**Objectives relevant to liquefaction hazard risk:**

**DO-03 Development Management**

*To maintain a consolidated urban form within existing urban areas and a limited number of identified growth areas which can be efficiently serviced and integrated with existing townships, delivering:*

- 1. urban areas which maximise the efficient end use of energy and integration with infrastructure;
- 2. a variety of living and working areas in a manner which reinforces the function and vitality of centres;
- 3. resilient communities where development does not result in an increase in risk to life or severity of damage to property from natural hazard events;
- 4. higher residential densities in locations that are close to centres and public open spaces, with good access to public transport;
- 5. management of development in areas of special character or amenity so as to maintain, and where practicable, enhance those special values;
- 6. sustainable natural processes including freshwater systems, areas characterised by the productive potential of the land, ecological integrity, identified landscapes and features, and other places of significant natural amenity;
- 7. an adequate supply of housing and areas for business/employment to meet the needs of the District's anticipated population which is provided at a rate and in a manner that can be sustained within the finite carrying capacity of the District; and
- 8. management of the location and effects of potentially incompatible land uses including any interface between such uses.

**DO-05 Natural Hazards**

*To ensure the safety and resilience of people and communities by avoiding exposure to increased levels of risk from natural hazards, while recognising the importance of natural processes and systems. (Note: in the explanation, earthquake hazards explicitly include liquefaction).*

**Policies relevant to liquefaction hazard risk:**

**NH-P2 Risk Based Approach**

*A risk based, all hazards approach will be taken to subdivision, land use, and development within areas subject to the following natural hazards:*

- 1. flood hazards;
- 2. earthquake hazards; and
- 3. fire hazards.

*Hazard categories will be developed for flood and seismic hazards to guide decision making and help minimise potential harm to people and damage to property due to these hazards, while allowing appropriate use.*

**NH-P3 Managing Activities in Natural Hazard Prone Areas**

*In areas identified on the District Plan Maps, new subdivision, use and development will be managed in a way that avoids increasing risks from natural hazards. Subdivision, use and development will be allowed only where it can be shown that any potential increase in risk exposure on or beyond the land itself has been avoided, remedied or mitigated.*

**Note:** the District Plan maps do not identify areas subject to potential liquefaction risk. Policy NH-EQ-P17 below identifies land that is prone to liquefaction as being sandy, alluvial or peat soils).

**NH-P4 Precautionary Approach**

*A precautionary approach will be taken to the management of risks from hazards that may impact on subdivision, use and development, where there is uncertainty about the potential effects and where the effects are potentially significantly adverse.*

**NH-EQ-P17 Liquefaction Prone Land**

*When assessing applications for subdivisions which are located on sandy, alluvial or peat soils, a risk management approach shall be adopted and Council will consider a range of matters that seek to reduce the risk to people and property, including:*

- 1. geotechnical information from a suitably qualified person on liquefaction provided with any subdivision or development application;*
- 2. the intensity of the subdivision and nature of future development of the allotment, including building design and construction techniques; and*
- 3. the risk to people and property posed by the liquefaction hazard and the extent to which the activity could increase the risk posed by the natural hazard.*

*These investigations may result in identifying that some allotments are not suitable for development and any such proposal would be declined.*

## APPENDIX 6

### OBJECTIVES AND POLICIES OF THE KAPITI COAST DISTRICT PLAN RELEVANT FOR PROPOSED PC1B

The objectives and policies in the operative District Plan that are relevant to the PC1B issues are set out below:

#### **DO-01 Tāngata Whenua**

*To work in partnership with the tāngata whenua of the District in order to maintain kaitiakitanga of the District's resources and ensure that decisions affecting the natural environment in the District are made in accordance with the principles of Te Tiriti o Waitangi (Treaty of Waitangi).*

#### **DO-03 Development Management**

*To maintain a consolidated urban form within existing urban areas and a limited number of identified growth areas which can be efficiently serviced and integrated with existing townships, delivering:*

- 1. urban areas which maximise the efficient end use of energy and integration with infrastructure;*
- 2. a variety of living and working areas in a manner which reinforces the function and vitality of centres;*
- 3. resilient communities where development does not result in an increase in risk to life or severity of damage to property from natural hazard events;*
- 4. higher residential densities in locations that are close to centres and public open spaces, with good access to public transport;*
- 5. management of development in areas of special character or amenity so as to maintain, and where practicable, enhance those special values;*
- 6. sustainable natural processes including freshwater systems, areas characterised by the productive potential of the land, ecological integrity, identified landscapes and features, and other places of significant natural amenity;*
- 7. an adequate supply of housing and areas for business/employment to meet the needs of the District's anticipated population which is provided at a rate and in a manner that can be sustained within the finite carrying capacity of the District; and*
- 8. management of the location and effects of potentially incompatible land uses including any interface between such uses.*

#### **DO-05 Natural Hazards**

*To ensure the safety and resilience of people and communities by avoiding exposure to increased levels of risk from natural hazards, while recognising the importance of natural processes and systems.*

**(Note:** in the explanation, earthquake hazards explicitly include liquefaction)

#### **NH-P2 Risk Based Approach**

*A risk based, all hazards approach will be taken to subdivision, land use, and development within areas subject to the following natural hazards:*

1. flood hazards;
2. earthquake hazards; and
3. fire hazards.

*Hazard categories will be developed for flood and seismic hazards to guide decision making and help minimise potential harm to people and damage to property due to these hazards, while allowing appropriate use.*

**NH-P3 Managing Activities in Natural Hazard Prone Areas**

*In areas identified on the District Plan Maps, new subdivision, use and development will be managed in a way that avoids increasing risks from natural hazards. Subdivision, use and development will be allowed only where it can be shown that any potential increase in risk exposure on or beyond the land itself has been avoided, remedied or mitigated.*

**(Note:** the District Plan maps do not identify areas subject to potential liquefaction risk. Policy NH-EQ-P17 below identifies land that is prone to liquefaction as being sandy, alluvial or peat soils)

**NH-P4 Precautionary Approach**

*A precautionary approach will be taken to the management of risks from hazards that may impact on subdivision, use and development, where there is uncertainty about the potential effects and where the effects are potentially significantly adverse.*

**NH-EQ-P17 Liquefaction Prone Land**

*When assessing applications for subdivisions which are located on sandy, alluvial or peat soils, a risk management approach shall be adopted and Council will consider a range of matters that seek to reduce the risk to people and property, including:*

1. *geotechnical information from a suitably qualified person on liquefaction provided with any subdivision or development application;*
2. *the intensity of the subdivision and nature of future development of the allotment, including building design and construction techniques; and*
3. *the risk to people and property posed by the liquefaction hazard and the extent to which the activity could increase the risk posed by the natural hazard.*

*These investigations may result in identifying that some allotments are not suitable for development and any such proposal would be declined.*



IN THE ENVIRONMENT COURT  
AT WELLINGTON

I TE KŌTI TAIAO O AOTEAROA  
KI TE WHANGANUI-A-TARA

Decision No. [2021] NZEnvC 191

IN THE MATTER OF

an application for an order under s 86D  
of the Resource Management Act 1991

BY

KĀPITI COAST DISTRICT  
COUNCIL

(ENV-2021-WLG-000038)

Applicant

Court: Environment Judge BP Dwyer sitting alone under s 279 of the  
Act  
Last case event: Application lodged 27 October 2021  
Date of Decision: 8 December 2021  
Date of Issue: 8 December 2021

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DECISION OF THE ENVIRONMENT COURT

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A: The application is granted.

REASONS

Introduction

[1] The Kāpiti Coast District Council (Council) applies under s 86D of the RMA for rules in Plan Change 1A (PC1A) to the Kāpiti Coast District Plan (the Plan) to have legal effect from the date PC1A is notified. PC1A seeks to make provision for accessible car parking<sup>1</sup> in the Plan as existing provisions for accessible car parking



Carparks designed and marked for use by persons with a disability or with limited

RE KAPITI COAST DISTRICT COUNCIL

have been affected by the National Policy Statement on Urban Development 2020 (NPS-UD 2020).

[2] The Council explains that cl 3.38 of the NPS-UD 2020 requires the Council to remove any requirements for minimum numbers of car parks from the Plan except for accessible car parks. Removal of the car parking requirements from the Plan has a flow on consequence that the basis for calculating the required number of accessible car parks in any instance will also be removed from the Plan. PC1A is designed to address that issue.<sup>2</sup>

[3] The Council says that granting this application in relation to PC1A would give effect to the NPS-UD 2020, the Council's Long-Term Plan and be consistent with the RMA's purpose of sustainable management, having particular regard to the need to retain connectivity for those who require different transport options. The earliest that decisions could be made on submissions on PC1A is typically 9 to 12 months from the date of public notification of those proposed amendments. If appeals are lodged against any of the decisions on PC1A the operative date for the rules could be delayed by months pending resolution of the appeals.<sup>3</sup>

[4] The Council lodged an affidavit sworn by Christine Anne Foster (a resource management planning consultant) in support of its application.

### Background

[5] Clause 3.38 of the NPS-UD 2020 provides:

#### 3.38 Car parking

- (1) If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks.

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mobility.

<sup>2</sup> Notice of Motion at [4].

<sup>3</sup> Notice of Motion at [24].

- (2) Territorial authorities must make any changes required by subclause (1) without using a process in Schedule 1 of the Act.
- (3) Nothing in this National Policy Statement prevents a district plan including objectives, policies, rules or assessment criteria:
  - (a) requiring a minimum number of accessible car parks to be provided for any activity; or
  - (b) relating to parking dimensions or manoeuvring standards to apply if:
    - (i) a developer chooses to supply car parks; or
    - (ii) when accessible car parks are required.

[6] The Council proposes to delete all of the car parking requirements currently in the Plan, without using the Schedule 1 process through a process called Plan Amendment 1.<sup>4</sup> However the Council intends to use the Schedule 1 RMA process for PC1A because of the significant changes that will be required throughout the Plan to address accessible car parking requirements.<sup>5</sup>

[7] The Council must comply with the cl 3.38 direction by 20 February 2022.<sup>6</sup> The Council says that it will take at least 12 months to progress PC1A through the Schedule 1 process and it would therefore not have legal effect before 20 February 2022.<sup>7</sup> The Council submits that this would result in a period where all car parking requirements have been removed from the Plan and there is no requirement for a minimum number of accessible car parks.<sup>8</sup>

[8] The Council says that the Plan currently calculates the required number of accessible car parks in any situation based on a proportion of general car parks required.<sup>9</sup> Ms Foster explains that the removal of the car parking rules from the Plan will mean that the basis for calculating required disabled persons' car parks will also be removed from the Plan (even if the accessible parking rule TR-PARK-R18 were

<sup>4</sup> Notice of Motion at [8].

<sup>5</sup> Notice of Motion at [5].

<sup>6</sup> NPS-UD, cl 4.1.

<sup>7</sup> Notice of Motion at [10].

<sup>8</sup> Notice of Motion at [10].

<sup>9</sup> Notice of Motion at [11].

retained). The result would be that no on-site accessible parking would be required to be provided within any future activity.<sup>10</sup>

[9] PC1A calculates the required number of accessible car parks on the basis of activities. The calculation is based on the same ratios as are currently set out in the Plan so the rate of required car parks will not increase.<sup>11</sup> PC1A also introduces accessible parking requirements for multi-unit residential developments which are not addressed in the current Plan.<sup>12</sup>

### Discussion

[10] Section 86D provides:

**86D Environment Court may order rule to have legal effect from date other than standard date**

- (1) In this section, **rule** means a rule—
  - (a) in a proposed plan; and
  - (b) that is not a rule of a type described in section 86B(3)(a) to (c).
- (2) A local authority may apply before or after the proposed plan is publicly notified under clause 5 of Schedule 1 to the Environment Court for a rule to have legal effect from a date other than the date on which the decision on submissions relating to the rule is made and publicly notified under clause 10(4) of Schedule 1.
- (3) If the court grants the application, the order must specify the date from which the rule is to have legal effect, being a date no earlier than the later of—
  - (a) the date that the proposed plan is publicly notified; and
  - (b) the date of the court order.

[11] The Council has listed some “procedural” matters that the Court has previously chosen to consider in respect of s 86D applications. They can loosely be described as

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<sup>10</sup> Affidavit at [14].

<sup>11</sup> Notice of Motion at [12]. Affidavit at [19].

<sup>12</sup> Notice of Motion at [13].

consultation and participation factors.<sup>13</sup>

[12] The Council has also referred to a number of cases listing substantive factors that may be considered in deciding an application under s 86D RMA. They include:<sup>14</sup>

- (a) the nature, purpose, effect and significance of the proposed changes by reference to the status quo;
- (b) the basis upon which it can be said that immediate legal effect is necessary to achieve the sustainable management purpose of the Act;
- (c) the spatial extent of the areas which are to become subject to the proposed changes and/or how many properties will potentially be affected. Site-specific rules addressing a particular issue are more likely to be granted early legal effect; and
- (d) the strategic importance of the plan change in question.

[13] In a more recent decision the Court confirmed that aspects of vulnerability (for example, pressure on and scarcity of resources) are relevant considerations.<sup>15</sup>

[14] The Council addresses the procedural and substantive matters in its grounds for the application:<sup>16</sup>

- (a) As a Tier 1 local authority, the Council must comply with the car parking requirements in the NPS-UD before 20 February 2022.<sup>17</sup> The Council intends to give effect to this requirement through Plan Amendment 1, and as directed by the NPS-UD, does not need to go through the RMA Schedule 1 process to do so.<sup>18</sup> PC1A is designed to directly respond to the effect that Plan Amendment 1 will have on provision for accessible parking in the Plan, and

<sup>13</sup> Notice of Motion at [18] and *Re Thames-Coromandel District Council* [2013] NZEnvC 292 at [8]-[10]; *Re New Plymouth District Council* [2010] NZEnvC 427 at [32]; and *Re Tasman District Council* [2011] NZEnvC 47 at [9].

<sup>14</sup> Notice of Motion at [19] and *Re Palmerston North City Council* [2015] NZEnvC 27 at [23]-[34]; *Re Thames-Coromandel District Council* [2013] NZEnvC 292 at [8]-[10]; and *Re New Plymouth District Council* [2010] NZEnvC 427 at [32].

<sup>15</sup> Notice of Motion at [21] and *Re Waimakariri District Council* [2021] NZEnvC 142 at [16]-[17].

<sup>16</sup> Notice of Motion at [23].

<sup>17</sup> Affidavit at [11] and [12].

<sup>18</sup> Affidavit at [13].

therefore complements Plan Amendment 1. The primary purpose of PC1A would be best achieved if it had legal effect at the same time as Plan Amendment 1.

- (b) The time period for progressing PC1A through the RMA Schedule 1 process could be 12 months.<sup>19</sup> If PC1A is not given immediate legal effect, (and assuming Plan Amendment 1 is made at the same time as PC1A is notified, which is the Council's intention) during that period there would be no requirement to provide any accessible car parks. The Council cannot delay giving effect to Plan Amendment 1 until PC1A has gone through the Schedule 1 process because clause 4.1 of the NPS-UD directs that the Council must remove all the provisions requiring general car parking by 20 February 2022. While the Council does not anticipate that there would be a "gold rush" effect, there is a risk that any new substantial developments progressed through that period will not provide any accessible car parking.<sup>20</sup> If that were to occur, that would represent an undesirable and unfortunate outcome which does not appear to be an intended outcome of the direction in the NPS-UD 2020, and in any event would be contrary to the Plan's objectives.
- (c) The additional requirement of accessible parking for multi-unit residential developments not only fills a gap in the Plan, but responds to NPS-UD 2020 objectives of providing for intensification. Multi-unit residential development is anticipated to become a more commonplace housing typology. PC1A addresses this by ensuring accessible carparking is still provided for in the absence of on-site carparking in this type of development.<sup>21</sup>
- (d) Granting immediate legal effect to PC1A would ensure alignment between both national and local strategic direction. As detailed in Ms Foster's affidavit, the Plan and the Council's Long-Term Plan contain objectives and policies supporting urban growth and accessibility, in similar terms to the NPS-UD 2020.<sup>22</sup> Therefore, immediate legal effect would simultaneously align the Plan with the requirements of the NPS-UD 2020 but also ensure that it supported the overall strategic direction of the Council's plans and the sustainable management purpose of the Act.

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<sup>19</sup> Affidavit at [53].

<sup>20</sup> Affidavit at [52].

<sup>21</sup> Affidavit at [21].

<sup>22</sup> Affidavit at [22]-[24].



- (e) The Council has consulted, through Christine Foster, with relevant representatives of those who use accessible car parking. The consultation has indicated that retaining accessible parking is important to those users. PC1A's amendments to the accessible car parking provisions are necessary to ensure all members of the community have appropriate access to new developments.<sup>23</sup>
- (f) No material unfairness or prejudice should arise from granting the application. PC1A does not contain any substantively different standards for accessible parking than those which exist in the current Plan. The introduction of accessible parking requirements for multi-residential developments responds to the direction of the NPS-UD 2020. In any event, PC1A will progress through the RMA Schedule 1 process, and therefore the public will have the opportunity to make submissions on any aspect they are interested in.<sup>24</sup>

[15] The NPS-UD 2020 direction to remove requirements for general car parks from the Plan will also remove the basis for calculating accessible car parks. Ms Foster says she explored whether it is possible to delete all references in the policies and rules to general car parking requirements but retain a coherent policy and rule framework for accessible parking within Plan Amendment 1 (which will not follow the Schedule 1 process). Ms Foster concludes that is not practicable.<sup>25</sup>

[16] Ms Foster explains that at the policy level, the approach in the Plan to accessible parking is framed in terms of the provision of parking generally. Simply retaining the text that refers to 'disability' parking would not establish a coherent policy basis.<sup>26</sup> As already noted, at the rule level, simply retaining the Plan's current formulae for calculating accessible car parking requirements would not result in provision of accessible parking because the Plan currently calculates the required number of accessible car parks based on the proportion of general car parks.

[17] Ms Foster considers that substantive additions and amendments are required to create a coherent Plan framework and these go further than what she considers the

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<sup>23</sup> Affidavit at [27]-[46].

<sup>24</sup> Affidavit at [56]-[58], [61].

<sup>25</sup> Affidavit at [49].

<sup>26</sup> Affidavit at [50].

NPS-UD 2020 authorises as a non-Schedule 1 Plan amendment. Ms Foster explains that her advice to the Council is that a RMA Schedule 1 plan change is required to create a coherent replacement Plan framework for the provision of accessible parking.<sup>27</sup>

[18] The Council acknowledges that the underlying principle is that the Court must have a sound basis upon which to depart from Parliament's general intent that rules do not have legal effect until they have been through the public submission and decision process.<sup>28</sup>

[19] The Council must comply with the direction in NPS-UD 2020 to dispense with parking requirements in its Plan. I accept Ms Foster's explanation for the Council's decision to proceed with Plan Amendment 1 and a separate PC1A to deal with accessible parking in the Plan. I accept her evidence that simply deleting the provisions that refer to parking generally but retaining 'disability' parking provisions would lead to the risk that developments could be built (perhaps for up to 12 months) without any provision for accessible parking. I do not consider that is an intended consequence of compliance with the NPS-UD 2020.

[20] I note that the Council has consulted with various groups representing those who use accessible parking. It comes as no surprise that those users consider accessible parking provision is important, which is indisputable. It appears that the Council has not consulted with developers. I accept its evidence that the provision of accessible parking will be at a rate no higher than currently provided for in the Plan. To the extent that provisions for accessible parking requirements for multi-residential developments are new, I accept that that approach responds to the direction of the NPS-UD 2020 and that any person affected will have the opportunity to participate under Schedule 1 processes. I consider that potential prejudice to any person if the application is granted is low.

[21] Finally I observe that granting the application accords with the purpose of the

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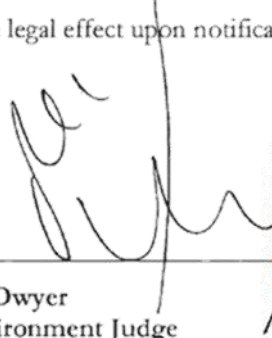
<sup>27</sup> Affidavit at [51].

<sup>28</sup> *Re Thames-Coromandel District Council* [2013] NZEnvC 292 at [8].

Act in that it enables people with disabilities and/or limited mobility to provide for their social well-being and their health and safety by requiring the provision of accessible car parking for them where appropriate.

#### Outcome

[22] The application is granted. The rules in PC1A (attached in Appendix 1) will have legal effect upon notification.

  
BP Dwyer  
Environment Judge



## APPENDIX 1

## PROPOSED PLAN CHANGE 1A - ACCESSIBLE CAR PARKING REQUIREMENTS

In the following District Plan provisions:

1. Text that is struck through (~~example~~) is to be deleted from the District Plan.
2. Text that is underlined (example) is to be inserted into the District Plan.

1. In Chapter TR-PARK – Parking: Amend Policy TR-PARK-P8 requiring provision for ‘accessible carparks’ and ‘accessible carpark’ as follows:

TR-PARK-P8	Parking
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All new *subdivision and development* shall provide for safe vehicular and pedestrian access and appropriate ~~vehicle parking areas~~ accessible carparks by:

1. ~~providing parking~~ providing accessible carpark numbers, layouts and dimensions consistent with ~~parking standards that meet the needs of users;~~
2. supplying adequate off street ~~parking~~ accessible carparks to meet the demand of the *land use* while having regard to the following factors:
  - a. the intensity, duration location and management of the activity.
  - b. ~~the adequacy of parking~~ the adequacy of accessible carparks in the location and adjacent areas.
  - c. the classification and use of the *road* (as per transport network hierarchy in *TR-Table 7*), and the speed restrictions that apply.
  - d. the nature of the *subject site*, in particular its capacity to accommodate ~~parking~~ accessible carparks.
  - e. the characteristics of the previous activity ~~that utilised~~ undertaken on the *subject site*;
3. taking ~~effects~~ on neighbouring areas into account when designing the location, layout and number of ~~parking spaces (including car and cycle parks and disability car parks)~~ accessible carparks;
4. ensuring the location, layout and number of ~~disability and~~ cycle parks and accessible carparks is safe, user-friendly and appropriate; ~~and~~
5. ~~achieving a balance between encouraging mitigation of parking overflow effects (e.g. shared use of car parking), and discouraging car-based travel through the use of travel plans.~~



2. Rule TR-PARK-R18: Amend and insert the following Rule TR-PARK-R18 requirements for accessible carparks:

**TR-PARK-R18** ~~Any activity requiring more than 2 carparks.~~

Accessible carparks

Measurement criteria apply to activities under this rule.

Permitted Standards

Activity

1. ~~Disabled persons~~ Accessible carparks and bicycle parking must be ~~required~~ provided at ~~a the~~ the rate shown in Table TR-Table 6A below of:
- ~~1 where 10 or less carpark spaces are provided;~~
  - ~~2 where between 11 and 100 carpark spaces are provided, plus 1 additional park for every additional 50 carparks, or part thereof, where more than 100 carpark spaces are provided.~~

TR-Table 6A: Minimum number of accessible carparks:

<u>Activity</u>	<u>Gross floor area<sup>1</sup> or bar area, where stated</u>	<u>Staff/employee numbers</u>	<u>Visitor/people numbers</u>	<u>No of units</u>	<u>Other requirement</u>
<b><u>MEDIUM DENSITY HOUSING</u></b>					
<u>Multi-unit residential</u>				<u>4-5 units:</u> <u>1 space</u>  <u>6-25 units:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 25 units, or part thereof</u>	

<sup>1</sup> *Measurement Criteria:* When measuring gross floor area, include: covered yards and areas covered by a roof but not enclosed by walls. Exclude: uncovered stairways; floor space in terraces (open or roofed), external balconies, breezeways or porches; roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>; car parking areas; and floor space of interior balconies and mezzanines not used by the public.

TEMPORARY ACCOMMODATION					
<u>Hostels/Hotel/ Motels and Visitor Accommodation</u>	<u>12m<sup>2</sup>- 43m<sup>2</sup> of bar area: 1 space</u>	<u>4-20 staff: 1 space</u>  <u>21-200 staff: 2 spaces</u>		<u>2-5 units: 1 space</u>  <u>6-25 units: 2 spaces</u>	<u>3-10 bedrooms/ guestroom/ campsite or motorhome site: 1 space</u>
<u>Minor residential units are exempt from this standard.</u>	<u>44m<sup>2</sup> – 400m<sup>2</sup> of bar area: 2 spaces</u>  <u>Plus 1 additional space for every additional 200m<sup>2</sup> of bar area, or part thereof</u>	<u>Plus 1 additional space for every additional 100 staff, or part thereof</u>		<u>Plus 1 additional space for every additional 25 units, or part thereof</u>	<u>11-100 bedrooms/ guestroom/ campsite or motorhome site: 2 spaces</u>  <u>Plus 1 additional space for every additional 50 bedrooms/ guestroom/ campsite or motorhome site, or part thereof</u>
INDUSTRIAL ACTIVITIES					
<u>Manufacturing and service</u>	<u>100m<sup>2</sup> - 500m<sup>2</sup>: 1 space</u>  <u>501m<sup>2</sup> – 5000m<sup>2</sup>: 2 spaces</u>  <u>Plus 1 additional space for every additional</u>				



	<u>2500m<sup>2</sup>, or part thereof</u>				
<u>Trademen's Workshops/Service Station/Motor garages</u>		<u>3 -15 employees:</u> <u>1 space</u>  <u>16 – 150 employees:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 75 employees, or part thereof</u>			<u>1 to 3 Workshop Bays:</u> <u>1 space</u>  <u>4 - 25 Workshop Bays:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 13 Workshop Bays, or part thereof</u>
<u>Warehouses (Trading)</u>	<u>100m<sup>2</sup> – 350m<sup>2</sup>:</u> <u>1 space</u>  <u>351m<sup>2</sup> – 3333m<sup>2</sup>:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 1666m<sup>2</sup>, or part thereof</u>				
<u>Warehouses (Storage)</u>	<u>300m<sup>2</sup> - 1500m<sup>2</sup>:</u> <u>1 space</u>				

	<u>1501m<sup>2</sup> – 15000m<sup>2</sup>: 2 spaces</u>  <u>Plus 1 additional space for every additional 7500m<sup>2</sup>, or part thereof</u>				
<b><u>RETAILING</u></b>					
<u>Retailing, retail activities and retail outlets and other activities involving retailing.</u>  <u>Measurement criteria:</u>  <u>gross floor area or display area, where applicable, whichever is greater.</u>	<u>100m<sup>2</sup> – 350m<sup>2</sup>: 1 space</u>  <u>351m<sup>2</sup> – 3333m<sup>2</sup>: 2 spaces</u>  <u>Plus 1 additional space for every additional 1666m<sup>2</sup>, or part thereof</u>				
<u>Roadside stalls on strategic arterial routes</u>	<u>Up to 30m<sup>2</sup>: 1 space</u>				
<u>Large Format Retailing</u>	<u>500m<sup>2</sup> – 2000m<sup>2</sup>: 2 spaces</u>  <u>Plus 1 additional space for every additional 1000m<sup>2</sup>, or part thereof</u>				

<u>Supermarkets</u>	<u>500m<sup>2</sup> – 2000m<sup>2</sup>:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 1000m<sup>2</sup>, or part thereof</u>				
<u>HOSPITALITY</u>					
<u>Taverns / licenced premises (excluding restaurants)</u>  <u>Measurement criteria:</u>  1. <u>Measured by gross floor area served by the bar (excluding restaurants).</u>  2. <u>When measuring gross floor area, include:</u> <ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul> <u>Exclude:</u> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies,</u></li> </ul>	<u>12m<sup>2</sup> – 40m<sup>2</sup>:</u> <u>1 space</u>  <u>41m<sup>2</sup>– 400m<sup>2</sup>:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 200m<sup>2</sup>, or part thereof</u>	<u>5 – 20 staff:</u> <u>1 space</u>  <u>21–200 staff:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 100 staff, or part thereof</u>			

<u>breezeways or porches;</u> <ul style="list-style-type: none"> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>					
<u>Restaurants</u>		<u>5-20 staff:</u> <u>1 space</u>  <u>21 -50 staff:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 25 staff, or part thereof</u>	<u>15 – 50 people:</u> <u>1 space</u>  <u>51 – 500 people:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 250 people, or part thereof</u>		
<u>COMMERCIAL ACTIVITIES</u>					
<u>Non-retail commercial activities</u>	<u>100m<sup>2</sup> – 350m<sup>2</sup>:</u> <u>1 space</u>				
<u>Measurement criteria:</u>	<u>351m<sup>2</sup> – 3333m<sup>2</sup>:</u> <u>2 spaces</u>				

<p>1. Measured by <u>gross floor area</u> or display area, where applicable, whichever is greater.</p> <p>2. When measuring <u>gross floor area</u>, include:</p> <ul style="list-style-type: none"> <li>• covered yards and areas covered by a roof but not enclosed by walls</li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>• uncovered stairways;</li> <li>• floor space in terraces (open or roofed), external balconies, breezeways or porches;</li> <li>• roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</li> <li>• car parking areas; and</li> <li>• floor space of interior balconies and mezzanines not used by the public.</li> </ul>	<p>Plus 1 additional space for every additional 1666m<sup>2</sup>, or part thereof</p>				
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RECREATION ACTIVITIES					
Sports Fields (including lawn bowls)					<u>1-4 sports field:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every 2 additional sports fields, or part thereof</u>
Court Sports (including bowling alleys); Clubrooms; and Grandstands.  <u>Measurement criteria:</u>  1. Measured by the number of courts or gross floor area, whichever is greater).  2. When measuring gross floor area, include: • covered yards and areas covered by a roof but not enclosed by walls  Exclude: • uncovered stairways; • floor space in terraces (open or roofed), external balconies,	<u>15m<sup>2</sup>-50m<sup>2</sup>:</u> <u>1 space</u>  <u>51m<sup>2</sup>-500m<sup>2</sup>:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 100m<sup>2</sup>, or part thereof</u>				<u>1-3 Courts:</u> <u>1 space</u>  <u>4-25 Courts:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every 13 additional Courts, or part thereof</u>



<u>breezeways or porches;</u> <ul style="list-style-type: none"> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>					
<u>CHURCHES, CINEMAS, HALLS, CONFERENCE FACILITIES, FUNERAL HOMES, CREMATORIALS AND ENTERTAINMENT ACTIVITIES</u>					
<u>Churches, cinemas, hall, conference facilities, funeral homes, crematoriums and entertainment activities</u>  <u>Measurement criteria:</u>  1. <u>measured by either gross floor area or no. of seats/ patrons (whichever is greater)</u>  2. <u>When measuring gross floor area, include:</u>	<u>30m<sup>2</sup> – 100m<sup>2</sup>;</u> <u>1 space</u>  <u>101m<sup>2</sup> – 1000m<sup>2</sup>;</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 500m<sup>2</sup>, or part thereof</u>		<u>18 – 60 seats/ patrons;</u> <u>1 space</u>  <u>61 – 600 seats/ patrons;</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 300 seats/ patrons, or part thereof</u>		

<ul style="list-style-type: none"> <li>• <u>covered yards and areas covered by a roof but not enclosed by walls</u></li> </ul> <p>Exclude:</p> <ul style="list-style-type: none"> <li>• <u>uncovered stairways;</u></li> <li>• <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u></li> <li>• <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m<sup>2</sup>;</u></li> <li>• <u>car parking areas; and</u></li> <li>• <u>floor space of interior balconies and mezzanines not used by the public.</u></li> </ul>					
<b>HEALTHCARE</b>					
<u>Doctors;</u> <u>Hospitals;</u> <u>Medical Centres/ Health Specialists; and</u> <u>Veterinary Surgeons</u>		<u>1-3 full time equivalent specialist (doctor, vet etc):</u> <u>1 space</u>  <u>4-25 full time equivalent specialists:</u>	<u>3 – 15 residents/ patient beds:</u> <u>1 space</u>  <u>16 – 143 residents/ patient beds:</u> <u>2 spaces</u>		

		<u>2 spaces</u>  <u>Plus 1 additional space for every additional 12.5 full time equivalent specialists, or part thereof</u>  <u>5- 20 full time equivalent non specialist staff:</u> <u>1 space</u>  <u>21-200 full time equivalent non specialist staff:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 100 full time equivalent non specialist staff, or part thereof</u>	<u>Plus 1 additional space for every additional 72 residents/ patient beds, or part thereof</u>		
<b><u>EDUCATIONAL FACILITIES</u></b>					
<u>Kindergartens/ day care centres/ nurseries; Primary/</u>		<u>5-20 staff:</u> <u>1 space</u>  <u>21-200 staff:</u>			

<u>Secondary schools; Work skills training centres.</u>		<u>2 spaces</u>  <u>Plus 1 additional space for every additional 100 staff, or part thereof</u>			
<u>Tertiary establishments</u>  <u>Measurement criteria:</u>  <u>The number of full-time students is based on the maximum number of students on-site at any one time.</u>		<u>5-20 staff:</u> <u>1 space</u>  <u>21-200 staff:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 100 staff, or part thereof</u>	<u>11-50 full time students:</u> <u>1 space</u>  <u>51-500 full time students:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 250 full time students, or part thereof</u>		
<u>SUPPORTED LIVING ACCOMMODATION</u>					
<u>Supported living accommodation</u>		<u>5-20 staff members:</u> <u>1 space</u>  <u>21-200 staff members:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional</u>			<u>9-40 beds:</u> <u>1 space</u>  <u>41 – 400 beds:</u> <u>2 spaces</u>  <u>Plus 1 additional space for every additional 200 beds, or part thereof</u>

		<u>100 staff members on the subject site, or part thereof</u>			
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3. In MUZ-P1 Outer Business Centre Zone: Insert the following requirements for on-site vehicle loading and accessible carparking:

MUZ-P1	Outer Business Centre Zone
<p>1. <i>Subdivision, use and development</i> in the Mixed Use Zone will provide for high amenity commercial development in a manner which:</p> <ul style="list-style-type: none"> <li>a. remains compatible with the role and function of <i>Metropolitan Centre Zone Precinct A</i> as the primary retail and commercial core of the <i>Paraparaumu Sub-Regional Centre</i>;</li> <li>b. is appropriate along an <i>arterial road environment</i>; and</li> <li>c. is compatible with adjoining residential areas.</li> </ul> <p>2. <i>Subdivision, use and development</i> in the Mixed Use Zone will be undertaken in the following manner:</p> <ul style="list-style-type: none"> <li>a. <i>adverse effects</i> that would otherwise decrease the efficiency and effectiveness of Kāpiti Road as a transport corridor, including for public transport, will be managed;</li> <li>b. apartment living and <i>medium density housing</i> developments will be encouraged east of Moana Road to consolidate residential densities within close proximity to <i>Metropolitan Centre Zone Precinct A</i> and the rail interchange;</li> <li>c. <i>retail activities</i> will be provided for in a manner which minimises <i>adverse effects</i> on the role, function and vitality of the Metropolitan Centre Zone and ensures the safe, efficient function of the District's <i>transport network</i> and hierarchy by: <ul style="list-style-type: none"> <li>i. managing the scale of <i>retail activities</i> in the Ihakara Street East and Ihakara Street West Precincts;</li> <li>ii. limiting the type and scale of <i>retail activities</i> in Kāpiti Road; and</li> <li>iii. limiting the type and scale of <i>retail activities</i> in Paraparaumu North Gateway Precinct (as outlined in <a href="#">MUZ-P2</a>); and</li> </ul> </li> </ul>	

- d. *amenity values* of Kāpiti Road will be maintained or enhanced;
- e. accessible carparks and vehicle manoeuvring will be provided for on-site;

**4. In GIZ-P11 Land Use and Built Form: Insert the following requirements for on-site accessible carparks:**

GIZ-P1	Land Use and Built Form in the General Industrial Zone
A range of <i>industrial activities</i> within the <i>General Industrial Zone</i> will be provided for in a manner which avoids or mitigates impacts on adjoining <i>sensitive activities</i> and areas.	
The location, type, scale and built form of <i>subdivision</i> , use and <i>development</i> in the <i>General Industrial Zone</i> will be managed to mitigate adverse <i>effects</i> , whilst meeting the District's economic needs.	
<i>Subdivision</i> , use and <i>development</i> in the <i>General Industrial Zone</i> will be undertaken in the following manner:	
<ol style="list-style-type: none"> <li>1. <i>building</i> entrances will be obvious from the street through <i>landscaping</i> design or the form of the <i>building</i>;</li> <li>2. sufficient on-site service areas, <u>including accessible carparks</u>, will be provided;</li> <li>3. service areas will be screened and planting and <i>landscaping</i> will be provided for visual interest;</li> </ol>	

**5. In DEV1-P14 Non-Residential Activities: Insert the following requirements for accessible carparking:**

DEV1-P14	Non-Residential Activities
<ol style="list-style-type: none"> <li>1. <i>Non-residential activities</i> other than activities managed under the <a href="#">Community Facilities chapter</a> will be allowed in the <i>Residential Zones</i> only if the activities are compatible with <i>residential activities</i> and the <i>amenity values</i> of residential areas, and if they provide a function which: <ol style="list-style-type: none"> <li>a. minimises the need to travel for daily goods and services;</li> <li>b. supports the resilience of the local neighbourhood;</li> <li>c. provides a service or function to the local neighbourhood; and</li> <li>d. does not detract from the vitality of <i>centres</i> and other <i>Working Zones</i>.</li> </ol> </li> <li>2. In determining whether or not the scale of <i>effects</i> of <i>non-residential activities</i> is appropriate, particular regard shall be given to:</li> </ol>	



- a. the appropriateness of the scale, size and intensity of the proposed *buildings* and activities and visual or landscape mitigation proposed;
- b. the *effects* generated by the *buildings* and activities on the safety and efficiency of the local *transport network*, including the extent to which the activities make efficient use of the *transport network* by minimising the need to travel;
- c. the appropriateness – in the design and amount – of proposed access and accessible carparks for staff, customers, and visitors and the location of access and loading for service/delivery vehicles;
- d. the hours of operation, including the timing and frequency of delivery/service vehicles;
- e. the *effects* on residential character and *amenity values* of the surrounding *environment* generated by the proposed *building* or activity;
- f. *nuisance effects* (including *noise*, odour, light, glare, smoke and *dust*) produced on-site;
- g. whether or not any proposed signage on the *subject site* is associated with the activity, visually distracting to motorists or dominating or detracting from the amenity of the surrounding *environment*;
- h. whether the activities adversely affect the vitality of *centres*;
- i. whether the activity provides goods and services to meet the daily needs of the local neighbourhood; and
- j. any cumulative *effects*.

**6. In Rule DEV1-R5 Home Businesses and Home Craft Occupations: Insert in the note the following reference to accessible carparking:**

DEV1-R5	<p><i>Home businesses and home craft occupations</i></p> <p><i>Qualifying criteria</i> apply to activities under this rule.</p>
Permitted Activity	Standards
	<p>1. <i>Home businesses and home craft occupations</i> must:</p> <ol style="list-style-type: none"> <li>a. be carried out within a lawfully established <i>residential building</i> or an associated <i>accessory building</i> (excluding <i>minor buildings</i>) that meets the <i>permitted activity</i> standards in <a href="#">DEV1-R4</a>;</li> <li>b. not involve the use of any source of motive power other than electric motors of not more than 0.56kw;</li> <li>c. be limited to one <i>home business</i> and <i>home craft occupations</i> per site, excluding home offices;</li> </ol>

- d. not have more than one non-resident person working on the *site* at any one time; and
  - e. not have any deliveries related to the activity made to or from the *site* between the hours of 7pm and 7am.
2. The total floor area used for *home businesses* and *home craft occupations* must not exceed 40m<sup>2</sup>.
  3. In addition to Standards (1) and (2) above, for any *home business*:
    - a. any *retailing* must be an *ancillary activity* to the *home business*;
    - b. no goods on display shall be visible from outside the *building* in which the *home business* is undertaken; and
    - c. the maximum *retail floor space* or sales area must not exceed 10m<sup>2</sup>.

Qualifying Criteria:

*Home businesses* and *home craft occupations* are performed entirely within a *residential building* or *accessory building*. *Home businesses* and *home craft occupations* shall not include any activity involving any panel beating, spray painting, motor vehicle repairs, fibre glassing, *heavy trade vehicles*, sheet metal work, wrecking of motor vehicles, bottle or scrap metal storage, rubbish collection service (except that empty, clean drums may be stored in a suitably screened area), wrought iron work or manufacture, motor body building, fish processing, breeding or boarding of dogs or cats, *visitor accommodation* or any process which involves repetitive use of power tools, drills or hammering or any *business activity*, trade, craft or profession which creates a *nuisance effect* at or beyond the *boundary* of the *property* on which the activity is occurring, and does not include *temporary residential rental accommodation*

**Notes:**

- For on-site accessible carparks and transport requirements ~~for deliveries~~ refer to the rules and standards in the Transport chapter.
- For requirements in respect of *signs* and *noise*, refer to the rules and standards in the Signs and Noise chapters

**7. DEV2-P14 Non-Residential Activities:** Insert the following text encouraging the provision of carparking:

**DEV2-P14** Non-Residential Activities

1. *Non-residential activities* other than activities managed under the Community Facilities chapter will be allowed in the *Residential Zones* only if the activities are compatible

with *residential activities* and the *amenity values* of residential areas, and if they provide a function which:

- a. minimises the need to travel for daily goods and services;
  - b. supports the resilience of the local neighbourhood;
  - c. provides a service or function to the local neighbourhood; and
  - d. does not detract from the vitality of *centres* and other *Working Zones*.
2. In determining whether or not the scale of *effects of non-residential activities* is appropriate, particular regard shall be given to:
- a. the appropriateness of the scale, size and intensity of the proposed *buildings* and activities and visual or landscape mitigation proposed;
  - b. the *effects* generated by the *buildings* and activities on the safety and efficiency of the local *transport network*, including the extent to which the activities make efficient use of the *transport network* by minimising the need to travel;
  - c. the appropriateness – in the design and amount – of proposed access and accessible carparks for staff, customers, and visitors and the location of access and loading for service/delivery vehicles;

8. In APP2 – Medium Density Housing Design Guide: Insert the following text encouraging the provision of accessible carparks:

Access, Accessible Parking, Cycling and Pedestrians

**IMPORTANT TO ENSURE:**

- creation of environments that are safe, interesting and easy to walk and cycle around;
- maintaining the amenity of primary pedestrian and cycle routes;
- safety, legibility and comfort for pedestrians and cyclists.

Accessible carparks should be located at a convenient distance from main entry doors with safe accessible routes between the parking area and for users.

*Units fronting a street provide their own pedestrian access. Rear units to have a delineated pedestrian path (different material or colour) along any carriageways to the street frontage.*

It is important to provide safe vehicle, cycling and pedestrian access and accessible carparks to developments whilst minimising the disruption of street frontages. Opportunities for cycling should be maximised including provision of parking and storage to encourage use of cycles.

#### **Attached and multi-unit housing**

For attached dwellings, if garaging is provided to each unit directly off the street, it should be recessed from the frontage by at least 1m. Where parking is provided via a rear lane, care should be taken to maintain the amenity of the laneway, by including planting, variations of paving treatment, and variations of rear building facades.





**8.3 KĀPITI COAST WORKFORCE PLAN 2022**

**Author:** Laura Bertelsen, Contractor

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

**PURPOSE OF REPORT**

- 1 This report seeks the Strategy and Operations Committee approval of the Kāpiti Coast Workforce Plan 2022

**DELEGATION**

- 2 The Strategy and Operations Committee has delegated authority to consider this report.

**BACKGROUND**

- 3 The Kāpiti Coast Economic Development Strategy and Implementation Plan 2020-2023 was adopted by Council on 30 July 2020. Delivery is being led by the Economic Development Kotahitanga Board. The Kāpiti Coast Workforce Plan 2022 is a key action under the 'Whānau – Growing skills and Capability' Pou of the Strategy and was identified as a priority deliverable in year one of the implementation plan.
- 4 The Kāpiti Recovery Plan was approved by Council on 1 October 2020. The Kāpiti Coast Workforce Plan 2022 is also identified as a key action under the 'Growing skills and Capability' action of the Kāpiti Recovery Plan.
- 5 Completion of the Kāpiti Coast Workforce Plan 2022 was impacted by the Covid-19 pandemic, with a number of planned stakeholder engagements delayed as a result of the various lockdowns that occurred in 2021.
- 6 A Workforce Plan is a planned approach for developing, attracting, and retaining a skilled and competitive workforce to support the local community and economy. It involves understanding the current workforce needs, the skills required to fill the gaps and shortages, and informs the development of the right education and training pathways to support the future workforce needs.
- 7 To assist with the development of the plan, Martin Jenkins who have assisted with the development of other workforce plans in the Wellington Region, including Porirua City Council, was contracted via a Request for Proposal process.
- 8 Council has previously received briefings on this plan on 29 June, 14 September, and 2 November 2021.
- 9 Partners and stakeholders were invited to participate in the process of developing this Workforce Plan including:
  - iwi partners
  - education and training providers
  - national and regional agencies
  - organisations and advisory groups working with young people, people with disabilities, and older people
  - business support organisations such as Te Rōpū Pakihi, Work Ready Kāpiti, and the Kāpiti Coast Chamber of Commerce
  - local businesses
- 10 Attached in Appendix One is the final version of the Kāpiti Coast Workforce Plan 2022.

**ISSUES AND OPTIONS**

- 11 A desktop analysis showed that Kāpiti currently has a mismatch of workforce needs and available skills, meaning that some residents need to leave the district for work, while Kāpiti imports people from neighbouring districts to support key sectors such as health and aged care.
- 12 Further desktop analysis shows that Kāpiti has a low mean earning level, with opportunities for Māori, youth, people with disabilities and older people often limited by external factors such as access to training and education.
- 13 The Kāpiti Coast has a 23 percent population of 15-44 year olds in comparison to 34 percent of New Zealand's population. This structural difference means that Kāpiti has a much lower proportion of working age population (defined as 15-64) compared to New Zealand as a whole.
- 14 The Kāpiti Coast District has high levels of underemployment which, at 18 percent, is nearly double that of Wellington City. This suggests that nearly one in five people participating in the labour market would like to work more than they currently do.
- 15 More than two thirds of businesses surveyed indicated difficulty in being able to recruit locally for their businesses. One of the key issues surrounding these recruitment challenges was availability of relevant experience.

**Development of the Kāpiti Coast Workforce Plan 2022**

- 16 The creation of the Wellington Regional Skills Leadership Group, a Regional Workforce Plan, and the network of Workforce Development Councils presented an opportunity for the Kāpiti Coast to deliver a Workforce Plan that can be used to advocate for the Kāpiti Coast community in these important regional pieces of work.
- 17 The purpose of the Kāpiti Coast Workforce Plan 2022 is to ensure that the district and its people, places and businesses thrive and that the opportunities are accessible to all residents. Specific initiatives for Māori, youth, older people, and people with disabilities are a priority.
- 18 The process of developing the Plan has involved:
  - review of the local, regional, and national strategic context for workforce development and employment
  - analysis of the districts labour market performance, outcomes and forecasts
  - interviews with system stakeholders including national and regional agencies
  - input from a wide range of partners and stakeholders
  - a business survey to understand employment, skills and workforce issues
  - partner and stakeholder workshops in Ōtaki and Paraparaumu
  - opportunities to review the draft strategic framework and activities for partners and stakeholders
  - ongoing input and feedback from the Economic Development Kotahitanga Board
- 19 Input received from partners and stakeholders informed the strategic framework and helped the development of the activities outlined in the Kāpiti Coast Workforce Plan 2022.
- 20 An assessment was made on the impact and timeframe for delivery of the activities. Priority has been given to initial actions that are able to begin in the current financial year and align with regionally and nationally significant priorities.



- 21 The strategic framework below in figure 1 outlines the purpose, goals, objectives, and actions for the Plan.

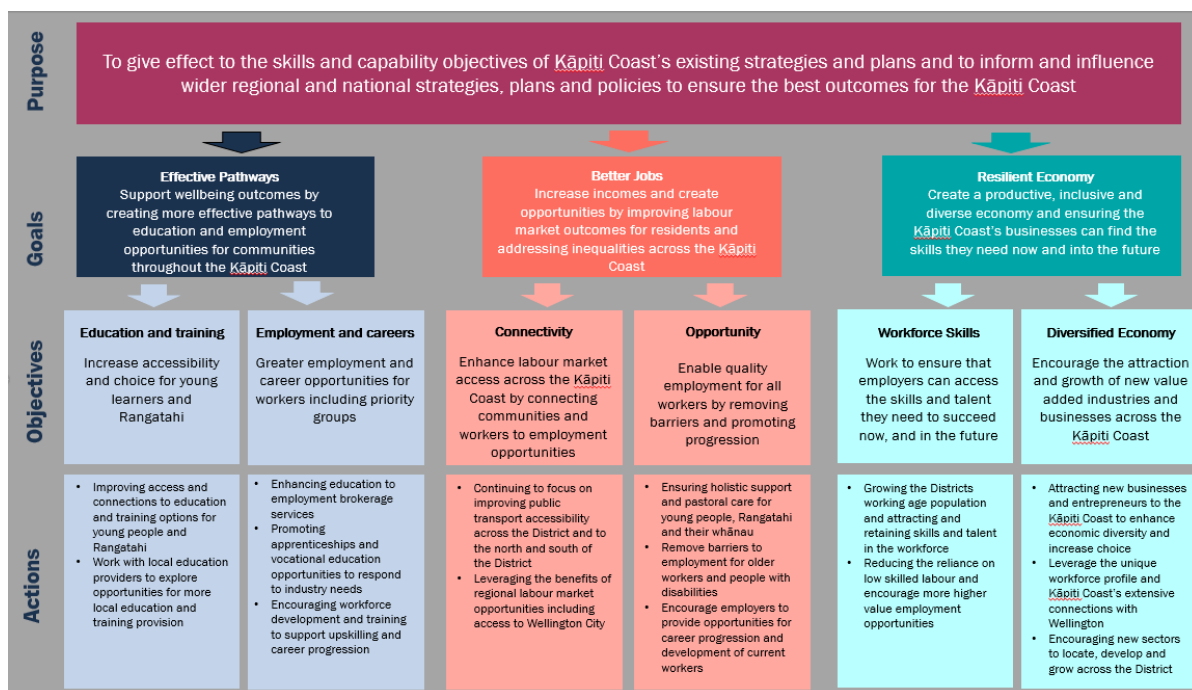


Figure 1

### Implementation of the Kāpiti Coast Workforce Plan 2022

- 22 To support the delivery of the Kāpiti Coast Workforce Plan 2022 activities it is proposed that the Economic Development Kotahitanga Board are mandated to lead the implementation of the Kāpiti Coast Workforce Plan 2022. This aligns with their current mandate in relation to the Kāpiti Coast Economic Development Strategy and the Kāpiti Recovery Plan
- 23 The implementation of the Kāpiti Workforce Plan will be enabled as follows:
- 23.1 Funding from the existing Economic Development budget. Specific funding was allocated in the 2021-41 Long Term Plan to support this.
- 23.2 Funding and resource from Wellington NZ. Wellington NZ have committed funding to a key priority action for the Economic Development Kotahitanga Board – the investigation of the feasibility of establishing an education and learning hub for the Kāpiti Coast District.
- 24 In addition to the above, it is noted that there are several activities already underway that are identified in the Kāpiti Coast Workforce Plan 2022. These include:
- 24.1 Work with existing organisations, such as Work Ready Kāpiti, to connect residents to employment opportunities.
- 24.2 Work with Work Ready Kāpiti to delivery job fairs to connect schools, local employers and local workers together.
- 24.3 Supporting access to drivers licencing and providing holistic support to rangatahi through the Te Hunga Rangatahi programme which is being delivered by Te Puna Oranga o Ōtaki in Ōtaki.
- 24.4 Development of the Food and Beverage Sector Strategy.
- 24.5 Promoting quality job opportunities and career pathways by advocating for Kāpiti Coast Workforce Plan activities to be considered in the Wellington Region Workforce Plan currently being developed by the Wellington Skills Leadership Group.

**CONSIDERATIONS****Policy considerations**

- 25 There are no additional policy considerations to that outlined under the background section of this report.

**Legal considerations**

- 26 There are no known legal considerations.

**Financial considerations**

- 27 The implementation of the Kāpiti Workforce Plan will be funded from existing Economic Development Budget. Specific funding was allocated in the 2021-41 Long Term Plan to support this.

**Tāngata whenua considerations**

- 28 During the development of the Kāpiti Workforce Plan Iwi representatives' input was sought at the following stages:
- preliminary discussions
  - input for the proposed strategic framework
  - input for the proposed activities
- 29 Iwi are represented on the Economic Development Kotahitanga Board and will therefore be responsible for jointly ensuring that the outcomes of the Kāpiti Coast Workforce Plan 2022 are achieved.
- 30 The Kāpiti Workforce Plan key actions were presented to Te Whakaminenga o Kāpiti for feedback on 7 December 2021.

**Strategic considerations**

- 31 Key outcomes this piece of work contributes to in the Long-Term Plan 2021-41 are:
- Vibrant economy: Mana Whenua and Council have a mutually mana-enhancing partnership.
  - Strong communities: our communities are resilient, safe, healthy and connected. Everyone has a sense of belonging and can access the resources and services they need.
  - Vibrant economy: our local economy is prosperous with ample opportunities for people to work and learn in Kāpiti.

**SIGNIFICANCE AND ENGAGEMENT****Significance policy**

- 32 This matter has a low level of significance under Council's Significance and Engagement Policy.

**Engagement planning**

- 33 An engagement plan is not needed to implement this decision.

**Publicity**

- 34 Should Council agree to adopt the proposed Plan then we will implement a communications plan to ensure iwi partners, key stakeholders, and the community are informed and aware of next steps.

**Recommendations**

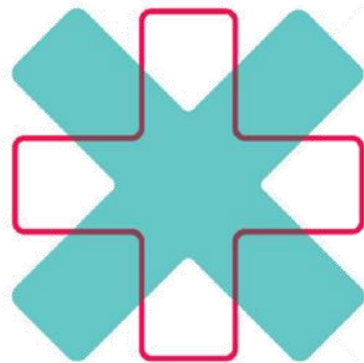
- 35 The Strategy and Operations Committee approves the Kāpiti Coast Workforce Plan 2022, subject to minor editorial changes.
- 36 The Strategy and Operations Committee mandates the Economic Development Kotahitanga Board to lead the implementation of the Kāpiti Coast Workforce Plan 2022 and provide a progress report of the plan in the six-monthly board report.

**APPENDICES**

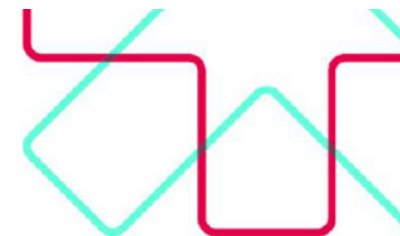
1. Kāpiti Coast Workforce Plan 2022 [↓](#)

# KĀPITI COAST DISTRICT: WORKFORCE PLAN 2022

January 2022







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## PREFACE

This report has been prepared for the Kāpiti Coast District Council by Patrick McVeigh, Ben Craven and Sharyn Jones from MartinJenkins (Martin, Jenkins & Associates Limited).

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# EXECUTIVE SUMMARY

## Introduction

Kāpiti District Council has prepared this Workforce Plan on behalf of the District as a whole. This Plan sets out a programme of action that will be pursued to enhance workforce outcomes for the District's communities and businesses.

This Plan recognises that enhancing workforce outcomes, for the Kāpiti Coast's residents and businesses, is critical to improving the District's overall wellbeing and prosperity. Residents need the skills, experience and connections to secure quality jobs. Businesses in turn need access to workers with the skills and talent to meet their current and future needs.

Considering both the needs of communities and businesses across the District is central to this Workforce Plan. This Plan is based upon an up-to-date analysis of the District's labour market, its strengths and weaknesses, and has been informed by a survey of local businesses and extensive engagement with partners and stakeholders across the Kāpiti Coast.

## Kāpiti Coast's labour market

Kāpiti Coast benefits from its proximity to Wellington City and its integration with the regional labour market. Approximately one in four of Kāpiti Coast's employed residents work outside the District, creating challenges and opportunities for the Kāpiti Coast's economy and impacts the operation of the District's labour market.

While commuting is important, offering residents access to a wider range of jobs and higher average earnings, there are also local employment

opportunities across several sectors including Construction, Health Care, Professional and Technical Services, Education and Training, Manufacturing, Retail Trade, and Accommodation and Food Services.

The Kāpiti Coast offers a high quality of life and amenity for residents and there are further opportunities to enhance resilience, increase economic diversity and leverage the District's natural assets and advantages, including its arts and cultural offer and attractiveness as a business location.

## Workforce challenges

The Kāpiti Coast also faces workforce challenges. The District's population is aging, and many younger residents have been leaving the District for education and employment. The Kāpiti Coast's working age population is smaller and more constrained, with lower rates of labour market participation than many other regions. Consequently, many local businesses find it hard to access the talent and skills they needed to succeed.

While unemployment rates are generally low, there is high incidence of underemployment, suggesting that many people who are participating in the labour market would like to work more than they currently do.

Māori experience generally poorer outcomes in the District, including higher unemployment rates and a higher likelihood of working in low skilled or semi-skilled jobs. Māori and Pasifika are also more likely to have lower levels of qualification attainment, which narrows opportunities, choices and the potential to earn more to support their whānau or aiga.



## Preparing for the future

Kāpiti Coast's economy is also forecast to grow and ensuring that local businesses have access to employees, and that residents have access to employment opportunities, will be essential to enhancing community wellbeing and prosperity.

The Council has previously highlighted the importance of these issues, including in the recently adopted Kāpiti Recovery Plan and Kāpiti Economic Development Strategy and Implementation Plan. The District's Economic Development Kōtahitanga Board has identified skills and education, and this Workforce Plan, as a key focus.

The development of this Workforce Plan comes at a critical juncture. The national Review of Vocational Education, the establishment of Regional Skills Leadership Groups, and the creation of Workforce Development Councils are all significant national policy developments. There is an opportunity for the District to use this Plan to engage with these processes and advocate for the best outcomes for the Kāpiti Coast.

There are also important connections between this Plan and wider local and regional spatial planning processes, including the preparation of the Kāpiti Growth Strategy and the implementation of the Government's National Policy Statement for Urban Development and the Wellington Regional Growth Framework.

## Strategic framework

The purpose of this Workforce Plan is to:

---

To give effect to the skills and capability objectives of Kāpiti Coast's existing strategies and plans and to inform and influence wider regional and national strategies, plans and policies to ensure the best outcomes for the Kāpiti Coast.

---

Considering this purpose, three clear goals have been established for this Workforce Plan.

- 1 **Effective Pathways** - Support wellbeing outcomes by creating more effective pathways to education and employment opportunities for communities throughout the Kāpiti Coast.
- 2 **Better Jobs** - Increase incomes and create opportunities by improving labour market outcomes for residents and addressing inequalities across the Kāpiti Coast.
- 3 **Resilient Economy** - Create a productive, inclusive and diverse economy and ensuring the Kāpiti Coast's businesses can find the skills they need now and into the future.



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Six strategic objectives support these three goals:

- 1 **Education and training** - Increase accessibility and choice for rangatahi.
- 2 **Employment and careers** - Greater employment and career opportunities for workers including priority groups.
- 3 **Connectivity** - Enhance labour market access across the Kāpiti Coast by connecting communities and workers to employment opportunities
- 4 **Opportunity** - Enable quality employment for all workers by removing barriers and promoting progression.
- 5 **Workforce Skills** - Work to ensure that employers can access the skills and talent they need to succeed now, and in the future.
- 6 **Diversified Economy** - Encourage the attraction and growth of new value added industries and businesses across the Kāpiti Coast.

The programme of actions and activities that form the core of this Plan are summarised in Figure 1.

Subsequent sections of this Plan set out the wider context for these objectives and the perspectives of key partners and stakeholders. Alongside the strategic framework, this Plan also contains a detailed action plan and details of the proposed implementation, governance and monitoring arrangements.

## Delivering this Plan

Many of the issues highlighted in this Workforce Plan are known, and implementation is imperative. This Plan has been prepared to provide a basis for collective action. The delivery and implementation of this Plan requires a partnership approach. Coordination and collaboration will be essential, the Council can play an important role in facilitating collaboration and coordination of activities across the District but cannot deliver or fund the actions and activities on their own. To inform collaboration, Kāpiti Coast District Council will be seeking inputs, support and endorsement from its partners and stakeholders, including from tāngata whenua who have their own aspirations and priorities for the future.

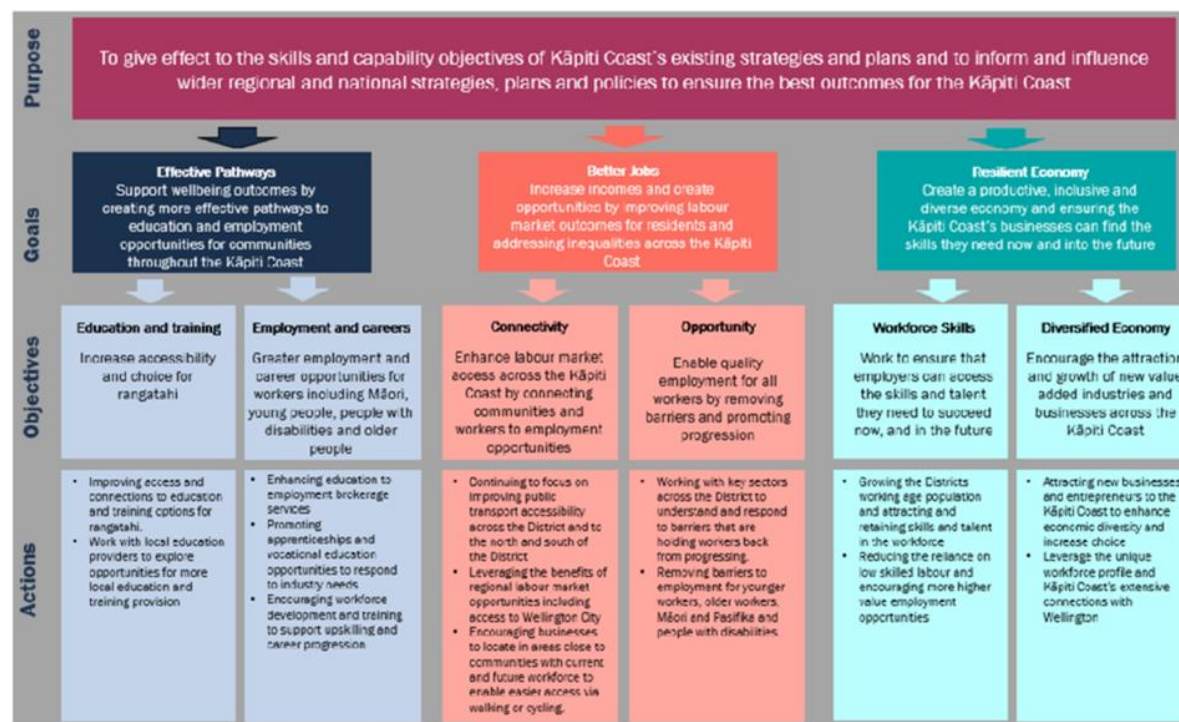
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Figure 1: Kāpiti Coast Workforce Plan Purpose, Goals, Objectives and Actions



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## INTRODUCTION AND CONTEXT

### The Kāpiti Coast economy and labour market

The Kāpiti Coast has a rich and diverse history, with population and economic growth having played an important role in shaping the District's places and communities. Te Āti Awa ki Whakarongotai, Ngāti Raukawa ki te Tonga, Ngāti Toa Rangatira are tāngata whenua and their migration can be traced to the early 19th Century.

Improving the wellbeing and prosperity has always been an important part of the District's history. Te Rauparaha, one of the leading chiefs of Ngāti Toa Rangatira, urged the people to migrate to the region, where there was an abundance of land and resources, and greater opportunity to trade with Pākehā.

The District's economy benefits from its proximity to Wellington City and its integration with the wider regional labour market. Approximately one in four of Kāpiti Coast's employed residents work outside the District, with the majority commuting to Wellington City.

This is a natural relationship, given the scale of the Greater Wellington region and the economic pull of Wellington City. This relationship creates challenges and opportunities for the Kāpiti Coast's economy and impacts the operation of the District's labour market. The District's GDP is less than 8% of Wellington City's and the employment opportunities offered by Wellington City are significant. In addition, given the industrial structure, concentration of economic activities and rates of labour productivity, jobs within the City naturally attract higher salaries and opportunities for progression.

The Kāpiti Coast also offers a high quality of life and amenity for residents, making the District attractive to commuters who work across the wider Greater Wellington region. However, the District is not only a commuter economy and offers a range of employment opportunities. Significant local industries include Construction, Health Care, Professional and Technical Services, Education and Training, Manufacturing, Retail Trade, and Accommodation and Food Services.

The District's economy has also held up relatively well through the Covid-19 pandemic and is well placed for future growth. There are further opportunities to enhance resilience, increase economic diversity and leverage the District's natural assets and advantages, including its arts and cultural offer and attractiveness as a business location.

Despite these opportunities, the District faces several workforce challenges. Even before Covid-19, many local businesses were finding it hard to access the talent and skills they needed to succeed. Kāpiti Coast's population is older than national or regional averages and the District has been losing younger residents. Consequently, Kāpiti Coast's working age population is smaller and more constrained, with lower rates of labour market participation than many other regions.

While unemployment rates are generally low, there is high incidence of underemployment, suggesting that many people who are participating in the labour market would like to work more than they currently do.

Māori experience generally poorer outcomes in the District, including higher unemployment rates and a higher likelihood of working in low skilled or semi-skilled jobs. Māori and Pasifika are also more likely to have lower levels of qualification attainment, which narrows opportunities, choices and the potential to earn more to support their whānau or aiga.



In addition, the opportunities presented by the wider regional economy and City are only available to those residents that have the qualifications, skills and transport accessibility.

## Purpose of the Workforce Plan

Kāpiti Coast's economy is forecast to grow and ensuring that local businesses have access to employees, and that residents have access to employment opportunities, will be essential to enhancing community wellbeing and prosperity.

These are key issues for the District's Economic Development Kōtahitanga Board, established to support the implementation of Kāpiti Coast's Economic Development Strategy. The Board has identified skills and education, and this Workforce Plan, as a key focus.

Workforce challenges across the District are well known and have been highlighted in previous strategies and plans developed by the Council. Now is the time for action and the importance of working together to improve labour market outcomes is paramount.

This Workforce Plan, which has been prepared on behalf of the District by Kāpiti Coast District Council, sets out a programme of action that will be pursued to ensure that the District, its people, places and business, thrive and that opportunities are accessible to all residents.

The process of developing this Plan has involved:

- Review of the local, regional and national strategic context for workforce development and employment.
- Analysis of the district's labour market performance, outcomes and forecasts.
- Interviews with system stakeholders including national and regional agencies.

- Engagement with a wide range of local stakeholders and partners.
- A business survey to understand employment, skills and workforce issues.
- Community workshops held in Ōtaki and Paraparaumu.

Partners and stakeholders, including iwi partners, education and training providers, the Chamber of Commerce, national and regional agencies, and organisations working with young people, people with disabilities and with older people, were all invited to participate in the process of developing this Workforce Plan.

Workshops have also been held with Kāpiti District Council staff and the Economic Development Kōtahitanga Board, there has also been engagement with young people via the Council's youth advisory panel.

## Strategic context

In preparing this Workforce Plan, consideration has also been given to the wider strategic local, regional and national context that will shape Kāpiti Coast's economy and labour market. These extant strategies and plans provide important context and highlight the connections and dependencies at the national, regional and local level that need to be taken into account. Aligning activities locally and regionally, as well as informing and influencing national policy and priorities to benefit Kāpiti Coast is a key element of implementing this Plan.

## Local strategies and plans

Kāpiti Coast District Council have several long-term strategies and plans that set a vision for the district and inform Council's activities and use of resources. While all these strategies and plans have some relevance to this Workforce Plan, three key documents are of particular strategic importance:



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- Kāpiti Coast Economic Development Strategy and Implementation Plan.
- Kāpiti Recovery Plan.
- Māori Economic Development and Wellbeing in Kāpiti.

### Kāpiti Coast Economic Development Strategy and Implementation Plan

The genesis of this Workforce Plan is directly linked to the Kāpiti Coast Economic Development Strategy and Implementation Plan. The Strategy was adopted in 2020 and covers the period 2020 to 2023. The Strategy<sup>1</sup> provides a roadmap for Council, business and the community to continue to foster a thriving economy and outlines how Council and businesses can work together to harness local knowledge, skills and resources, while setting goals to help make the best decisions.

The vision for the Economic Development Strategy is:

Through partnership, support the growth of a vibrant, diverse Kāpiti Coast economy that provides increased opportunity, resilience, and wellbeing for all.

To achieve this vision, the strategy identifies five pillars, Ngā Pou:

- **Kōtahitanga:** Strengthening partnerships and leadership - Delivery and implementation through strengthened partnerships and leadership and recognises the significant relationship with iwi as mana whenua.
- **Manaakitanga:** Supporting key sectors - Grow industries and sectors that provide the most potential for supporting improved economic well-being.
- **Whānau:** Growing skills and capability - Enable employment, innovation, creativity and entrepreneurship and improve capacity for mana whenua participation.
- **Kaitiakitanga:** Open for opportunity - Facilitate quality growth that protects and enhances the District and its natural environment.
- **Whakapapa:** Positioning the Kāpiti Coast - Celebrate our rich culture, natural environment and identity and highlight the opportunities and advantages of the Kāpiti Coast.

The Whānau Pou, which is focused on growing skills and capability includes the specific commitment to developing a Workforce Plan, as well as actions to: facilitate the growth of international education; advocate for local tertiary and apprenticeship linkages; enhance business networking and training opportunities; and develop a business investment and support matching programme.

<sup>1</sup> <https://www.kapiticoast.govt.nz/media/38433/eds-implementation-plan-2020-2023.pdf>



The identified medium and long-term outcomes of these activities are:

- **Medium term outcomes**
  - Improved match between workforce needs and skills available.
  - Increase in employment and training pathways for young people, people with disabilities and Māori.
  - Increased business networking and awareness of training and support.
- **Longer term outcomes**
  - Increase level of qualification attainment.
  - Decrease in proportion of young people/rangatahi not in education, employment or training (NEET).
  - Decreased rates of unemployment.
  - Increase in investment into key industries and businesses.

### Kāpiti Recovery Plan

Workforce issues are also a key part of the Kāpiti Coast's Recovery Plan, which was prepared in response to the immediate impacts of the Covid-19 pandemic. Kāpiti Coast District Council adopted the Recovery Plan in October 2020<sup>2</sup>. The Plan's vision is:

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### Working together to restore our community wellbeing and regenerate a thriving Kāpiti economy

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The principles of the Recovery Plan are:

- **Pūkengatanga:** Build on existing work
- **Ūkaipōtanga:** Adopt a holistic approach to wellbeing
- **Whanaungatanga:** Form strong partnerships
- **Kaitiakitanga:** Focus on climate and resilience

The associated aims are:

- **Whakapapa:** Reconnecting our community – bringing our people back together and strengthening the connections we have to each other as a community.
- **Kōtahitanga:** Restoring our social wellbeing – understanding wellbeing needs of our community, and ensuring social support is available to those who needs it, and that organisations providing services are supported.
- **Manaakitanga:** Reactivating our businesses and our economy – ensuring that our people, businesses and visitors can contribute to a resilient and thriving Kāpiti.

<sup>2</sup> <https://www.kapiticoast.govt.nz/media/38739/kapiti-recovery-plan-2020.pdf>





These aims are supported by six specific objectives:

- Strengthen partnerships and leadership
- Enabling resilience in our economy and non-government organisations
- Loving local
- Growing skills and capability
- Staying warm, healthy and safe
- Encouraging connections and kindness

The objective focused on growing skills and capability, which is aligned with the Kāpiti Economic Development Strategy and Implementation Plan, is focused on ensuring that people have the right skills to access quality local jobs and have a range of education and training opportunities in Kāpiti. Specific actions under this objective, many of which are of direct relevance to this Workforce Plan, include:

- Increase awareness and uptake of COVID-19 support for workers and employers.
- Enable youth transitions from education to employment by progressing the Economic Development Strategy commitment to developing a Workforce Plan and Youth Initiative.
- Promote uptake of Targeted Training and Apprenticeship Fund for relevant sectors across the Kāpiti Coast.
- Engage with the Regional Skills Leadership Group and ensure that the regional Workforce Development Plan considers the Kāpiti Coast's future skill needs across key sectors.

- Engage with the Wellington Regional Skills Leadership Group to ensure the education and vocational training needs of the district are being met. Work with school principals, kura and tertiary education providers to ensure that Kāpiti youth are supported to be tertiary study and/or work ready.
- Support Kāpiti iwi to explore options for greater operational funding and capacity to directly provide social and community services to Māori in Kāpiti
- Explore opportunities for Council and other major employers in Kāpiti to provide apprenticeships for Māori youth, through supporting initiatives such as Mana in Mahi and the Regional Apprenticeships Initiative.

### Māori Economic Development and Wellbeing in Kāpiti

While prepared prior to the Economic Development Strategy and Recovery Plan, it is also relevant to consider the Kāpiti Coast's Māori Economic Development and Wellbeing Strategy<sup>3</sup>. The Strategy was adopted in 2013 and recognises that Māori economic development is important not only for Māori but for New Zealand's overall economic performance, and that tāngata whenua make a strong contribution to Kāpiti's economic, environmental, social and cultural outcomes.

The strategy emphasises that wellbeing for Māori:

- is individual and whānau/ hapū and iwi based
- links tāngata whenua to the district
- contributes to the wider community
- is inclusive of building opportunities for all Māori

<sup>3</sup> <https://www.kapiticoast.govt.nz/media/34315/strategy-maori-economic-development-wellbeing-kapiti.pdf>



- is holistic - not just about business but including health and wellbeing
- is inclusive and encompasses – land, water, forests, coastal, moana etc
- is inclusive of existing businesses, knowledge transfer and mentorship
- may provide opportunities to explore partnerships post treaty settlement.

Amongst other issues, the strategy recognises that Kāpiti's Māori population is young, growing and forecast to make up a larger proportion of the district's workforce. Kāpiti's Māori economy, which is tightly integrated into the New Zealand economy, encompasses all individuals, households, businesses and collectives that self-identify as Māori, as well as Māori entrepreneurs and employees.

The strategy includes a strong focus on workforce issues and seeks to influence participation and skills for Māori in education and the workforce. The strategy aims to build and leverage collective resources, knowledge, skills, leadership and capabilities to enable Māori to maximise their potential. This is reflected in three core themes:

- **Manaakitanga** – leveraging the potential of rangatahi and building whānau capacity
- **Kaitiakitanga** – Whatungarongaro te tangata toi tu te whenua – working with the whenua
- **Kōtahitanga** - supporting whānau to achieve economic wellbeing – capacity, collaboration, innovation and Māori Business.

The focus of Manaakitanga is to lift education and skills levels to ensure strong Māori participation in the workforce, strengthening the Māori

economy, improving whānau wellbeing and creating the conditions for financial security, this includes:

- assisting whānau and hapū develop their own plans for economic development
- preparing rangatahi for career choices by building linkages with secondary and tertiary sectors
- supporting rangatahi to access industry training courses
- linking with training providers to facilitate relationships that enhance rangatahi completion to courses
- working with existing education providers to improve communication between supporting transition courses
- strengthening information on employment opportunities through apprenticeships.

### Kāpiti Growth Strategy

In addition, to these extant strategies and plans, the District is also in the process of updating its Growth Strategy. The Growth Strategy provides a framework for future development and will help the Council to shape land development now and in the future.

The Growth Strategy will replace the District's current Development Management Strategy and will consider:

- Kāpiti Coast Council's Long Term Plan 2021-41.
- Work that is currently underway to prepare a Housing Needs Assessment for Kāpiti Coast.
- Government's National Policy Statement for Urban Development.
- The Wellington Regional Growth Framework.



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There are important connections between these strategies and plans and the functioning of the District's labour market and the implementation of this Plan.

## Regional and National Plans and Strategies

Alongside local plans and strategies, there are also several regional and national plans and strategies of relevance to this Workforce Plan.

### Relevant regional plans

Of relevance at the regional level is the Wellington Region Workforce Development Plan which recognises the changes and challenges that the regional workforce faces. These include a shortage of skilled workers in specific industries, the inability of those leaving education to find work in the field they trained for, the divergence of job opportunities with limited jobs at the mid-skill level, demographic shifts and technical impacts on jobs.

The plan seeks to address these changes and challenges by focusing on three key areas:

- Maintaining and further developing the competitive advantage the region has in creative, technology and knowledge -intensive services. To be achieved by attracting talent and supporting businesses, with particular emphasis on technology skills and services.
- Expanding the workforce by helping those who are older, those who have left and are returning to the workforce, those unemployed and younger people (over age 15 but not classed as unemployed) into employment.
- Re-focusing on creating and retaining jobs across the wider region, outside of Wellington City centre where most workers are centralised.

In addition, from a spatial perspective, consideration also needs to be given to the Wellington Regional Growth Framework, the region's spatial plan

which sets the long-term vision for how Greater Wellington will grow in a way which maximises the benefits for growth across the region.

The Framework identifies challenges:

- Sufficient and affordable housing and investment in infrastructure.
- Natural hazards, climate change and enhancing the region's natural environment.
- Inequitable access to social, educational and economic opportunities.
- Poor access to affordable housing choices for Māori.

These challenges have informed six project objectives, several of which are relevant to this Workforce Plan, including the objectives to:

- Improve multi-modal access to and between housing, employment, education and services.
- Create employment opportunities.

### Relevant national plans and policies

At the national level, the New Zealand Employment Strategy and the supporting Youth Employment Action Plan and the Review of Vocation Education are important policy developments.

The Employment Strategy outlines five key areas of Government focus:

- Build a skilled workforce that meets current and future business needs.
- Support provincial New Zealand and industries to be successful.
- Work with industry to develop modern workplaces and ensure decent wages.
- Prepare for the changing nature of work, making sure responses are equitable.
- Ensure an inclusive and fair labour market.



Individual action plans to support the overarching strategy will be created for: young, disabled, Māori and Pacific people as well as older workers and refugees, recent migrants and ethnic communities.

The first of these action plans, the Youth Employment Action Plan is focused on young people aged 15-24 years. It has three key focus areas: Improving young people's foundations for success, supporting young people to make informed choices and transition through complexity and ensuring young people have employment opportunities and they are supported in overcoming employment barriers.

Specific actions include:

- Developing a Careers Systems Strategy to improve careers support and employment opportunities.
- Reforming the Vocational Education Sector (RoVE) and making changes to NCEA.
- Implementing (and developing) a transition support service to support those (aged 15-26 years) leaving state care and youth justice to independence.
- Linking youth to local employment opportunities through Workforce Engagement Programme Hubs.
- Reviewing Youth Health and Safety Regulations with respect to education, training and employment.
- Introducing a School Leavers' Toolkit.
- Providing support for young people to get their drivers' license through the Graduated Driver Licenses System.

### Review of Vocational Education

The government has embarked on a once in generation reform of the vocational education system, the Review of Vocational Education ('RoVE').

RoVE is intended to deliver a unified, collaborative and sustainable vocational education system that better serves the future needs of New Zealand's employers and learners.

RoVE aims to overcome challenges of the current system, including skills shortages across industry sectors; a division between provider-based and work-based education, lack of industry input; and organisational challenges faced by the 16 ITPs.

RoVE has created three main types of entity which will have a bearing on how and where skills are developed, and how regions and districts might influence this process. This includes:

- **The creation of Te Pūkenga - the New Zealand Institute of Skills & Technology** which brings together the 16 polytechnics into one institute, operating at regional and national levels. A legislated charger requires Te Pūkenga to, among other things, be responsive to the needs of regions, communities, learners, industries, and employers. Whitireia and UCOL are now subsidiaries of Te Pūkenga.
- **Regional Skills Leadership Groups (RSLGs)** will develop Regional Workforce Plans which will set out the local current and future skill needs, and will inform the Tertiary Education Commission, WDCs and local providers on local workforce needs for the delivery and assessment of programmes. The Kāpiti Coast is part of the Wellington RSLG. The RSLGs will be developing regional workforce plans over 2021 and 2022.
- **Workforce Development Councils (WDCs)** will direct the way programmes in their field are taught and assessed, ensuring that learners meet industry requirements and standards – taking responsibility for sector skills leadership.

These changes represent a significant shift in how skills are considered and create new avenues for Kāpiti Coast to influence and promote its workforce and skills needs.



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**Māori Economic Resilience**

Also of relevance is the work of Te Puni Kōkiri focused on supporting Māori economic resilience. This recognises that national, regional and local investment being made to support the recovery from Covid-19 can build a more sustainable, resilient and inclusive Māori economy.

Te Puni Kōkiri Strategic Plan for 2020-2024<sup>4</sup>, He Takunetanga Rautaki, identifies Māori economic resilience as a strategic priority and under the Plan's employment focus areas there is a commitment to Influencing partner agencies to maintain labour market attachment and get more Māori into higher skilled jobs.

The agency is engaging with other economic agencies across three pou:

- Skills and workforce.
- Community and infrastructure resilience.
- Enterprise.

These areas of focus create opportunities for collaboration with Kāpiti Coast and there are important synergies with this Workforce Plan.

<sup>4</sup> <https://www.tpk.govt.nz/en/a-matou-mohiotanga/corporate-documents/he-takunetanga-rautaki-strategic-intentions2020-24>





## KEY CHALLENGES AND OPPORTUNITIES

### Workforce and labour market issues

Beyond the strategic context set out above, it is also necessary to understand the trends and underlying issues that are shaping the performance of the Kāpiti Coast labour market. This section examines the:

- District's labour market trends and performance.
- Recruitment experiences of employers.
- Stakeholder views and perspectives.

### Labour market trends

Appendix 1 provides a detailed analysis of the Kāpiti Coast labour market, which is summarised below.

### Older and more constrained working age population

In 2020, Kāpiti was home to 57,000 people. This is around 10.5% percent of the Wellington region and 1.1% of total NZ population. The population is older with a more constrained working age population. In comparison to other areas, the Kāpiti Coast has:

- a higher proportion of people aged 50 and over, at 47 percent in Kāpiti Coast compared to 34 percent nationally.
- a much greater proportion of people over the age of 65 in Kāpiti Coast 26 percent of the Kāpiti Coast's population is over 65 compared with 15 percent nationally.
- a noticeable hollowing out of Kāpiti Coast's population between the ages of 15 – 44 (23 percent of Kāpiti Coast's population are in this age bracket compared with 34 percent of New Zealand's population).

Overall, these structural differences mean that Kāpiti has a much lower proportion of working age population (usually defined as 15-64) compared to other districts and New Zealand as a whole. This is reflected in a lower labour market participation rate than comparator regions.

### Highly integrated with Wellington

Table 1 summarises how the Kāpiti Coast's economy and labour market compares to that of the Wellington region as a whole and Wellington City specifically. The data shows that despite 11 percent of the region's population living in Kāpiti Coast, the District's economy only accounts for 5 percent of the region's GDP and 6 percent of the region's employment.

Consequently, Kāpiti Coast's productivity sits at 82 percent of the regional average and is lower still than Wellington City's rate which sits at 111 percent. This is reflected in Kāpiti Coast's significantly lower mean earnings, which at \$50,064 are considerably lower than the regional figure of \$71,150 and the Wellington City figure of \$80,271.



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This earnings differential is one of the key factors which explains why approximately 1 in 4 of Kāpiti Coast's employed residents work outside the district, with the majority (around one in five of the District's workforce) commuting to Wellington City.

This is a natural relationship, given the scale of Wellington and the economic pull of Wellington City. The employment opportunities offered by Wellington City are significant, and Wellington City's labour productivity is more than a third higher than Kāpiti Coast.

**Table 1: Key Comparisons - Wellington City and Kāpiti Coast District**

	Wellington Region	Wellington City	% of Region	Kāpiti Coast District	% of Region
Population	542,000	216,200	40%	57,000	11%
GDP	\$43,426m	\$27,835m	64%	\$2,176m	5%
Employment	298,894	173,312	58%	18,192	6%
Productivity	\$145,290	\$160,605	111%	\$119,585	82%
Mean earnings	\$71,150	\$80,271	113%	\$50,064	70%

Source: Infometrics Regional Database and MartinJenkins analysis

## A diverse service-focused economy

In 2020, the Kāpiti Coast's top ten employing industries accounted for 87 percent of all employment, while the top ten industries contributing to GDP accounted for 68 percent of GDP.

Construction, Health Care and Social Assistance, and Professional and Technical Services were all key contributors to both employment and GDP, contributing 40 percent of employment on the Kāpiti Coast, and 30 percent of GDP.

More broadly, the Kāpiti Coast's diversity is reflected in five 'key sectors', comprising:

- Construction (16 percent of employment and 10 percent of GDP).
- Health care (14 percent of employment and 10 percent of GDP).<sup>5</sup>
- Professional and technical services (10 percent of employment and 10 percent of GDP).
- Education and training (9 percent of employment and 4 percent of GDP).
- Manufacturing (6 percent of employment and 9 percent of GDP).

These sectors provided the greatest contribution to employment growth in Kāpiti Coast between 2015 and 2020. Other notable sectors include Retail Trade (12 percent employment and 6 percent GDP), and Accommodation and Food Services (7 percent employment and 2 percent GDP).

<sup>5</sup> Kāpiti Coast District Council has also identified Aged Care as a key sector. Aged care is not a StatsNZ standard sector definition; as such is not included in this list – but is considered in Appendix 2.



### Varied labour market performance

Despite the District having a low labour market participation rate, the district has relatively strong, but varied, labour market performance, with:

- **Low unemployment** – decreasing from 6.1 percent in 2010 (following the GFC) to 3.9% in 2021, the lowest of all comparator areas.
- **High underemployment** – which at 18 percent is now double the rate of Wellington City and is higher than all comparator areas. This suggests that nearly one in five people participating in the labour market would like to work more than they currently do.
- **A youth NEET rate in line with national trends** – which has been declining overall since 2013.

### The Kāpiti Workforce fared better through Covid-19

The Kāpiti Coast has a higher proportion of its working age population receiving a benefit than the national average – in 2020, this was 9.5 percent compared to 8.5 percent nationally.

Covid-19 had a noticeable impact on benefit receipt. Between February 2020 and May 2020, receipt of 'Jobseeker Work Ready' increased by 36 percent. However, this rate decreased quickly and in June 2021 was only 6 percent higher than February 2020, compared to 28 percent in Wellington City and 16 percent in Porirua.

### Positive education and skills outcomes

While the Kāpiti Coast has a lower proportion of residents with Bachelors degrees than Wellington City, it has similar levels of qualification attainment to the national average and the Wellington Region generally.

The District has strong educational attainment, with a more than half of its students receiving University Entrance in 2020 (52 percent) compared to 44 percent nationally. At the other end of the scale, Kāpiti Coast has an overall low proportion of students not achieving at least NCEA Level 2 (13 percent), compared to 20 percent for New Zealand generally.

Over 2009-2019, Kāpiti Coast had 6,640 school leavers, of which, 5,765 enrolled with a tertiary education provider, a transition rate of 87 percent. This is in line with the Wellington region, at 86 percent, and slightly higher than the national average, at 85 percent.

These enrolments were typically with providers relatively nearby to the Kāpiti Coast. Approximately two thirds of the transitions were with six providers who have campuses nearby to the Kāpiti Coast, including

- Whitireia Polytechnic (25 percent of transitions)
- Victoria University (21 percent of transitions)
- Massey University (7 percent of transitions),
- Wellington Institute of Technology (6 percent of transitions)
- UCOL (4 percent of transitions), and
- Te Wānanga o Raukawa (2 percent of transitions).<sup>6</sup>

<sup>6</sup> The data does not confirm which campus a young person studied at. Some providers have campuses in other centres (for example, Auckland), so this data should be treated as indicative.



In addition, over the period, 7 percent went to the University of Otago, 4 percent undertook Porse Education and Training, and 3 percent joined BCITO.

### Poorer outcomes for Māori

However, Māori experience generally poorer outcomes in the Kāpiti District, including<sup>7</sup>:

- Higher unemployment rates, with unemployment of 4.9 percent in 2020 compared to 3.6 percent for the Kāpiti Coast generally. Māori unemployment peaked at 15 percent following the GFC in 2013, compared to 6.8 percent for the District.
- In 2019, the unemployment rate for Māori in Kāpiti Coast District was 8.0 percent, compared to 7.5 percent in the Wellington region and 8.7 percent across New Zealand.
- Māori are more likely to be working in low skilled or semi-skilled jobs than the Kāpiti Coast population generally, and less likely to work in skilled or highly skilled jobs.
  - In 2019, high skilled employment for Māori in Kāpiti Coast District was 27.5 percent compared to 35.2 percent for the District as a whole.
- Māori and Pasifika are also more likely to have lower levels of qualification attainment. In 2018:
  - Māori (19 percent) and Pasifika (20 percent) had a higher proportion of population with no qualifications, compared to 16

percent for Kāpiti Coast as a whole, and 12 percent for Asian people.

- Māori (16 percent) and Pasifika (13 percent) had a lower proportion of population with a Bachelors degree or higher, compared to 23 percent for Kāpiti Coast as a whole, and 34 percent for Asian people.

### Jobs are growing, and forecast to continue

The number of filled jobs on the Kāpiti Coast was 18,200 in 2020. The District experienced strong job growth over 2001–2008, before flattening after the global financial crisis. Job numbers have trended upward again since 2013, and in 2020 grew slightly faster (1.9 percent) than the overall population (1.8 percent).

Infometrics are projecting nearly 3,000 new jobs in the Kāpiti Coast between 2020 and 2026, as well as nearly 5,000 replacement jobs. Across the District's key sectors, the forecast job openings are:

- 674 job openings in Aged Care (10 percent).
- 1,188 job openings in Construction (17 percent).
- 505 job openings in Education and Training (7 percent).
- 1,010 job openings in Health Care (15 percent).
- 370 job openings in Manufacturing (5 percent).
- 605 job openings in Professional services (9 percent).
- 2,611 job openings in other sectors (37 percent).

<sup>7</sup> This section draws upon available national data and data from Te Puni Kōkiri and Infometrics provided by Te Rōpū Pākihi



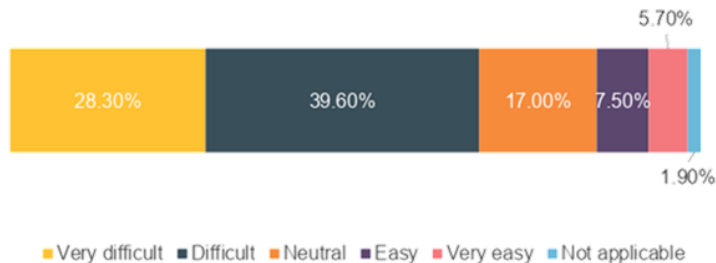
Appendix 2 looks in more detail at these key sector skills needs and forecasts.

## Employers report difficulty meeting their workforce needs

It is also useful to understand the direct experience of local employers. To this end, a business survey was conducted, the results of which are set out in Appendix 3.

One of the key findings from this survey, shown in Figure 2, was that more than two thirds of survey respondents indicated that it was 'difficult' (39.6 percent) or 'very difficult' (28.3 percent) to recruit locally for their business.

**Figure 2: Ease of Recruitment**



When ranking the key challenges, businesses identified the top three challenges to recruiting locally as features of the local workforce, including:

- Experience.

- Attitude of workers.
- Interpersonal and soft skills.

Businesses identified the main trends that would affect their workforce needs. In the next five years:

- 79 percent are expecting to adopt new technologies
- 52 percent are expecting to adopt more flexible approaches to working
- 49 percent expect to increase their use of automation
- 45 percent are expecting to move into additional sites or new premises
- 27 percent are expecting to offer online or remote services.

When asked what kinds of skills would be needed most over the next five years, a quarter of businesses pointed to industry specific or technical skills (for example horticultural workers, or mechanical skills, or sales skills) while nearly one in five pointed to soft skills, including interpersonal skills and a positive attitude, as being most needed. A small contingent also pointed to digital skills, including online marketing. Nearly half of respondents did not think that these needs were currently well met.

## Stakeholder perspectives

Alongside the analysis set out above, it is also important to consider the perspectives of local stakeholders and partners and their views on the performance and direction of Kāpiti Coast's economy and labour market.

Through interviews and workshops, a clear set of challenges and opportunities were identified that need to be considered alongside the labour market data and business survey findings.



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## Key challenges

Partners and stakeholders identified several challenges that were impacting Kāpiti Coast's labour market, as well as the wellbeing and prosperity of residents. These included:

- Ongoing difficulties finding skilled and experienced workers.
- Demographics and migration settings creating further recruitment challenges.
- The relative lack of scale and depth of the local economy.
- The impact of limited access to local education and training options.
- Broader connectivity and accessibility issues which impact labour market choices and options.
- The impact of unequal labour market outcomes on wellbeing and prosperity.

## Skills and recruitment

Mirroring the results of the business survey, stakeholder and partner interviews and workshops, highlighted the fact that recruitment was an ongoing challenge across the District.

This was an issue prior to the Covid-19 pandemic, employers were finding it difficult to fill key roles and that this was now even harder. Competition was strong across all sectors and there were challenges retaining workers as opportunities were available in many sectors, across the District and throughout the Wellington Region.

## Demographics and migration

It was recognised that part of Kāpiti Coast's workforce challenge was a consequence of the District's small and aging population and there was pressing need to think differently about the future labour force, including how

to increase rates of participation and make the best use of the skills and experience of older residents.

There were concerns that younger residents were continuing to leave the District, for education and employment and that many of these would not return. The lack of opportunities locally for young people was seen as a barrier to getting more young people to stay in the District and had a direct impact on the local labour pool.

In addition, New Zealand current migration settings, including the impact of closed borders, was further shrinking the labour pool and making it even harder for businesses to find the skills and workers that they need.

## Scale and diversity

It was argued that employers needed to do more to widen their recruitment practices and approaches, including providing more opportunities for young people and being open to recruiting older workers, people with disabilities and Māori and Pasifika workers. This included taking more responsibility for training and development to create opportunities for career progression and wage growth.

Stakeholders acknowledged that the District's high proportion of small businesses meant that it was sometimes harder for these businesses to do this effectively and that recruitment and training were an expense, as well as risk given the challenge of retaining staff. However, those that were able to manage these risks and create positive company cultures, including valuing and incorporating te ao Māori, would see benefits.

More generally, it was noted that there was a need for greater economic diversity across the local economy and that more could be done to attract new industries and employers, leverage underlying Kāpiti Coast's strengths including arts, culture and the natural environment to create more local jobs that provided more choice for residents and communities.



### Education and training

While the business survey did not necessarily see access to education and training options within the District as a key issue, this came out strongly in some of the stakeholder and partner discussions, including those with the Economic Development Kōtahitanga Board.

Since the 2019 closure, for financial reasons, of Whitireia's campus in Paraparaumu, learners have had reduced local education and training choices. While it was recognised that Te Wānanga o Raukawa in Ōtaki was playing an important and growing role, many young people no longer had the same range of choices available to them.

It was also noted that many of the vocational routes open to young people, including many of the free apprenticeships available, were outside of the District, which also made it harder to retain these learners in the District, especially once they had built relationships with employers as part of any practical education components.

### Connectivity and accessibility

Partners and stakeholders also highlighted that transport and housing options, within and across the District, created further barriers for residents and impacted the accessibility of training and employment options.

There was a strong view that this was a particular issue for Ōtaki, which in turn impacted Māori communities who are concentrated in the north of the District, and therefore these communities were effectively cut off from wider employment and learning options.

Access and affordability of public transport, and drivers licencing were subsets of this challenge and while investment was planned, the impacts were real and ongoing. There was also a recognition that while new transport infrastructure would eventually open more opportunities for residents and give more equal access to a wider labour market, there were

some concerns that transport to the north of the District was still a challenge and that this disadvantaged Ōtaki residents. In addition, it was also noted that while improved transport links were important, some stakeholders also noted that this might make it even harder for local businesses to find the skills they needed, as more residents access the wider regional labour market.

### Equity and inclusion

One of the most significant challenges highlighted by partners and stakeholders, and confirmed by the labour market analysis, was the fact that the District's labour market continued to deliver unequal outcomes for residents.

It was noted that many young people, older people, Māori, Pasifika, and people with disabilities were still not seeing the benefits of growth and were unable to easily access or progress in employment. While it was recognised that there were many factors contributing to this, the impacts of this on the inclusion, wellbeing and prosperity of residents were significant.

There were concerns that the ongoing impacts of the Covid-19 pandemic created a risk that current inequities would be reinforced and that this could lead to further disengagement of those that were already excluded. This includes those that are experiencing underemployment, which was also seen to be concentrated amongst Māori, and that this would continue to suppress income levels and negatively impact whānau wellbeing.

Enabling and empowering tāngata whenua to address these issues was seen as a priority, along with support Māori economic development, entrepreneurship and job creation.



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### Key opportunities

Alongside these challenges, partners and stakeholders identified a series of opportunities that could be leveraged to deliver better labour market outcomes for the Kāpiti Coast, including:

- A strong strategic vision for the Kāpiti Coast's future
- A lifestyle offer that was increasingly attractive.
- A diverse population and community.
- A central and connected location.
- The opportunity to grow existing and attract new industries.

### Strategic vision

It was acknowledged that a lot of work had been done in recent years to set out a compelling vision of the Kāpiti Coast's future, and that there was investment being put into delivering this vision. The Council had adopted several strategies and plans to support this vision and the importance of enhancing labour market outcomes across the District was well understood.

The impacts of Covid-19 and the focus on recovery, as well as the commitment to 'build back better' was an opportunity to accelerate this vision and to deliver a better and fairer economy for all communities. The investment in infrastructure and the changing dynamics created by national policy and Covid recovery creates an opportunity for the District to redefine its role in the regional economy.

There was also recognition of the need to enable and unlock Ōtaki, with partners and stakeholders noting the importance of enhancing economic outcomes for the community, address inequalities and supporting Rangatahi employment and whānau wellbeing.

### Attractive lifestyle

The Kāpiti Coast is already known for its attractive lifestyle, including a strong arts and culture offering, easy access to the outdoors and connectivity to the City. This is one of the reasons why the District is an appealing location to commuters working within Wellington City and the wider region.

Partners and stakeholders noted that depending on the 'age and stage' of commuters there was also a pattern of migration that meant some workers eventually looked for opportunities within the District as the daily commute became less desirable.

This lifestyle switch already brought valuable skills and experience to the local labour market and there was a suggestion that with more and more professionals working from home because of Covid-19 this trend may well accelerate. In addition, the Kāpiti Coast lifestyle would become increasingly attractive to more people and entrepreneurs and could be leveraged to grow the District's overall population and workforce.

### Unique population and community

One of Kāpiti Coast's assets was seen to be its unique population and skills mix. While the population continues to age, inward migration has brought significant skills and experience to the District which could be better harnessed and leveraged. Businesses would benefit from being flexible and finding ways to tap into this experience and expertise.

While the Kāpiti Coast's population continues to age, recognising the continuing attractiveness of the District to retirees, it is likely that a greater proportion of younger residents and of the working age population will be Māori and Pasifika. There is an opportunity to embrace this diversity and harness the potential benefits to businesses and the local economy, recognising that these young people bring unique skills to the workplace.



Linked to this, there was also recognition that supporting Māori enterprises to establish, and grow was another way of generating employment opportunities for Māori, as Māori are more likely to employ Māori.

### Central location

Generally, Kāpiti Coast is already well connected to the wider region and Wellington City, which creates opportunities and give residents access to a wider labour market and range of career opportunities. This is a locational asset which will continue to be an advantage for the District.

This connectivity will be further enhanced by current and planned infrastructure investments and the finalisation of the Wellington Regional Growth Strategy. This enhanced connectivity will open up more labour market opportunities, reducing journey times and connecting more parts of the District to a wider labour market, north and south of Kāpiti Coast.

### Business attraction

In addition to opening up the regional labour market, new infrastructure will also enhance the Kāpiti Coast's attractiveness as a business location. Attracting new businesses, be they in existing industries or in new industries, will deepen the District's economy, creating resilience and diversity.

As a business location, Kāpiti Coast could tap into the changing attitudes and ways of working, which have been accelerated by Covid-19, and promote the District as a preferred location for industry, with good connectivity, resilience and an attractive lifestyle. This could include back office and business continuity functions as well as the opportunity to decentralise government functions from Wellington City.

This attractiveness could also be leveraged to attract entrepreneurs to the District and encourage the growth of new businesses and new industries, including 'digital nomads' who can work remotely for companies across New Zealand and the world.

## Implementation imperative

Throughout the engagement and discussion with partners and stakeholders, they were also keen to emphasise the importance of working together to address known issues that were holding back the District's economy, impacting the competitiveness and productivity of businesses, and stopping people and communities from reaching their full potential.

There was acknowledgement that the recently adopted Economic Development Strategy and Recovery Plan had identified the importance of enhancing workforce and employment outcomes for Kāpiti Coast and that the Workforce Plan needed to give effect to these plans.

Partners and stakeholders were also cognisant of the significant national and regional developments which would impact the education and training system including the Review of Vocational Education (RoVE) and the establishment of Te Pūkenga, the New Zealand Institute of Skills and Technology.

These developments, together with the creation of the Wellington Regional Skills Leadership Group, a Regional Workforce Plan and the network of Workforce Development Councils, presented opportunities and risks for the Kāpiti Coast and there was a need for the District, the Council and the Workforce Plan to engage with these developments.

In addition, partners and stakeholders recognised that there were wider aspects of Council's activities, including procurement, which could support and influence the implementation of the Workforce Plan. This includes the opportunity for Council to be an exemplar employing and using its own service delivery and recruitment practices support desired workforce outcomes.



The following section sets out the goals, objectives and actions of this Workforce Plan, recognising the importance of implementation and delivery, and considering the need to work with existing and motivated organisations and communities and leveraging national and regional investment and resources.



# STRATEGIC FRAMEWORK

## Context for action

The Kāpiti Coast is a diverse, connected and culturally rich District, with an attractive quality of life, strong communities and compelling proposition. However, as set out in previous sections, and examined in more detail in the supporting appendices, the District's economy and labour market is not delivering equal outcomes for all residents.

Many of the District's businesses and key industries are struggling to find the skills that they need locally and are competing for workers with other employers and across the wider regional labour market. The District's proximity to Wellington City is both an asset and a risk, providing a wider range of employment and career opportunities for residents, but also attracting many of Kāpiti Coast's talented workers and young people away from the District, sometimes permanently.

Te Wānanga o Raukawa plays an important role in the District's education and training system and are investing in the future, including planning for a new technology training hub. Beyond this, local education and training options are limited, and most young people leave the District for further and vocational education opportunities. Transport and accessibility, particularly for Ōtaki and the north of the District is a barrier, and the availability and cost of housing is also becoming an increasing challenge.

These issues are known, and recent strategies and plans have confirmed the need for action. This Workforce Plan reflects these issues and the concerns of stakeholders and partners. Given this context, the purpose of this Workforce Plan is to:

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To give effect to the skills and capability objectives of Kāpiti Coast's existing strategies and plans and to inform and influence wider regional and national strategies, plans and policies to ensure the best outcomes for the Kāpiti Coast.

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As with other Council strategies and plans, partnership will be essential to achieving this purpose of this plan. This commitment to collaboration extends to the delivery of goals, objectives and actions set out below.

## Goals

Considering the above, three clear goals have been established for this Workforce Plan.

- 1 **Effective Pathways** - Support wellbeing outcomes by creating more effective pathways to education and employment opportunities for communities throughout the Kāpiti Coast.
- 2 **Better Jobs** - Increase incomes and create opportunities by improving labour market outcomes for residents and addressing inequalities across the Kāpiti Coast.



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- 3 **Resilient Economy** - Create a productive, inclusive and diverse economy and ensuring the Kāpiti Coast's businesses can find the skills they need now and into the future

Each of these goals is underpinned by specific strategic objectives and focused areas for action, which have been informed by stakeholder and partner engagement. These are detailed below and summarised in Figure 3.

### Goal 1: Effective pathways

The first goal of this Workforce Plan is focused on supporting wellbeing outcomes by creating more effective pathways to education and employment opportunities for communities throughout the Kāpiti Coast.

This recognises that the transition to further education and from education to employment is a challenge for rangatahi and their whānau. It is important that learners across the District have access to a range of quality learning options that give them the skills and experience they will need to access and progress in the labour market, to support long-term wellbeing and prosperity.

While access to local learning and employment options within the District will be important, there is also a need to leverage the benefits of the wider regional labour market, given the range of opportunities, career options and higher wages that will continue to be available.

It is critical that young people, as well as career changers, are aware of available education and training options and associated pathways to employment. Understanding learning options and pathways will be particularly important for Māori and Pasifika communities, as well as people with disabilities who are experiencing worse labour market outcomes than other groups.

The strategic objectives to support the goal of creating more effective pathways to education and employment opportunities are:

- **Education and training** - Increase accessibility and choice for rangatahi.
- **Employment and careers** - Greater employment and career opportunities for workers including priority groups.

#### Strategic objective 1: Education and training

The specific actions to support the objective of increasing accessibility and choice for young learners and rangatahi will include:

- Improving access and connections to education and training options for rangatahi.
- Working with local education providers to explore opportunities for more local education and training provision.

#### Strategic objective 2: Employment and careers

For the objective of providing greater employment and career opportunities for workers including Māori, young people, people with disabilities and older people, actions will include:

- Enhancing education to employment brokerage services.
- Promoting apprenticeships and vocational education opportunities to respond to industry needs.
- Encouraging workforce development and training to support upskilling and career progression.





## Goal 2: Better jobs

The second goal of this Workforce Plan is focused on action to increase incomes and create opportunities by improving labour market outcomes for residents and addressing inequalities across the Kāpiti Coast.

This goal recognises that while there are jobs available across the District, with many businesses and sectors experiencing difficulties finding staff, there are still residents who are unable to secure meaningful employment.

Unemployment rates are generally low and the number of young people who are NEET has been reducing, but underemployment is still an issue and some groups, including young people, older people, Māori, Pasifika and people with disabilities face additional barriers to employment and are looking for opportunities.

Labour market outcomes are worse for Māori and Pasifika communities and there is a need to empower and tangata whenua to deliver their Māori economic development objectives, support Māori enterprises to establish and grow, raise prosperity and enhance wellbeing.

In addition, while the District benefits from its proximity to the Wellington regional labour market, particularly to Wellington City which provides good employment choices and higher wages, not all parts of the District, or all communities benefit from this connectivity.

Removing these barriers and connecting residents to opportunities will be important. The strategic objectives to support the goal of increasing incomes and creating opportunities by improving labour market outcomes are:

- **Connectivity** - Enhance labour market access across the Kāpiti Coast by connecting communities and workers to employment opportunities
- **Opportunity** - Enable quality employment for all workers by removing barriers and promoting progression.

## Strategic objective 3: Connectivity

To enhance labour market access across the Kāpiti Coast by connecting communities and workers to employment opportunities, the key actions will include:

- Continuing to focus on improving public transport accessibility across the District and to the north and south of the District
- Leveraging the benefits of regional labour market opportunities including access to Wellington City.
- Encouraging businesses to locate in areas close to communities with current and future workforce to enable easier access via walking or cycling.

## Strategic objective 4: Opportunity

To enable quality employment for all workers by removing barriers and promoting progression, key actions will include:

- Working with key sectors across the District to understand and respond to barriers that are holding workers back from progressing.
- Removing barriers to employment for younger workers, older workers, Māori and Pasifika and people with disabilities.



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### Goal 3: Resilient economy

The third goal of this Workforce Plan is focused on creating a productive, inclusive and diverse economy and ensuring Kāpiti Coast businesses can find the skills they need now and into the future.

This goal recognises that the Kāpiti Coast's economy and labour market will only thrive if its industries and businesses thrive. Given the District's high proportion of small businesses, and tight labour market, recruitment is a significant investment for employers and while they are experiencing difficulties finding staff, they also need to ensure that they can find and retain the right skills to help them succeed.

Competition is strong, with the District and across the regional labour market, and employers need support to find people and assistance to look beyond traditional approaches and reach into communities to access untapped skills and experience, including older workers and people with disabilities who are willing to work but need more flexibility.

There is also a need to grow the overall working age population, leveraging the District's amenity and lifestyle offer to attract new workers and entrepreneurs to the Kāpiti Coast. Attracting new businesses will also be important, particularly higher value industries that can offer quality jobs to local residents and help build depth and diversity into the local economy.

The strategic objectives to support the goal of creating a productive, inclusive and diverse economy are:

- **Workforce Skills** - Work to ensure that employers can access the skills and talent they need to succeed now, and in the future.
- **Diversified Economy** - Encourage the attraction and growth of new value added industries and businesses across the Kāpiti Coast.

### Strategic objective 5: Workforce skills

To ensure that employers can access the skills and talent they need to succeed now, and in the future, the key actions will include:

- Growing the Districts working age population and attracting and retaining skills and talent in the workforce.
- Reducing the reliance on low skilled labour and encouraging more higher value employment opportunities.

### Strategic objective 6: Diversified economy

To encourage the attraction and growth of new value added industries and businesses across Kāpiti Coast, key actions will include:

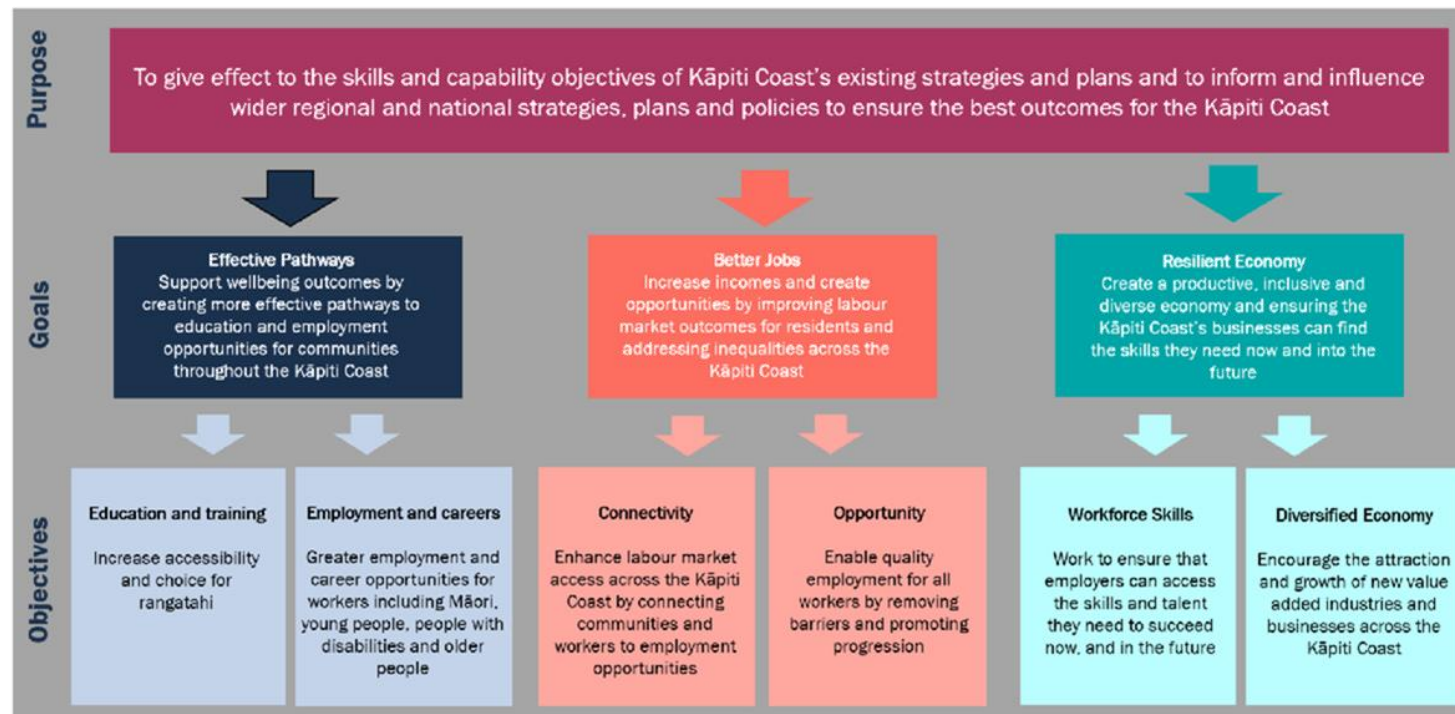
- Attracting new businesses and entrepreneurs to the Kāpiti Coast to enhance economic diversity and increase choice
- Leverage the unique workforce profile and Kāpiti Coast's extensive connections with Wellington

## Overarching strategic framework

Figure 3 illustrates this overarching strategic framework and the following section sets out a more detailed action plan.



Figure 3: Kāpiti Coast Workforce Plan Strategic Framework



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# KĀPITI COAST WORKFORCE ACTION PLAN

## Goal 1: Effective pathways

Support wellbeing outcomes by creating more effective pathways to education and employment opportunities for communities throughout the Kāpiti Coast

OBJECTIVES	ACTIONS	ACTIVITIES	TIMEFRAME	OUTCOME
<b>Education and training</b> Increase accessibility and choice for rangatahi.	<ul style="list-style-type: none"> <li>Improving access and connections to education and training options for rangatahi.</li> </ul>	<ul style="list-style-type: none"> <li>Engage with Te Pūkenga to understand how their organisational strategy and emerging operating model will support outcomes for the Kāpiti Coast, including how they will enable a network of vocational education and training provision across the Kāpiti Coast.</li> </ul>	Short Term (12 – 18 months)	<b>Kāpiti Coast residents and workers have a better understanding of education and career pathways</b>
		<ul style="list-style-type: none"> <li>Following engagement with Te Pūkenga, complete a needs assessment and feasibility study for local learning hub(s) to improve access to further vocational and tertiary training on the Kāpiti Coast.</li> </ul>	Short Term (12 – 18 months)	
		<ul style="list-style-type: none"> <li>Advocate for increased access to local education and training pathways as part of the vocational education review.</li> </ul>	Medium Term (18 months – 2 years)	
	<ul style="list-style-type: none"> <li>Work with local education providers to explore opportunities for more local education and training provision.</li> </ul>	<ul style="list-style-type: none"> <li>Engage with Whitireia/Welltec, Horowhenua Learning Company and other relevant providers to explore options for improving access and enhancing local education and training provision.</li> </ul>	Short Term (12 – 18 months)	
		<ul style="list-style-type: none"> <li>Support the aspirations and strategy of Te Wānanga O Raukawa in Ōtaki and maintain an ongoing relationship to support growth opportunities for Te Wānanga o Raukawa.</li> </ul>	Short Term (12 – 18 months)	
<b>Employment and careers</b> Greater employment and career opportunities for workers including Māori.	<ul style="list-style-type: none"> <li>Enhancing education to employment brokerage services.</li> </ul>	<ul style="list-style-type: none"> <li>Work with existing organisations such as Workbridge, Work Ready Kāpiti and Kāpiti Youth Services, Te Rōpū Pakihi as well as recruitment agencies to connect residents to employment opportunities.</li> </ul>	Underway and Ongoing	



OBJECTIVES	ACTIONS	ACTIVITIES	TIMEFRAME	OUTCOME
young people, people with disabilities and older people.		<ul style="list-style-type: none"> <li>Explore use of job fairs or other events to connect schools, local employers with local workers and whānau and promote and understanding of career opportunities and pathways.</li> </ul>	Underway and Ongoing	
		<ul style="list-style-type: none"> <li>Work with employers, Council Departments and Government Agencies to promote work trials and work experience options for young people, older people, Māori and people with disabilities.</li> </ul>	Medium Term (18 months – 2 years)	
	<ul style="list-style-type: none"> <li>Promoting apprenticeships and vocational education opportunities to respond to industry needs.</li> </ul>	<ul style="list-style-type: none"> <li>Promote key local industries in alignment with sector strategies, starting with the food and beverage sector, and map employment and career pathways.</li> </ul>	Medium Term (18 months – 2 years)	
		<ul style="list-style-type: none"> <li>Advocate for training and career pathways in opportunity sectors such as horticulture and the creative sector.</li> </ul>	Medium Term (18 months – 2 years)	
	<ul style="list-style-type: none"> <li>Encouraging workforce development and training to support upskilling and career progression.</li> </ul>	<ul style="list-style-type: none"> <li>Engage with Te Pūkenga to understand and promote relevant opportunities for Kāpiti Coast residents and businesses.</li> </ul>	Longer Term (2 years – 3 years)	
		<ul style="list-style-type: none"> <li>Work with education and training providers to promote upskilling and career development opportunities, including growing skills related to new technologies and automation.</li> </ul>	Medium Term (18 months – 2 years)	
		<ul style="list-style-type: none"> <li>Engage with emerging Workforce Development Councils to understand and discuss their role in supporting workforce development and training in Kāpiti Coast District.</li> </ul>	Longer Term (2 years – 3 years)	



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## Goal 2: Better jobs

### Increase incomes and create opportunities by improving labour market outcomes for residents and addressing inequalities across the Kāpiti Coast

OBJECTIVES	ACTIONS	ACTIVITIES	TIMEFRAME	OUTCOME
<b>Connectivity</b> Enhance labour market access across the Kāpiti Coast by connecting communities and workers to employment opportunities	<ul style="list-style-type: none"> <li>Continuing to focus on improving public transport accessibility across the District and to the north and south of the District.</li> </ul>	<ul style="list-style-type: none"> <li>Support access to drivers licencing and training for young people.</li> </ul>	Underway and Ongoing	<b>Kāpiti Coast workers have better access to quality employment opportunities</b>
		<ul style="list-style-type: none"> <li>Advocate for improvement of accessibility for Ōtaki and explore interim transport solutions for Ōtaki workers and students.</li> </ul>	Short Term (12 – 18 months)	
	<ul style="list-style-type: none"> <li>Leveraging the benefits of regional labour market opportunities including access to Wellington City.</li> </ul>	<ul style="list-style-type: none"> <li>Encourage employers and education providers to consider alternative shared transport arrangements including shuttles or vans.</li> </ul>	Medium Term (18 months – 2 years)	
		<ul style="list-style-type: none"> <li>Consider whether there is sufficient supply of business land and premises across the District that are accessible and connected to public transport.</li> </ul>	Medium Term (18 months – 2 years)	
<b>Opportunity</b> Enable quality employment for all workers by removing barriers and promoting progression.	<ul style="list-style-type: none"> <li>Working with key sectors across the District to understand and respond to barriers that are holding workers back from progressing.</li> </ul>	<ul style="list-style-type: none"> <li>Actively promote Kapiti Coast as a destination for new business and new industries.</li> </ul>	Longer Term (2 years – 3 years)	
		<ul style="list-style-type: none"> <li>Set-up key sector working groups, starting with food and beverage, to consider current strategies in place and ways to enable Kāpiti Coast workers to be employed and upskill.</li> </ul>	Underway and Ongoing	
		<ul style="list-style-type: none"> <li>Support employers and employer groups to develop targeted approaches to addressing barriers to progression and development.</li> </ul>	Medium Term (18 months – 2 years)	
		<ul style="list-style-type: none"> <li>Encourage employers to provide opportunities for career progression, retraining, and development of workers.</li> </ul>	Medium Term (18 months – 2 years)	
		<ul style="list-style-type: none"> <li>Develop and deliver a pilot programme to address specific barriers identified through key sector working groups.</li> </ul>	Longer Term (2 years – 3 years)	



OBJECTIVES	ACTIONS	ACTIVITIES	TIMEFRAME	OUTCOME
	<ul style="list-style-type: none"> <li>Removing barriers to employment for younger workers, older workers, Māori and Pasifika and people with disabilities.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure ongoing holistic support and pastoral care for rangatahi and their whānau.</li> </ul>	Underway and Ongoing	
		<ul style="list-style-type: none"> <li>Advocate for a workforce focus in the District's Aging Sector Strategy.</li> </ul>	Short Term (12 – 18 months)	
		<ul style="list-style-type: none"> <li>Work with relevant organisations such as Accessibility Tick, to understand and address barriers to employment for older workers and for people with disabilities.</li> </ul>	Medium Term (18 months – 2 years)	
		<ul style="list-style-type: none"> <li>Work with Māori economic development and Māori business networks within the Kāpiti Coast, such as Te Rōpū Pakihi, to encourage and support the establishment and growth of Māori enterprises in order to support Māori employment in the District.</li> </ul>	Medium Term (18 months – 2 years)	



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### Goal 3: Resilient economy

Create a productive, inclusive and diverse economy and ensuring the Kāpiti Coast's businesses can find the skills they need now and into the future

OBJECTIVES	ACTIONS	ACTIVITIES	TIMEFRAME	OUTCOME
<b>Workforce Skills</b> Work to ensure that employers can access the skills and talent they need to succeed now, and in the future.	<ul style="list-style-type: none"> <li>Growing the Districts working age population and attracting and retaining skills and talent in the workforce.</li> </ul>	<ul style="list-style-type: none"> <li>Raise awareness of range of job opportunities and employment agencies across the District and the wider Wellington region.</li> <li>Promote quality job opportunities and career pathways in growth industries across the Kāpiti Coast.</li> </ul>	Short Term (12 – 18 months)  Short Term (12 – 18 months)	<b>Kāpiti Coast employers have more confidence in their ability meet workforce needs and leveraging the District's connectivity</b>
	<ul style="list-style-type: none"> <li>Reducing the reliance on low skilled labour and encouraging more higher value employment opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Encouraging the adoption of new technology, automation and robotics to enhance productivity.</li> </ul>	Medium Term (18 months – 2 years)	
<b>Diversified Economy</b> Encourage the attraction and growth of new value added industries and businesses across the Kāpiti Coast.	<ul style="list-style-type: none"> <li>Attracting new businesses and entrepreneurs to the Kāpiti Coast to enhance economic diversity and increase choice.</li> </ul>	<ul style="list-style-type: none"> <li>Promoting the Kāpiti Coast as a business continuity / decentralised location for Government and national agencies.</li> </ul>	Medium Term (18 months – 2 years)	
		<ul style="list-style-type: none"> <li>Complete a feasibility study exploring the potential for co-working hubs for entrepreneurs and remote workers.</li> </ul>	Medium Term (18 months – 2 years)	
		<ul style="list-style-type: none"> <li>Encouraging new sectors to locate, develop and grow across the District.</li> </ul>	Longer Term (2 years – 3 years)	
	<ul style="list-style-type: none"> <li>Leverage the unique workforce profile and Kāpiti Coast's extensive connections with Wellington.</li> </ul>	<ul style="list-style-type: none"> <li>Promote Kāpiti Coast as a home for flexible working and remote provision of services.</li> <li>Attract talent and skilled workers to the District and enable the overall growth of the working age population</li> </ul>	Medium Term (18 months – 2 years)  Longer Term (2 years – 3 years)	



## IMPLEMENTATION, GOVERNANCE AND MONITORING

### Approach to implementation

The delivery and implementation of this Workforce Plan requires a partnership approach. This recognises that across the District there is already work underway to support improved labour market outcomes as well as the prosperity and wellbeing of communities. No single organisation has responsibility, mandate, or resources to deliver this Plan in isolation.

Coordination and collaboration will be essential and effective engagement with national and regional agencies will be critical. The Council has already established an Economic Development Kōtahitanga Board who are well placed to support this collaboration and to engage with industry to facilitate their involvement and commitment.

The Council itself has limited direct resources but can support implementation by looking across all its services and activities and seeking to enable labour market outcomes. In some instances, work is already underway, and the Council is playing a role delivering and supporting activities that support the goals of this Plan. There are also opportunities for Council to leverage its size and scale and to join up activities across Departments to facilitate workforce outcomes.

Council will work with regional partners, including WellingtonNZ and Greater Wellington Regional Council, to join up activities and leverage relevant national and regional initiatives. The Council will also engage with Kānoa, Government's Regional Economic Development and Investment Unit to explore opportunities for funding and partnership to deliver better outcomes for the District's workforce and economy.

As an employer, the Council can be an exemplar and can pave the way for other organisations and businesses. Council can also ensure that its procurement processes encouraging local employment and support local businesses, including Māori and Pasifika owned businesses.

The Council's Economic Development Team will play a central role in coordination, across the Council, within the District and with regional and central government agencies, including MBIE and Te Puni Kōkiri. Engagement with the Wellington Regional Skills Leadership Group will also be an immediate priority, ensuring that the unique characteristics of the Kāpiti Coast labour market and workforce and taken into consideration.

There is also an important role for Council in working with iwi to ensure that their aspirations are reflected in any interventions or activities undertaken in support of this Workforce Plan.

### Governance, monitoring and reporting

This Workforce Plan has been prepared by Kāpiti Coast Council and once adopted this Plan will become a key Council document and one which supports the implementation of the Kāpiti Economic Development Strategy and Implementation Plan, as well as the Kāpiti Coast Recovery Plan. Council will therefore continue to oversee the implementation of this Plan, providing governance, oversight and resources.

The Kōtahitanga Economic Development Board have been established to support and advise Kāpiti Coast District Council and will therefore have a key role to play in supporting implementation and progress of this Workforce Plan. In addition, the Board has prioritised the investigation of the feasibility



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of establishing a Learning Hub as a key initiative and will play a central role in exploring the feasibility of the hub.

Monitoring progress in delivering this Plan will primarily be achieved through the Council's regular reporting arrangements to stakeholders, partners and the Kōtahitanga Economic Development Board and the Council.



## APPENDIX 1: LABOUR MARKET ANALYSIS

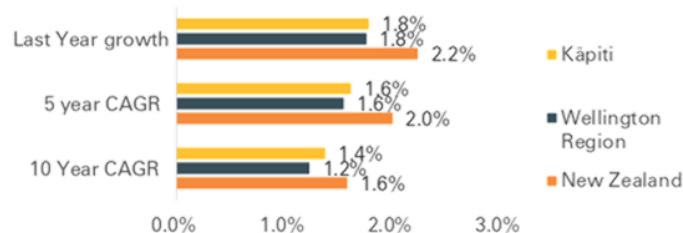
### A growing population

Population is the basis of a regions labour market. In 2020, Kapiti was home to 57,000 people. The district represents 10.5% percent of Wellington region population (up from 10.3% in 2008) and 1.1 percent of total NZ population. (Figure 5).

Kapiti's population has grown faster in recent years (Figure 4). In the 5-years leading up to 2020, the district grew by 1.6 percent per year compared to 1.4% percent per year in the past 10-year period. In the past year alone, district population grew by 1.8 percent.

The district population has grown more quickly than the Wellington Region over the past ten years (1.4% per year compared to 1.2% for Wellington), but at similar rates to the region in more recent years. Both Wellington Region and the Kāpiti Coast District have been growing slower than New Zealand overall.

**Figure 4: Population growth rates for select areas**

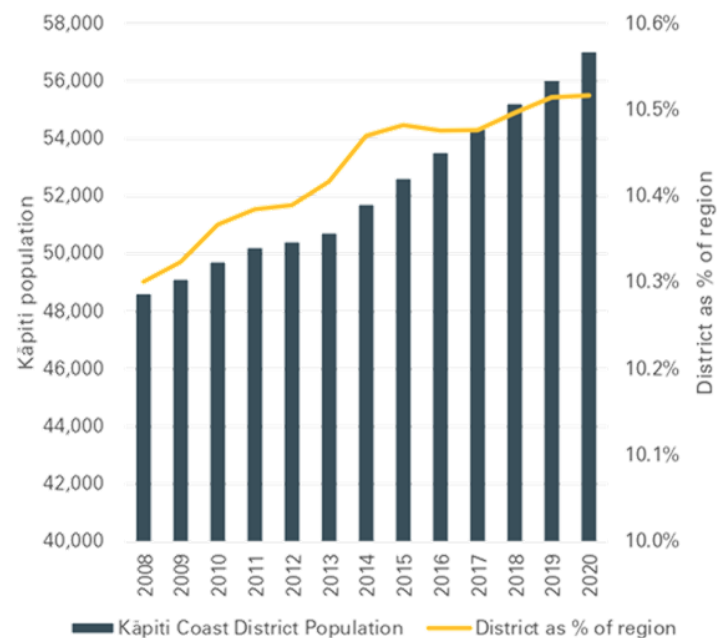


Source: StatsNZ



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**Figure 5: District Population estimates**



Source: StatsNZ

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## Constrained working age population

There are two significant differences in the age-structure of the Kāpiti Coast population compared with New Zealand (Figure 6).

- a noticeable hollowing out of Kāpiti Coast's population between the ages of 15 – 44 (23 percent of Kāpiti Coast's population are in this age bracket compared with 34 percent of New Zealand's population). In particular,
- a higher proportion of people aged 50 and over, at 47 percent in Kāpiti compared to 34 percent nationally – as well as a much greater proportion of people over the age of 65 in Kāpiti. 26 percent of the Kāpiti Coast's population is over 65 compared with 15 percent nationally.

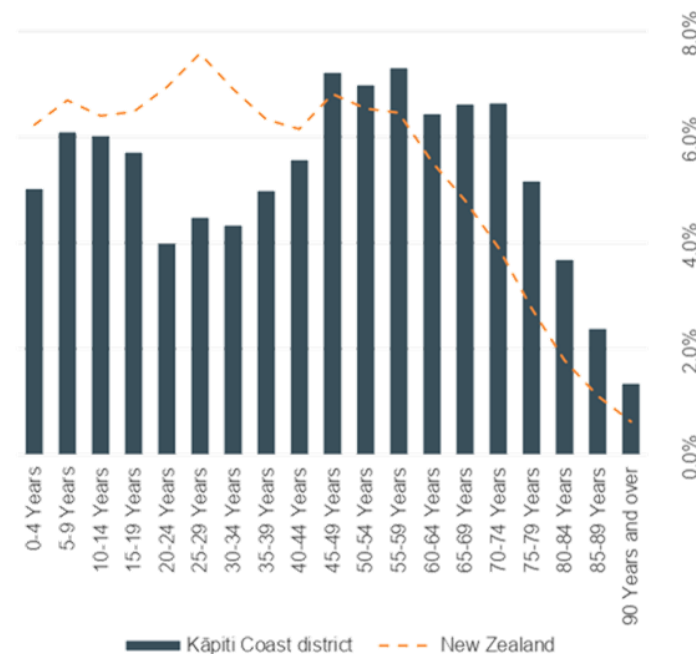
Overall, these structural differences mean that Kāpiti has a much lower proportion of working age population (usually defined as 15-64) compared to other districts and New Zealand as a whole (Table 2).

**Table 2: Comparison of Working Age population**

District/Region	Working Age Population	% Working Age Population
Kapiti Coast district	31,500	57.1%
Horowhenua district	19,900	57.7%
Porirua city	38,300	65.0%
Wellington city	156,000	73.9%
Wellington region	356,300	67.8%
Total New Zealand	3,219,200	65.7%

Source: StatsNZ

**Figure 6: Age profile Kapiti Coast District compared to New Zealand**



Source: StatsNZ



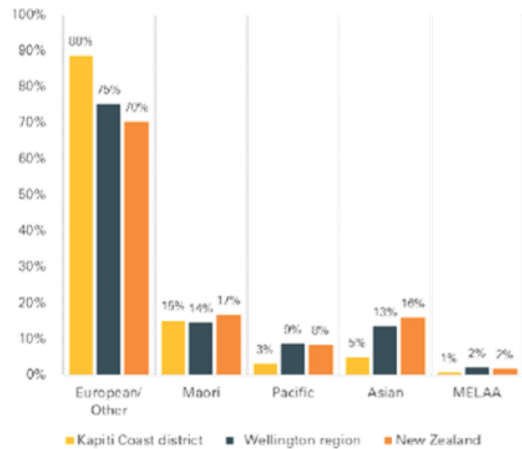
Ethnicity

According to the 2018 Census, the Kāpiti Coast population had a higher proportion of European/Other (88% \) than the Wellington Region (75%) or New Zealand overall (70%).

Pacific peoples (3%) and Asian peoples (5%) are significantly under-represented compared to regional (9% and 13% respectively) and national proportions.

Residents are slightly less likely to identify as Māori than New Zealand as a whole, and slightly more likely than the Wellington region.

Figure 7: Population by major ethnic groups



Source: Stats NZ, 2018 Census





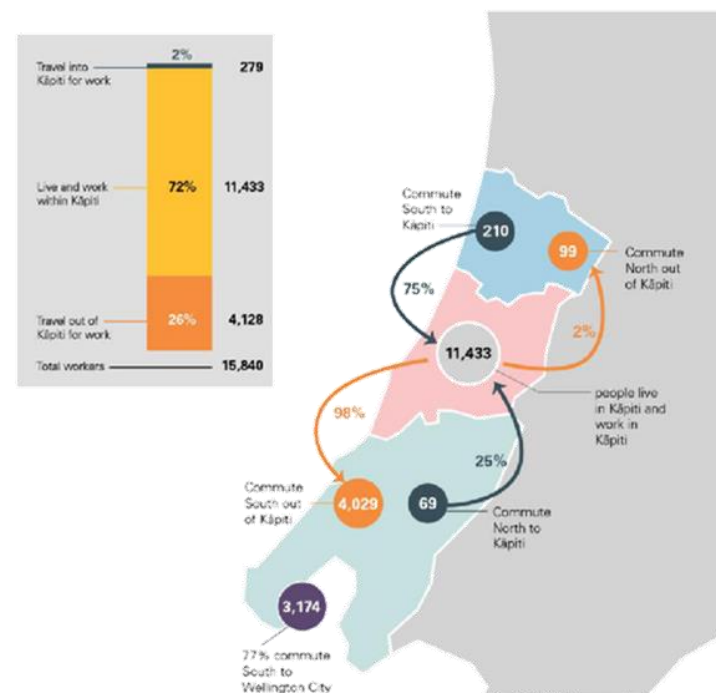
## Live and Work

The Census records where people live and where they work, and can provide a snapshot of people's movements. On census day in 2018, Kāpiti Coast had a workforce of 15,840 people, comprising:

- 11,433 who both live and work in the Kāpiti Coast (73%),
- 4,128 people (26%) who live in Kāpiti Coast and commute out of the district for work. Of those leaving Kāpiti:
  - 98%, or 4,029, commute south, including 3,174 to Wellington City (20% of Kāpiti's total workforce), and 612 to Porirua (4% of Kāpiti's total workforce)
  - 2%, or 99 people, commute north (0.6% of Kāpiti's total workforce) to Horowhenua.
- 279 people commuted into the Kāpiti Coast District for work, or 2% of Kāpiti's total workforce. Most (210) commuted from the northern neighbours around Horowhenua and Levin, while 69 commuted from the wider Wellington Region, mainly Porirua.

More than one in four working residents work outside of the district – and one in five commute to Wellington

Figure 8: Where do people live and work?



Source: StatsNZ 2018 census commuter view dataset, aggregated by commuter.waka.app with further analysis by MartinJenkins



## Key economic statistics

### GDP

Gross domestic product (GDP), or the total value added from goods and services produced in the region, is an important indicator of economic activity and arguably provides a good indicator of the standard of living in a locality.

In 2020, the Kāpiti Coast economy contributed \$2.18 billion in GDP, slightly less than Porirua (\$2.45 billion) and nearly twice the contribution of Horowhenua (\$1.19 billion). Over the last 5 years, Kāpiti Coast's GDP has grown faster (3.2 percent per annum) than all comparators except Porirua (3.7 percent per annum). Over the last 3 years, Kāpiti Coast's annual average growth of 3.2 percent was higher than for New Zealand (2.8 percent).

**Table 3: GDP growth for Kāpiti Coast District and comparator areas**

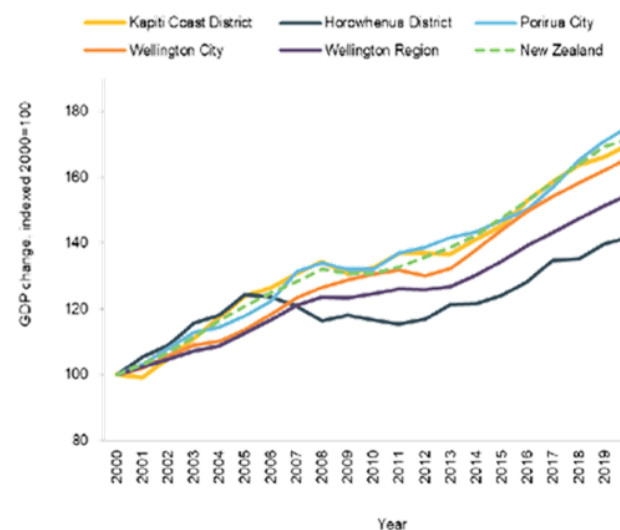
Area	GDP 2020 (2020\$m)	% pa growth			
		10yr	5yr	3yr	1yr
Kapiti Coast District	2,176	2.5%	3.2%	2.3%	2.3%
Horowhenua District	1,186	2.0%	2.8%	1.8%	1.6%
Wellington City	27,835	2.5%	2.9%	2.6%	2.6%
Porirua City	2,449	2.9%	3.7%	3.8%	2.7%
Wellington Region	43,426	2.2%	2.9%	2.7%	2.4%
New Zealand	324,019	2.8%	3.1%	2.7%	1.6%

Source: Infometrics Regional Database

Kāpiti Coast has strong GDP growth amongst the benchmark areas and New Zealand over 2000–2020 as shown in Figure 9.

While behind growth in Porirua and New Zealand as a whole, the Kāpiti Coast has grown more strongly than Wellington City, Wellington Region, and Horowhenua. The Kāpiti Coast experienced very strong GDP growth over 2013–2018, and continues to grow albeit at what appears to be a slower rate.

**Figure 9: Comparative GDP growth rates**



Source: Infometrics Regional Database



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### Labour productivity- GDP per employed person

This section measures labour productivity in the Kapiti Coast District and key comparator districts and regions using GDP per employed person (in constant 2020 prices) as a proxy.

Growth in labour productivity over time can imply an increase in the efficiency and competitiveness of the economy.

Labour productivity in Kāpiti in 2020 around \$120,000 per person, higher than in Horowhenua (\$106,000) and slightly higher than in Porirua (\$117,000).

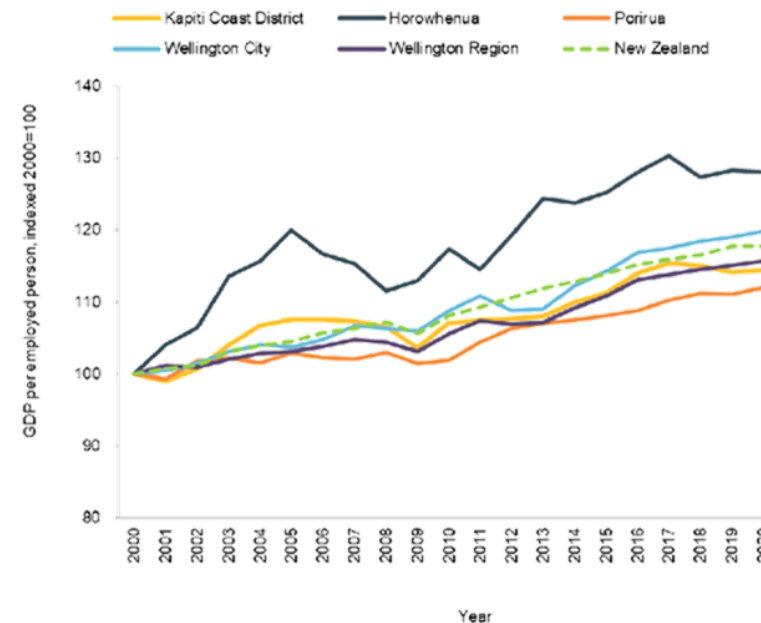
Kāpiti was well behind Wellington City (\$161,000) and Region (\$145,000), but closer to New Zealand as a whole (\$125,000).

**Table 4: Comparative rates of labour productivity and growth**

Area	GDP per employed person (2020)	% pa growth			
		10yr	5yr	3yr	1yr
Kapiti Coast District	119,585	0.7%	0.6%	-0.3%	0.4%
Horowhenua	105,911	0.9%	0.5%	-0.6%	-0.2%
Porirua	117,027	0.9%	0.7%	0.5%	0.8%
Wellington City	160,605	1.0%	1.0%	0.7%	0.7%
Wellington Region	145,290	0.9%	0.9%	0.5%	0.5%
New Zealand	124,988	0.9%	0.6%	0.5%	0.0%

Source: Infometrics Regional Database

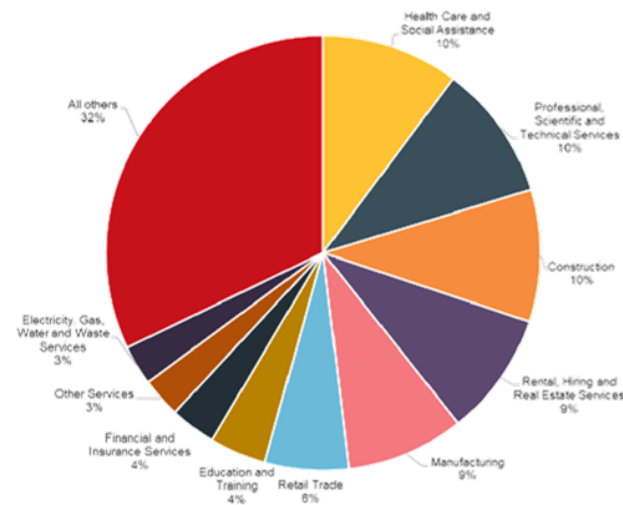
Over the past ten years, Kāpiti's labour productivity has grown at an average of 0.7% per year, which is less than all comparator regions



Sector composition and contribution to GDP and employment

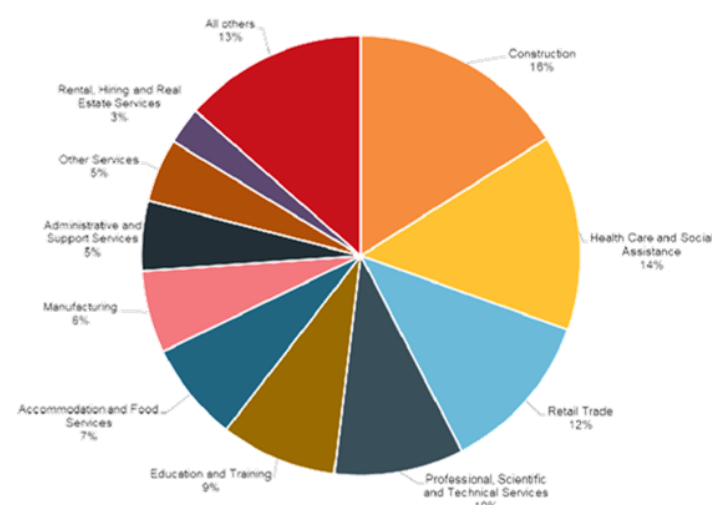
In 2020, the top ten employing industries accounted for 87% of all employment, while the top ten industries contributing to GDP accounted for 68% of GDP (Figure 10 and Figure 11). Construction, Health Care and Social Assistance, and Professional and Technical Services all key contributors to both employment and GDP, contributing 40% of employment on the Kāpiti Coast, and 30% of GDP. Key differences include retail trade (12% employment and 6% GDP), education (9% employment, 4 % GDP, and accommodation and food services (7% employment and 2% GDP) (Table 5)

Figure 10: Contribution to Kāpiti Coast GDP by industry, 2020



Source: Infometrics Regional Profile. Note: 'Unallocated' (7.8%) and Owner-operated property operation (7.7%) have been included within 'All Others'

Figure 11: Contribution to Kāpiti Coast employment by industry, 2020



Source: Infometrics Regional Profile.



**Table 5: Industry contribution to employment and GDP, 2020**

Industry	Employment			GDP		
	No. employed in 2020	% of all employees	Rank	GDP (\$m)	% of GDP	Rank
Construction	2,923	16%	1	\$214	9.8%	3
Health Care and Social Assistance	2,618	14%	2	\$222	10.2%	1
Retail Trade	2,171	12%	3	\$136	6.3%	8
Professional, Scientific and Technical Services	1,737	10%	4	\$219	10.1%	2
Education and Training	1,556	9%	5	\$91	4.2%	9
Accommodation and Food Services	1,334	7%	6	\$45	2.1%	15
Manufacturing	1,102	6%	7	\$191	8.8%	5
Administrative and Support Services	937	5%	8	\$51	2.3%	13
Other Services	850	5%	9	\$65	3.0%	9
Rental, Hiring and Real Estate Services	500	3%	10	\$200	9.2%	3
All others	2,463	14%	10	\$742	34%	

Source: Infometrics Regional Database

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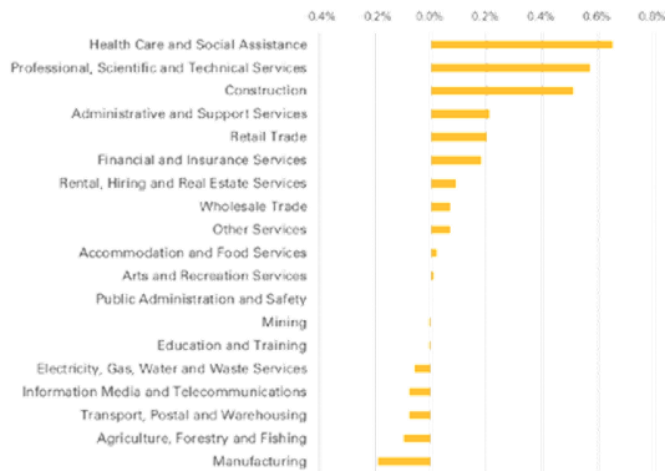
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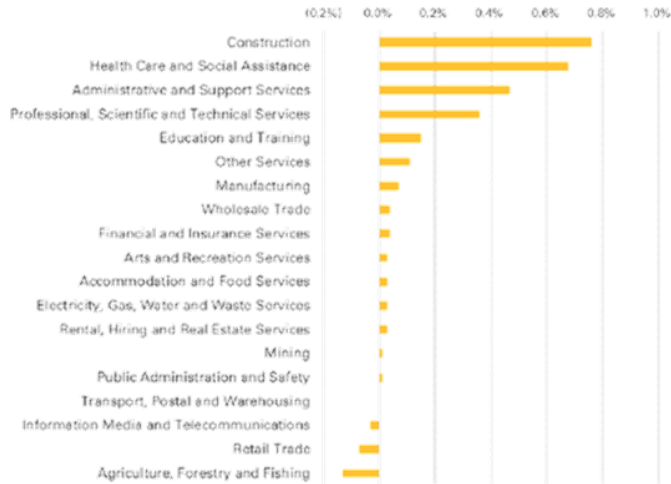
Changes in GDP and filled jobs

Figure 12: Industry contribution to GDP growth in GDP to Kāpiti Coast  
GDP by industry, 2015-2020



Source: Infometrics Regional Profile.

Figure 13: Industry contribution employment growth in Kāpiti Coast,  
2015-2020



Source: Infometrics Regional Profile.

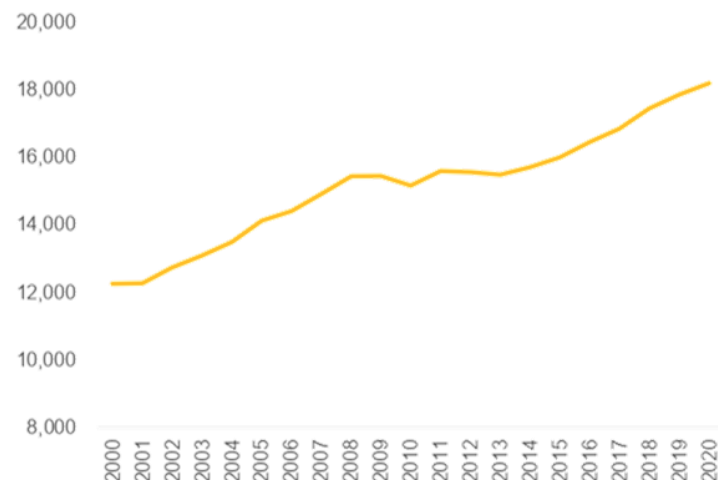




## Job growth

The number of filled jobs on the Kāpiti Coast was 18,200 in 2020. The district experienced strong job growth over 2001–2008, before flattening after the global financial crisis. Job numbers have trended upward again since 2013 (Figure 14)

**Figure 14: Filled jobs in the Kāpiti Coast, 2000-2020**



Source: Infometrics Regional Database

Table 6 presents employment (in terms of filled jobs) for Kāpiti Coast and comparator areas in 2020, as well as the change in number of jobs over the last 3, 5, and 10 years.

**Table 6: Filled jobs, 2020, and growth levels**

Area	Filled jobs (2020)	% pa growth		
		10yr	5yr	3yr
<b>Kapiti Coast District</b>	18,192	<b>1.8%</b>	<b>2.6%</b>	<b>2.6%</b>
Horowhenua	11,195	1.1%	2.3%	2.4%
Porirua	20,929	1.9%	2.9%	3.3%
Wellington City	173,312	1.5%	2.0%	1.9%
Wellington Region	298,894	1.3%	2.0%	2.1%
New Zealand	2,592,389	1.9%	2.4%	2.2%

Source: Infometrics Regional Database

The number of filled jobs on the Kāpiti Coast is slightly less than the 21,000 jobs in the Porirua district. Employment in Porirua has grown more strongly than Kāpiti Coast across the last 10 year, 5 year, and 3 year periods. Employment has grown more strongly in the Kāpiti Coast compared to Horowhenua, Wellington City, and the Wellington Region across the same time periods.

## Skill levels

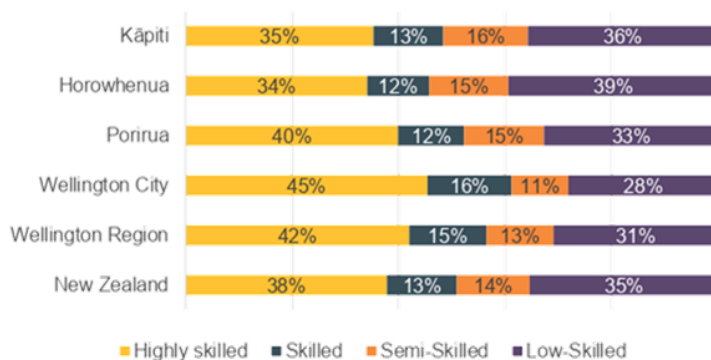
In 2020 the Kāpiti Coast District had had a broadly similar split of employment skill levels to New Zealand, and slightly higher skilled than Horowhenua but lower skilled than Porirua and Wellington (Figure 15).

- 35% of jobs in the Kāpiti Coast were highly skilled, compared to 34% in Horowhenua, 40% in Porirua, 45% in Wellington City and 38% nationally.
- 36% of jobs in the Kāpiti Coast were low skilled, compared to 39% in Horowhenua, 33% in Porirua, 28% in Wellington City and 35% nationally



- 29% of jobs in the Kāpiti Coast were skilled and semi-skilled, compared to 27% in Horowhenua, Porirua, Wellington City and nationally

Figure 15: Employment by skill level, 2020



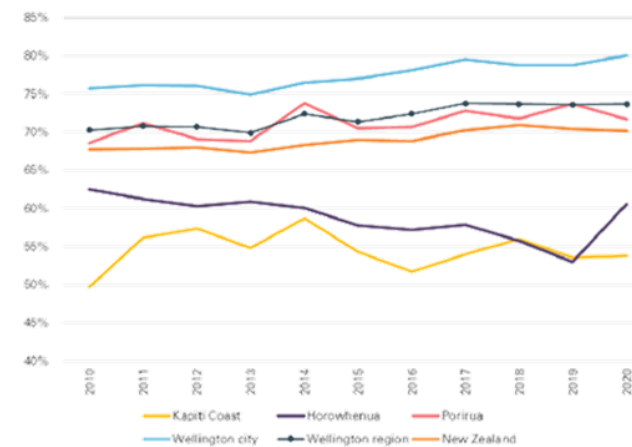
Source: Infometrics Regional Database

## Key labour market statistics

### Participation

The Kāpiti Coast has had a consistently lower proportion of the population participating in the labour market than comparator districts, the region, and New Zealand (Figure 16). This reflects the Kāpiti population's age profile and lower proportion of working age people and higher proportion of people aged 55+.

Figure 16: Labour force participation rate, 2010-2020



Source: MBIE Regional Economic Activity Dashboard

The participation rate in 2020 was 54%, meaning just over half of the working age population residents in Kāpiti were either working or wanting to work in the labour market. This compares to:

- 61% for Horowhenua
- 72% for Porirua
- 80% for Wellington City
- 74% for Wellington region
- 70% for New Zealand.



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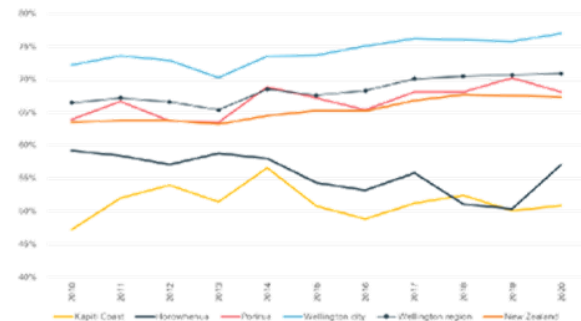
## Employment

The employment rate is simply the percentage of working age (15 - 64) people in employment. As of 2020, the Kāpiti Coast employment rate was below all comparator regions, similar to the participation rate – and since 2010 has been fairly consistently lower than most comparators..

The employment rate was 51% for the Kāpiti Coast in 2020, compared to:

- 57% for Horowhenua
- 68% for Porirua
- 77% for Wellington City
- 71% for Wellington region
- 67% for New Zealand.

**Figure 17: Employment rate, 2010-2020**



Source: MBIE

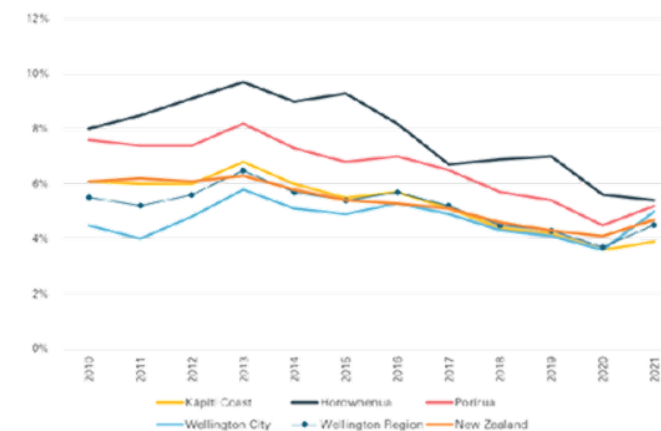
Regional Economic Activity Dashboard

## Unemployment

Unemployment rates in the region have been trending down across the region over the past decade, with a minor increase in 2021 (March annual average) reflecting the initial impacts of Covid-19.

Kāpiti Coast has the lowest unemployment rate of the comparator areas in 2020, decreasing from 6.1% in 2010 (following the GFC) to 3.9% in 2021. Over the decade, the District's unemployment rate tracked closely to the national average, before diverging in 2019 and remaining lower since.

**Figure 18: Unemployment rates, 2010-2020**



Source: Infometrics Regional Database



In 2021, in comparison to Kāpiti's 3.9% unemployment rate, the unemployment rate was:

- 5.4% for Horowhenua
- 5.2% for Porirua
- 5.0% for Wellington City
- 4.5% for Wellington region
- 4.7% for New Zealand.

### Underemployment

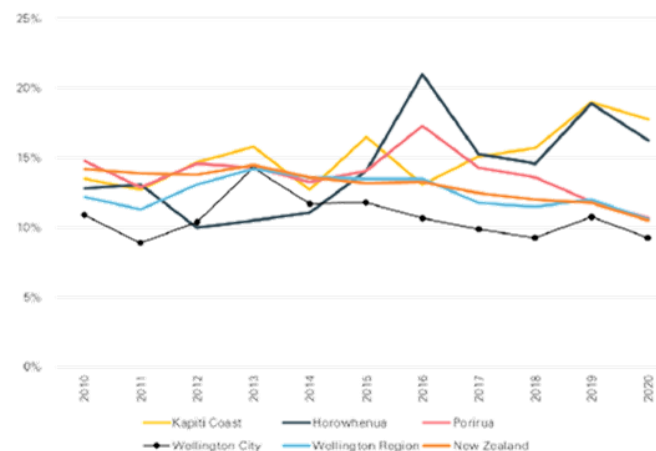
Underemployment or underutilisation is a broader measure of employment related activity and shows the untapped capacity in the labour market. It captures those who may be employed but who would and could work a greater number of hours than they currently do as well as those who are unemployed (and are therefore actively seeking employment).

In contrast to its low unemployment rate, underemployment is particularly high in Kāpiti Coast. While broadly following trends with comparator areas over the past decade, Kāpiti Coast's underutilisation rate has increased since 2016 and is now the highest of all comparator areas at 18%, double the rate of Wellington City.

Compared to Kāpiti Coast's underemployment rate of 18%, the rate in comparator areas for 2020 is:

- 16% for Horowhenua
- 11% for Porirua
- 9% for Wellington City
- 11% for Wellington region
- 11% for New Zealand.

Figure 19: Underutilisation rate, 2010-2020



Source: MBIE Regional Economic Activity Dashboard

### Not In Education, Employment or Training

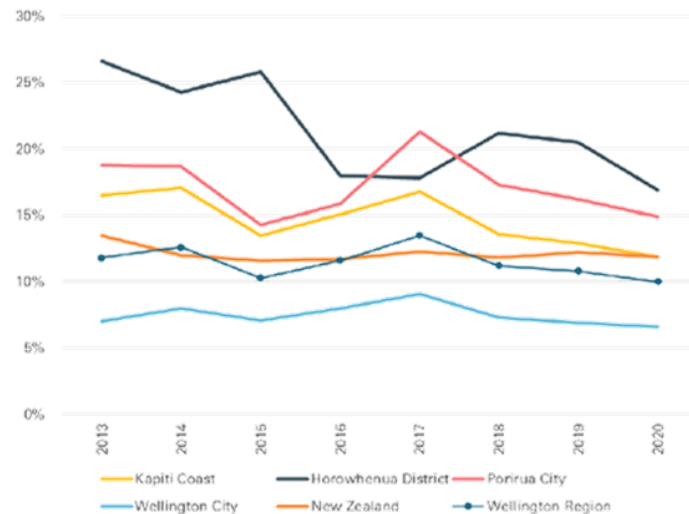
The NEET rate measures the percentage of young people between the ages of 15-24 not in employment, education or training. The NEET rate is an important leading indicator of potential disengagement from the labour market.

The Kāpiti Coast NEET rate has overall been declining since 2013, with a small increase in 2017 in line with national trends. The NEET rate in 2020 is similar to the national average, at 12%. This is lower than both Horowhenua



(17%) and Porirua (15%), but higher than Wellington Region (10%) and City (7%) (Figure 20).

**Figure 20: NEET Rate, 2013-2020**

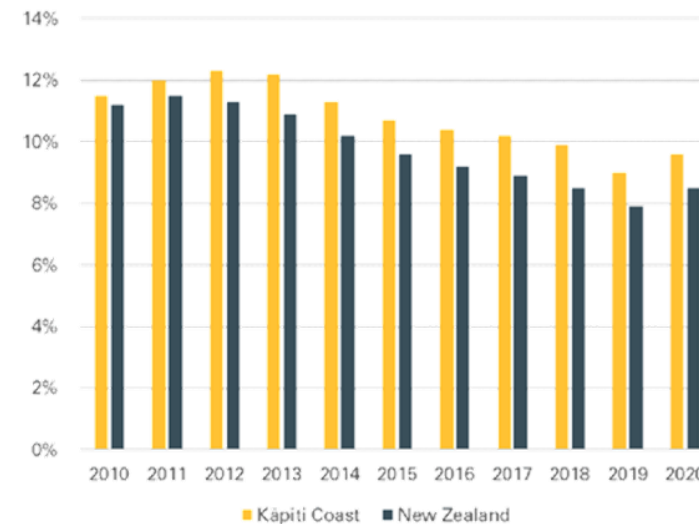


Source: Infometrics Regional Database

### Jobseeker Support

Kāpiti Coast has a higher proportion of its working age population receiving a benefit than the national average. While the proportion has been trending down since 2012, in line with national trends, the proportion increased in 2020 (Figure 21).

**Figure 21: Proportion of the working age population receiving a benefit**



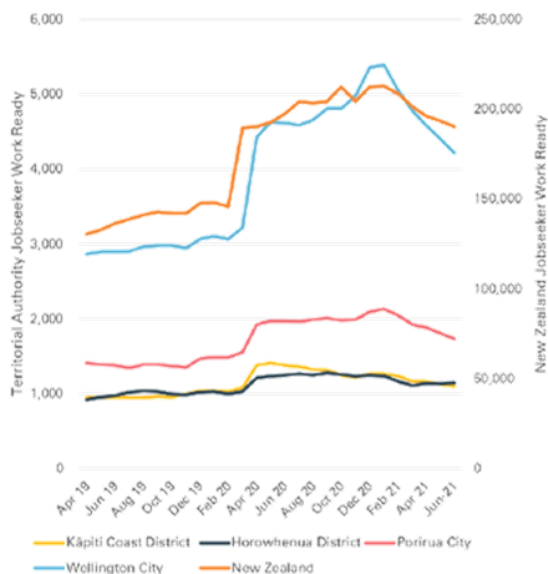
Source: Infometrics Regional Database

Covid-19 had a noticeable impact on benefit receipt across all comparator areas (Figure 22). Between February 2020 and May 2020, receipt of 'Jobseeker Work Ready' increased by 36%, compared to:

- 25% in Horowhenua
- 32% in Porirua
- 51% in Wellington City



Figure 22: Jobseeker Support receipt, April 2019-June 2021



Source: Ministry of Social Development Quarterly Benefit Factsheets

While this initial increase was greater than both Horowhenua and Porirua, the rate has decreased more quickly, and in June 2021 are only 6% higher than February 2020, compared to:

- 14% in Horowhenua
- 16% in Porirua
- 38% in Wellington City



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## Skills and education

### Qualification levels

In 2018, residents in the Kāpiti Coast had a similar level of qualification attainment to Porirua and Wellington Region, and the national average, a greater level than Horowhenua, and lower levels of qualifications overall compared to Wellington City (Figure 23).

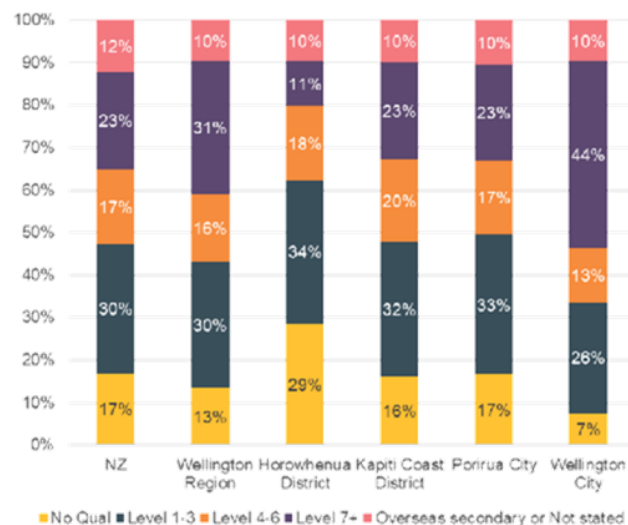
By area, in 2018, qualification attainment percentages were:

- 16% of the usual resident population with no qualification in the Kāpiti Coast compared to 29% in Horowhenua, 17% in Porirua, 13% in the Wellington Region and 17% in New Zealand
- 43% of the usual resident population with a level 4 or higher qualification in the Kāpiti Coast, compared to 29% in Horowhenua, 40% in Porirua, 47% in the Wellington Region and 40% in New Zealand

Wellington City has a disproportionate number of people with Level 7 Bachelors degrees of higher, at 44%, compared to the national average of 23%, and a much lower proportion of people with no qualifications, at 7% compared to the national average of 17%.



Figure 23: Qualification attainment, 2018



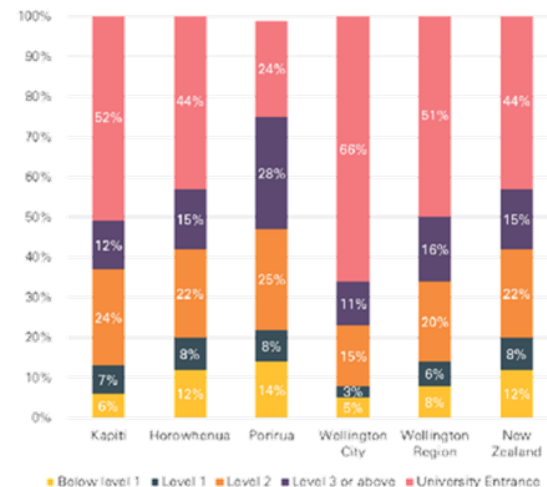
Source: StatsNZ, 2018 Census

## Educational attainment

Kāpiti has strong educational attainment, with a higher proportion of students receiving University Entrance in 2020 (52%) than Horowhenua (44%), Porirua (24%), and New Zealand as a whole (44%) (Figure 24)

Kāpiti also has a low proportion of students not achieving at least Level 2 NCEA (13%), compared to 20% in Horowhenua, 22% in Porirua, and 20% for New Zealand generally.

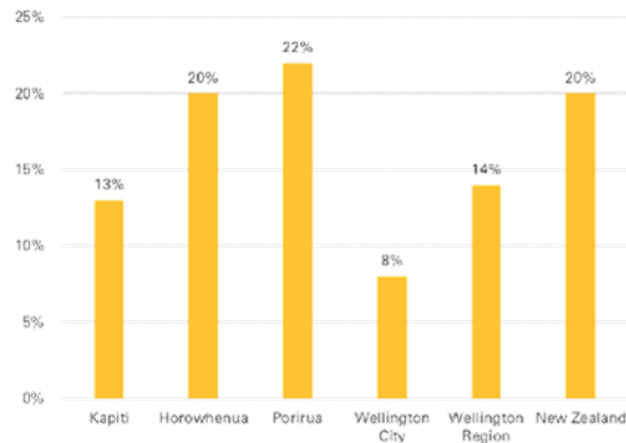
Figure 24: School leavers by highest attainment, 2020



Source: Education Counts. Not all columns add to 100% due to rounding of source data.



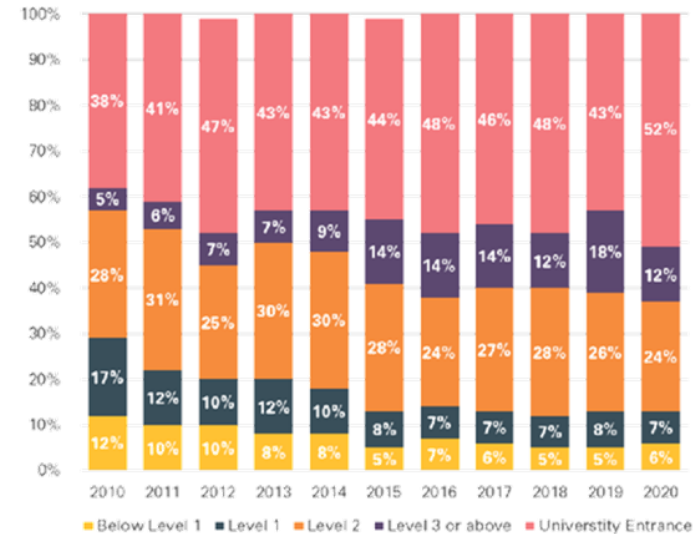
**Figure 25: Proportion of school leavers without at least NCEA level 2, 2020**



Source: Education Counts

Over time, achievement rates have been increasing, with a substantial reduction in the proportion of learners not achieving NCEA level 2 since 2010, and a relative increase in the proportion achieving university entrance and NCEA Level 3.

**Figure 26: Kāpiti coast educational attainment 2010-2020**



Source: Education Counts. Not all columns add to 100% due to rounding of source data.

Attainment also varies by ethnicity (Figure 27). In 2019, Asian students were much more likely to achieve University Entrance ((72%) compared to the average (43%). European students achieved at a similar rate, and all other ethnicities were less likely to achieve University Entrance. Māori students in 2019 were more likely to achieve below NCEA level 2 (19%), while Pacific students were much more likely to achieve NCEA level 3 or below (65%), with only 18% achieving university entrance.

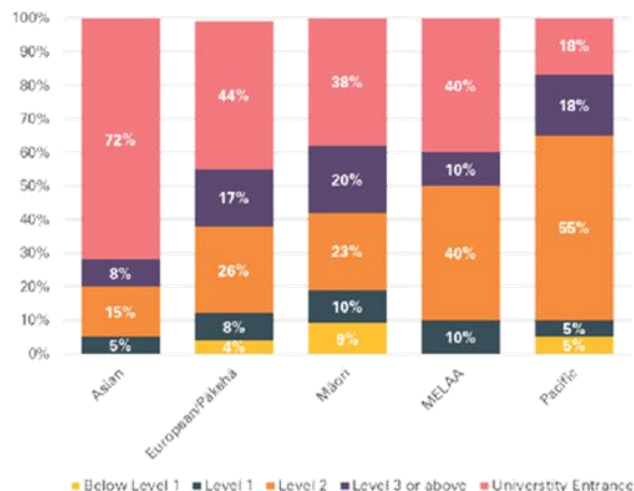


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Figure 27: Kāpiti School leavers by attainment level and ethnicity, 2019



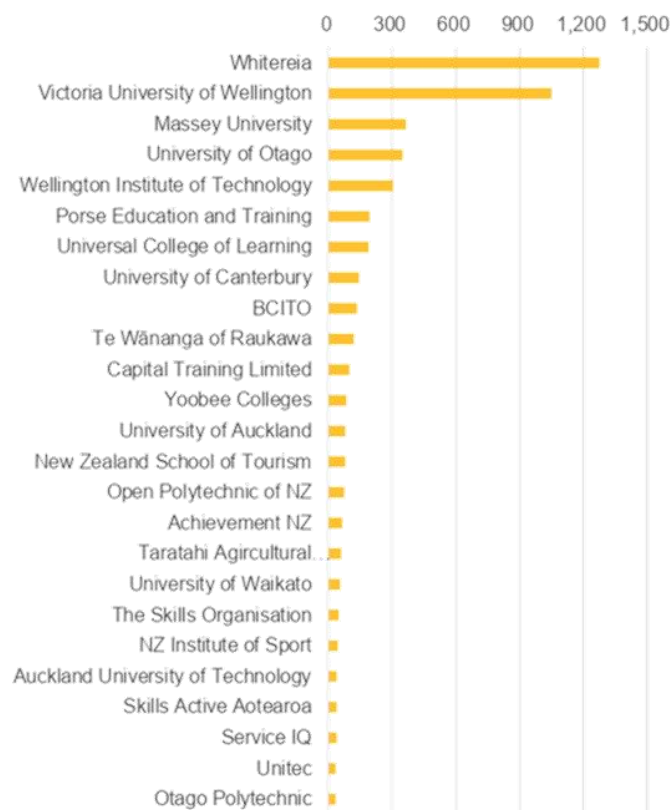
Source: Education Counts

## Youth transitions

Over 2009-2019, Kāpiti Coast had 6,640 school leavers. Of these, 5,765 enrolled with a tertiary education provider, a transition rate of 87%. This is in line with the Wellington region, at 86%, and slightly higher than the national average, at 85%.

These enrolments were typically with providers relatively nearby to the Kāpiti Coast. Approximately two thirds of the transitions were with six providers who have campuses nearby to the Kāpiti Coast, including (Figure 28).

Figure 28: School leaver transition to tertiary providers, 2009-2019



Source: Ngā Kete (TEC)

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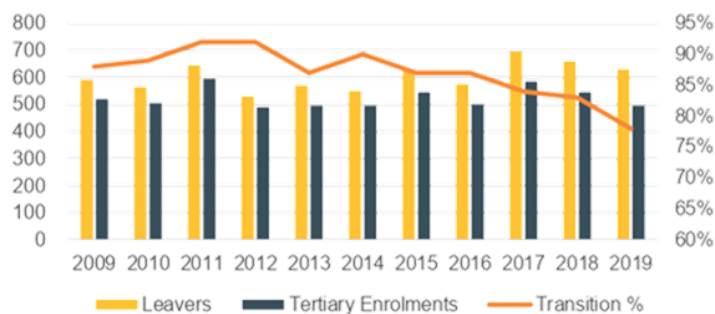


- Whitireia Polytechnic (25% of transitions)
- Victoria University (21% of transitions)
- Massey University (7% of transitions),
- Wellington Institute of Technology (6% of transitions)
- UCOL (4% of transitions), and
- Te Wānanga o Raukawa (2% of transitions).

In addition, over the period, 7% went to the University of Otago, 4% undertook Porse Education and Training, and 3% joined BCITO

The youth transition rate has been declining, at 78% in 2019, compared to 92% in 2011 (Figure 29).

**Figure 29: Kāpiti youth transition rate over time**

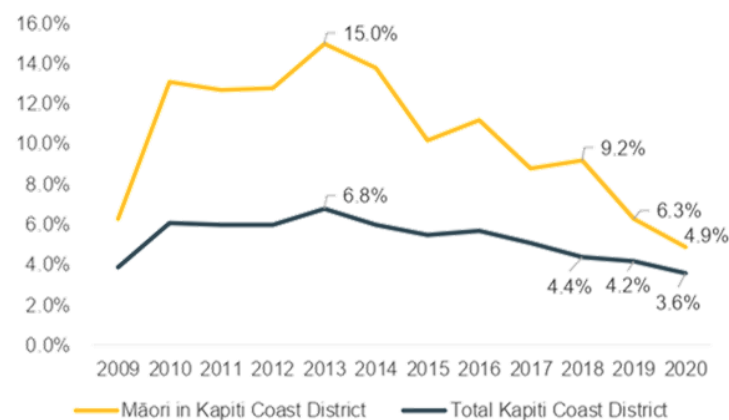


## Outcomes differ for Māori

### Higher unemployment

Māori in the Kāpiti Coast are currently a third more likely to be unemployed than the Kāpiti Coast generally, with a Māori unemployment rate of 4.9% in 2020, compared to 3.6% for the Kāpiti Coast.

**Figure 30: Kāpiti Coast Unemployment rate, total compared to Māori, 2009-2020**



Source: Infometrics Regional Database

The Māori unemployment rate has improved significantly, both in absolute terms, and relative to the Kāpiti Coast generally. It has decreased from a

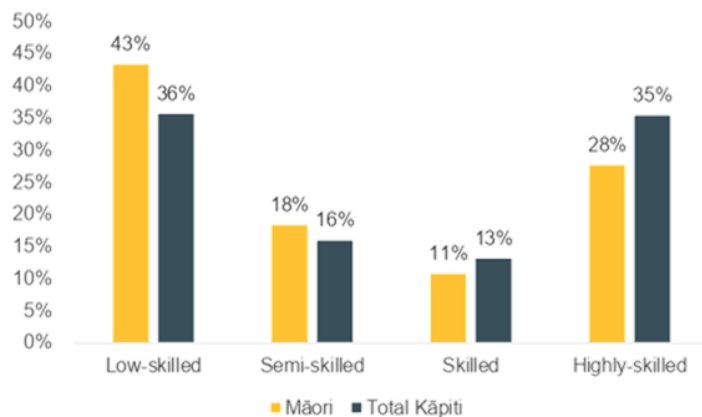


peak of 15% in 2013 – which was more than double the overall unemployment rate in Kāpiti at the same time (6.8%).

### Lower skilled jobs

Māori are more likely to be working in low skilled or semi-skilled jobs than the Kāpiti population generally, and less likely to work in skilled or highly skilled jobs.

- 61% of employed Māori are in low skilled or semi-skilled jobs compared to 52% in the Kāpiti Coast generally
- 39% of Māori are in are in skilled or high skilled jobs, compared to 48% in the Kāpiti Coast generally.



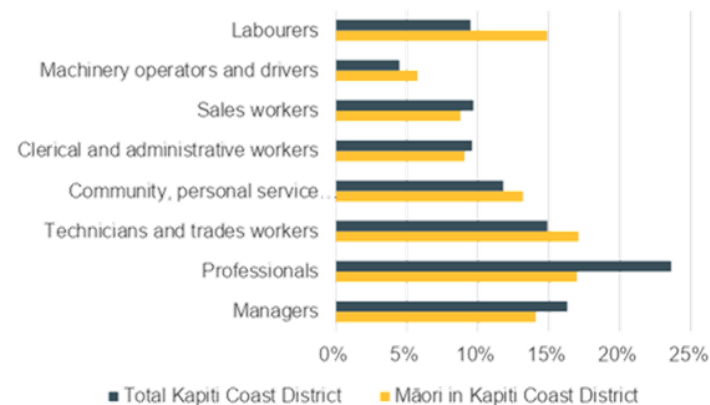
Source: Infometrics Regional Database

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This difference is reflected in the occupational distribution, with Māori more likely to be labourers, machinery operators and drivers, and trades workers, and less likely to be professionals or managers.

Figure 31: Occupations in the Kāpiti Coast: Total and Māori, 2020



Source: Infometrics Regional Database

### Māori and Pasifika have lower qualification attainment

Māori and Pasifika are also more likely to have lower levels of qualification attainment. In 2018:

- Māori (19%) and Pasifika (20%) had a higher proportion of population with no qualifications, compared to 16% for Kāpiti Coast as a whole, and 12% for Asian.



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- Māori (16%) and Pasifika (13%) had a lower proportion of population with a Bachelors degree or higher, compared to 23% for Kāpiti Coast as a whole, and 34% for Asian.

**Figure 32: Highest qualification attainment, Kāpiti Coast, by ethnicity**



Source: StatsNZ, Census 2018



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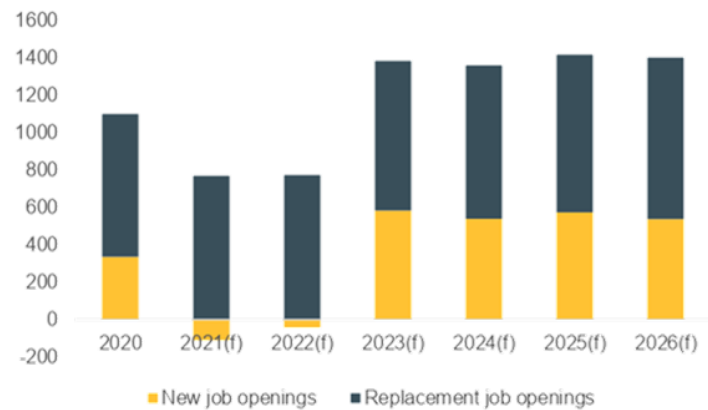
## Employment projections

Infometrics are projecting nearly 6,963 job openings in the Kāpiti Coast between 2021 and 2026 (Figure 33). This includes:

- 2983 new jobs (30%), being jobs created through business expansion and economic growth. This includes an expected decrease in available jobs in 2021 and 2022 as a result of the economic impacts from Covid-19.
- 4,881 replacement jobs (70%), with replacement jobs requirements staying relatively consistent across the period. Replacement jobs are those that arise from individuals leaving an occupation (e.g., retirement, or migration), net of jobs taken by individuals entering an occupation (e.g., returning to the workforce from parental leave).



Figure 33: Job projections, total economy, Kāpiti Coast, 2020-2026



Source: Infometrics Regional Database

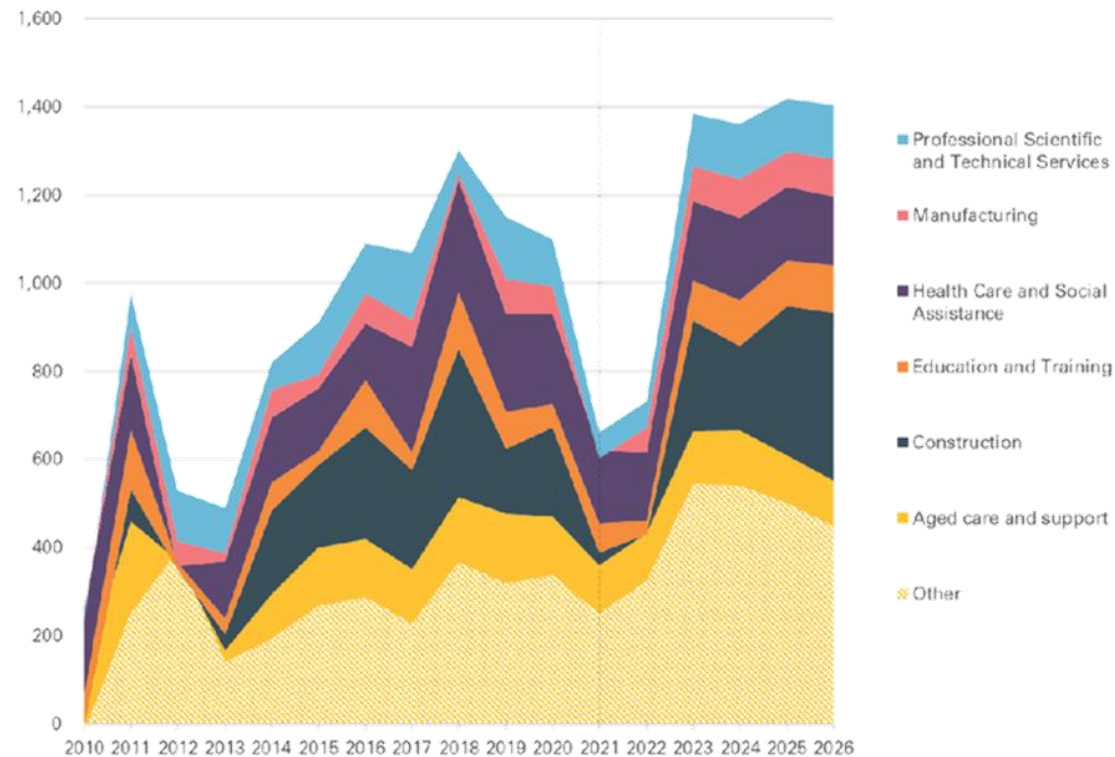


Projected job openings by Kāpiti District Council's key sectors are:

- 674 job openings in Aged Care (10%)
- 1,188 (17%) job openings in Construction (17%)
- 505 job openings in Education and Training (7%)
- 1,010 job openings in Health Care (15%)
- 370 job openings in Manufacturing (5%)
- 605 job openings in Professional services (9%)
- 2,611 job openings in other sectors (37%)

Source: Infometrics Regional Database

**Figure 34: Projected Job Openings to 2026 by Key Sector**



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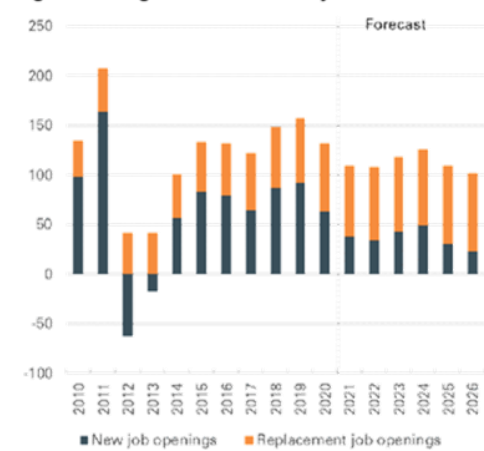
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# APPENDIX 2: KEY SECTOR SKILLS NEEDS

## Aged care and support

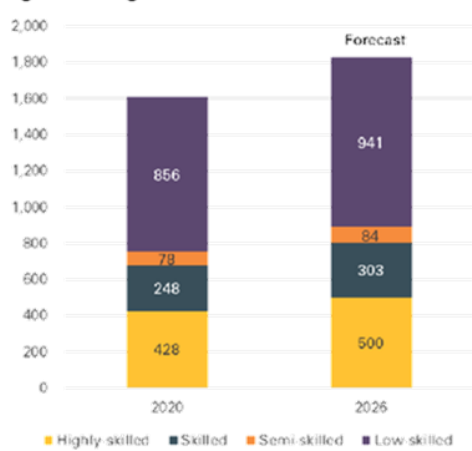
Figure 35: Aged care forecast jobs



Job openings are forecast to remain fairly consistent through to 2026, with some minor fluctuation in the number of new job openings.

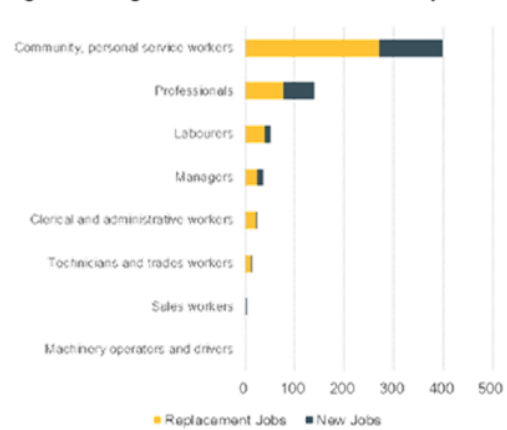
Total employment in the sector is forecast to grow from 1,610 jobs in 2020 to 1,828 jobs in 2026, an increase of 13.5%, or around 220 jobs

Figure 36: Aged care forecast skill levels



The skill composition of the aged workforce is forecast to remain relatively consistent, with just over half of the workforce 'low skilled' (decreasing from 53% in 2020 to 51% in 2026).

Figure 37: Aged care forecast broad occupations



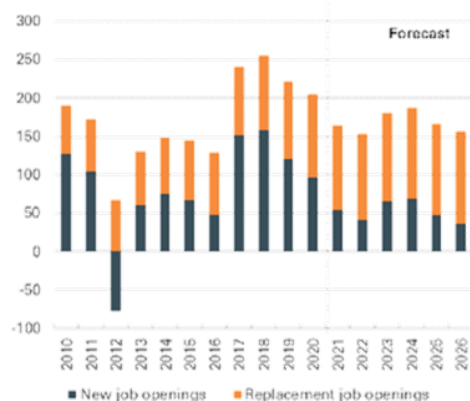
Approximately 60% of replacement jobs (272) and 58% of new jobs (127) are expected to be community and personal service workers.

28% (62) of new jobs are expected to be professionals, compared to 17% (79) of replacement jobs.



## Health care and social assistance

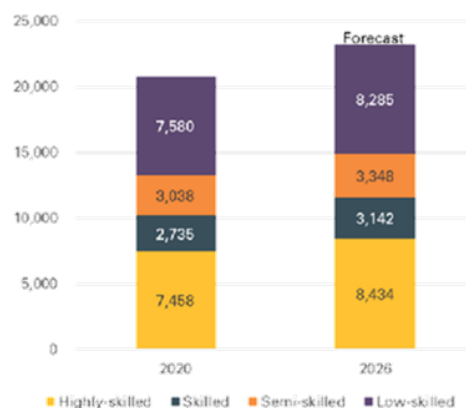
Figure 38: Health care forecast jobs



Job openings are forecast to remain fairly consistent through to 2026, with some minor fluctuation in the number of new job openings.

Total employment in the sector is forecast to grow from 2,619 jobs in 2020 to 2,913 jobs in 2026, an increase of 12% or 312 jobs.

Figure 39: Health care forecast skill levels



Skill composition is expected to remain fairly consistent with minor changes across all groups. In 2026, proportions are expected to be: highly skilled workers - 40%, skilled workers - 14%, semi-skilled workers - 5%, low skilled workers - 41%.

Figure 40: Health care forecast broad occupations



Approximately 48% of replacement jobs (338) and 46% of new jobs (146) are expected to be community and personal service workers.

40% (126) of new jobs are expected to be professionals, compared to 27% (186) of replacement jobs.



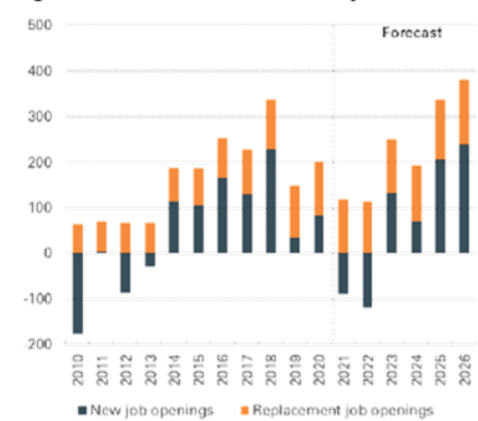
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Construction

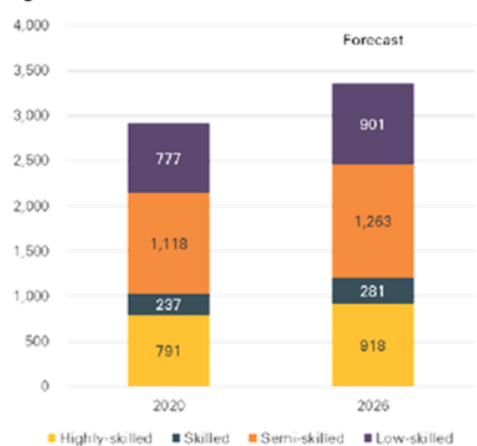
Figure 41: Construction forecast jobs



New job openings are forecast to decline in 2021 and 2022, with a strong rebound across 2023 - 2026.

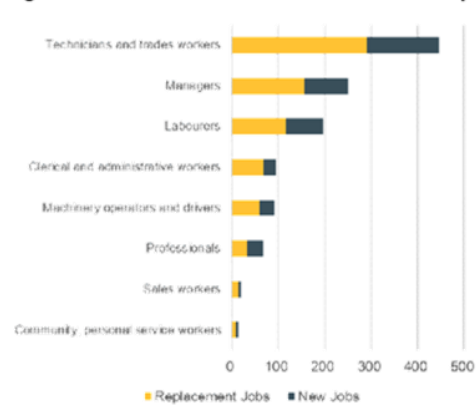
Total employment in the sector is forecast to grow from 2,923 jobs in 2020 to 3,363 jobs in 2026, an increase of 15% or 440 jobs.

Figure 42: Construction forecast skill levels



Overall, skills composition is expected to remain the same between 2020 and 2026, with 27% of workers highly skilled, 8% skilled, 38% semi-skilled, and 27% low skilled.

Figure 43: Construction forecast broad occupations

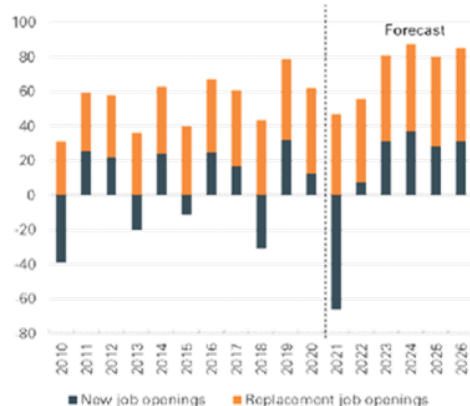


Strongest growth is in technicians and trades workers, comprising 39% (292) of replacement jobs and 25% (155) of new jobs. Strong demand is also expected for managers (21% or 155 replacement jobs and 22% or 97 new jobs) and labourers (16% or 117 replacement jobs and 18% or 80 new jobs)



## Manufacturing

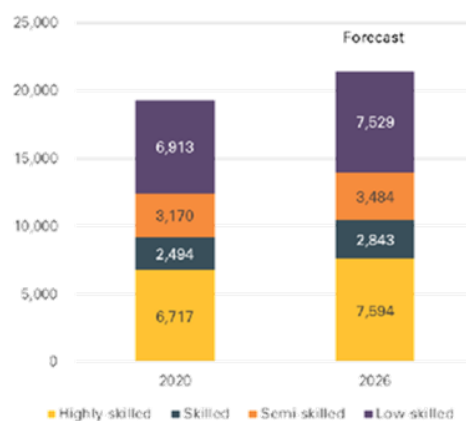
Figure 44: Manufacturing forecast jobs



New job openings are forecast to decline substantially in 2021, with a strong rebound across 2022-2026.

Total employment in the sector is forecast to grow from 1,102 jobs in 2020 to 1,172 jobs in 2026, an increase of 6.4% or 70 jobs.

Figure 45: Manufacturing forecast skill levels



Forecasts anticipate a minor increase in the proportion of highly skilled workers (from 36% to 38%) and a decrease in the proportion of low skilled workers (39% to 37%).

Figure 46: Manufacturing forecast broad occupations



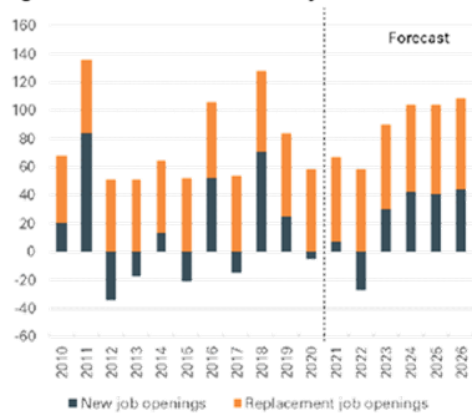
Managers and professionals make up a disproportionate amount of forecast new jobs. 36% of new jobs (25) are managers, compared to 15% of replacement jobs (45). 26% of new jobs are professionals (18), compared to 8% of replacement jobs (24). By contrast, job openings for labourers and machinery operators are expected to be roughly entirely replacement jobs.





Education and training

Figure 47: Education forecast jobs



New job openings are forecast to remain muted until 2022, with an increase from 2023-2026.

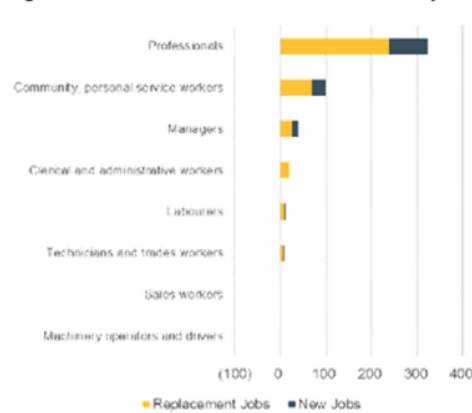
Total employment in the sector is forecast to grow from 1,556 jobs in 2020 to 1,692 jobs in 2026, an increase of 8.7%, or around 136 jobs

Figure 48: Education forecast skill levels



The skill composition of the education sector is concentrated in highly skilled professionals, and this is expected to remain consistent, with more than three quarters 'highly skilled'.

Figure 49: Education forecast broad occupations



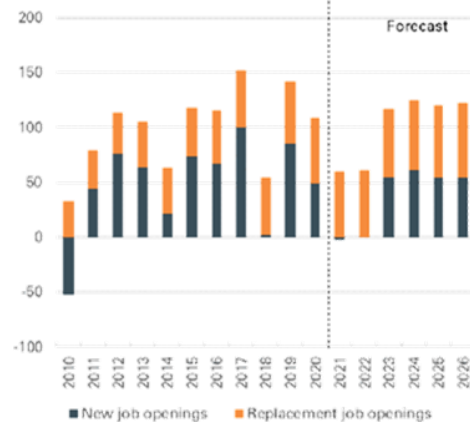
Approximately 64% of both replacement jobs (238) and 58% of new jobs (86) are expected to be professionals..

19% (69) of replacement jobs and 24% (32) of new jobs are expected to be community and personal service workers.



## Professional and scientific

Figure 50: Professional forecast jobs



New job openings are forecast to remain muted until 2022, with an increase from 2023-2026.

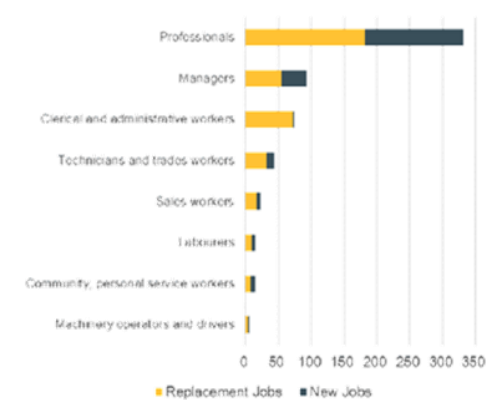
Total employment in the sector is forecast to grow from 1,738 jobs in 2020 to 1,960 jobs in 2026, an increase of 12.8%, or around 222 jobs

Figure 51: Professional forecast skill levels



Skill levels are expected to remain fairly consistent, and in 2026 are expected to be 68% highly skilled, 15% skilled, 6% semi-skilled, and 12% low skilled.

Figure 52: Professional forecast broad occupations



Unsurprisingly, 68% of new jobs (150) are expected to be professionals, compared to 48% of replacement jobs (181). Managers make up 17% (38) of new jobs and 14% (55) of replacement jobs.



# APPENDIX 3: BUSINESS SURVEY

## Background

To support development of this workforce plan, we ran a survey of Kāpiti Coast businesses to understand the key challenges and opportunities for meeting their workforce needs.

Due to small numbers in some areas, we have focused on segmentation only where this shows particularly interesting insights or differences. Segmented responses should be treated with caution due to small response size.

It is important to note that this survey is not representative of all businesses needs in the District, but presented an opportunity for businesses to contribute to the development of the Workforce Plan.

## Respondent Profile

Overall, 82 responses were received, including 57 complete and 25 partial responses.

### Industry

63 respondents identified their industry. We grouped these responses into four main industry clusters:<sup>8</sup>

- Retail and Accommodation, 29 (46%)

- Trades, 20 (32%)
- Services, 10 (16%)
- Public Services, 4 (6%)

Figure 53: Survey respondents by industry



### Size

Approximately half of respondents employed 5 or fewer people (49.2%, or 35 of 71 responses)

- 30% employed between 6 and 19 people (21 responses)
- 14% employed 20-49 people (10 responses)
- 7% employed 50 or more people (5 responses)

<sup>8</sup>



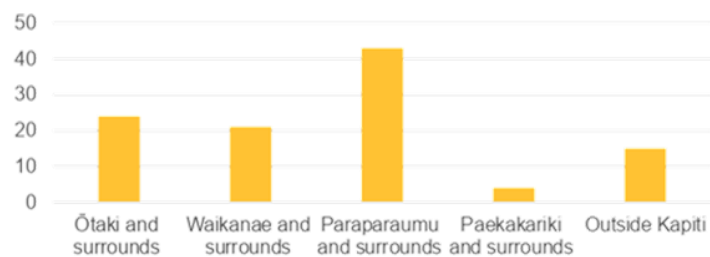
Figure 54: Survey respondents by size



Location of workforce

Survey respondents indicated that their workforce was spread across the Kāpiti, with a concentration in Paraparaumu and surrounds (Figure 55). Some indicated that their workforce was more likely to come from areas outside Kāpiti, including Wellington (6) and Horowhenua (4), with some individual references to Palmerston North, Auckland and the Bay of Plenty

Figure 55: Location of workforce (n=107)



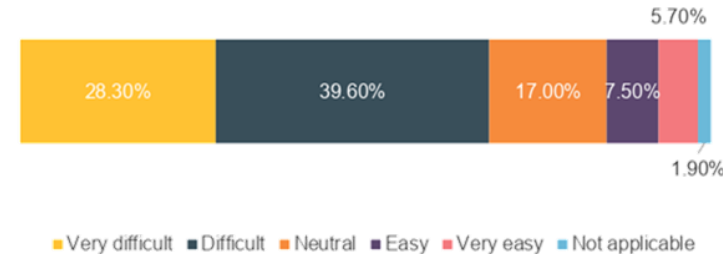
Finding workers

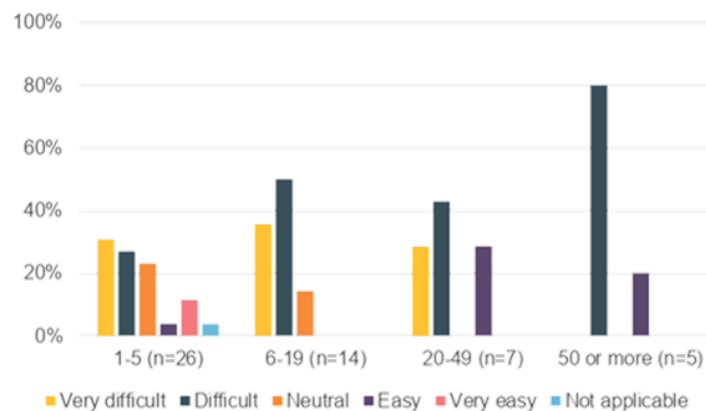
Finding skilled workers

More than two thirds of survey respondents indicated that it was 'difficult' (39.6%, 21) or 'very difficult' (28.3%, 15) to recruit locally for their business, while only 13.2% indicated that it was 'easy' (7.5%, 4) or 'very easy' (1.9%, 1) (Figure 56).

Firms of all sizes were more likely to indicate that it was 'difficult' or 'very difficult to recruit, than that it was 'easy' or 'very easy' (Figure 57).

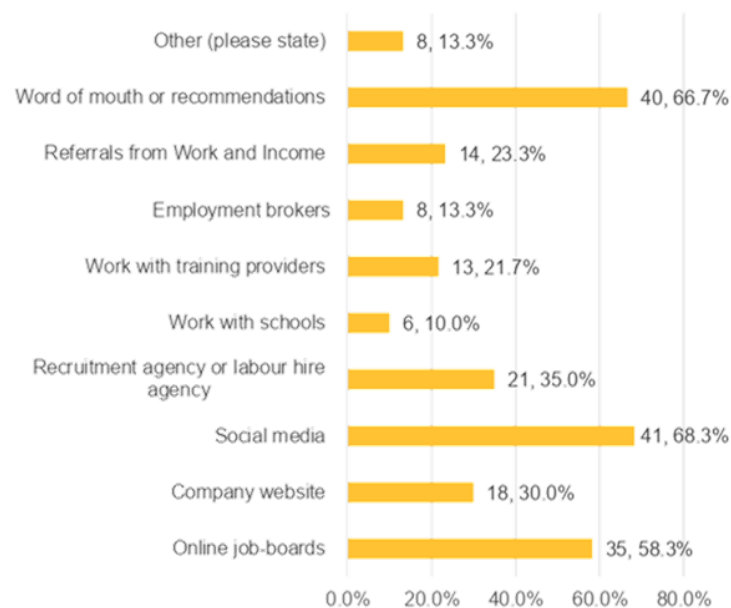
Figure 56: Ease of recruiting locally (n=53)



**Figure 57: Ease of recruiting locally by firm size**

## How businesses recruit and train

Survey respondents were most likely to use word of mouth (67%) and social media (68%) to recruit, supported by online job boards. Nearly a quarter of respondents received referrals from Work and Income, one in five worked with training providers and one in ten worked with schools (Figure 58)

**Figure 58: How do you recruit for your business?**

The vast majority of businesses train their workforce, with 90% of survey respondents indicating that they actively train or develop their employees to meet their skill needs.

Of those who undertake training, most use on the job learning, either structured (82%) or through 'learn by doing' approaches (78%). 60% use informal training, and 43% use formal credentialled training (Figure 59).



**Figure 59: How do you train your workforce?**

Retail and accommodation firms were less likely to use formal credentialled training (at 30%), and more likely to use structured on the job training (95%). Responses from the trades were similar to the overall responses, and responses from other industries were too few to make meaningful comparisons.

## The main challenges to meeting workforce needs

We asked survey respondents to rank the main challenges to meeting their workforce needs locally, from a set of identified potential challenges.

We looked at responses by industry and by size – the ranking across all were broadly similar, with some minor variation in order of challenges. However, small response rates mean that differences should not be provided too much focus.

- Experience, attitude of workers, and interpersonal and soft skills were ranked the top three challenges to recruiting locally. These were

consistently the top three across each of the trades breakdowns, and for firms of different sizes, although in different orders.

- Formal skills and qualifications was generally ranked in the middle, with slightly higher ranking for trades (4<sup>th</sup>) and public services (4<sup>th</sup>) than for retail and accommodation (6<sup>th</sup>) and services (6<sup>th</sup>)
- Attracting workers to Kāpiti was also generally ranked in the middle.
- While generally lower ranked, 'Accessibility and transport within Kāpiti' was more a challenge for the trades (7<sup>th</sup>) than other industries (8<sup>th</sup>, 9<sup>th</sup>, and 10<sup>th</sup>)
- Local availability of education and training and knowing where to go for help, were consistently lower ranked.
- The importance of accessing migrant workers was variable, lowest ranked for smaller firms (1-5 employees) and services, but higher ranked (7<sup>th</sup>) for retail and accommodation.

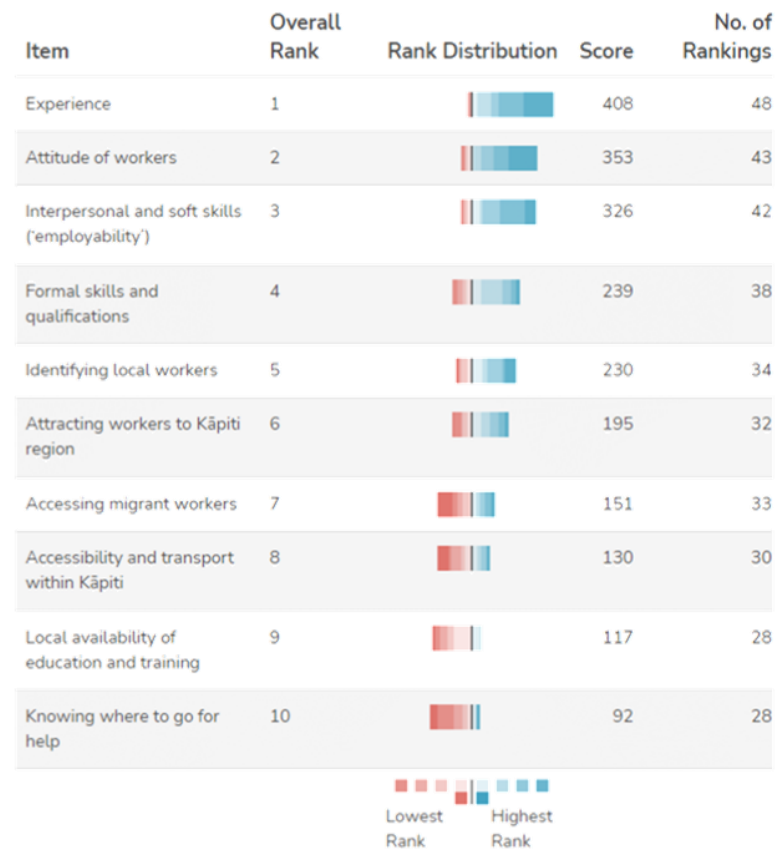


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**Figure 60: Ranking the main challenges to meeting workforce needs**

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Figure 61: Trades

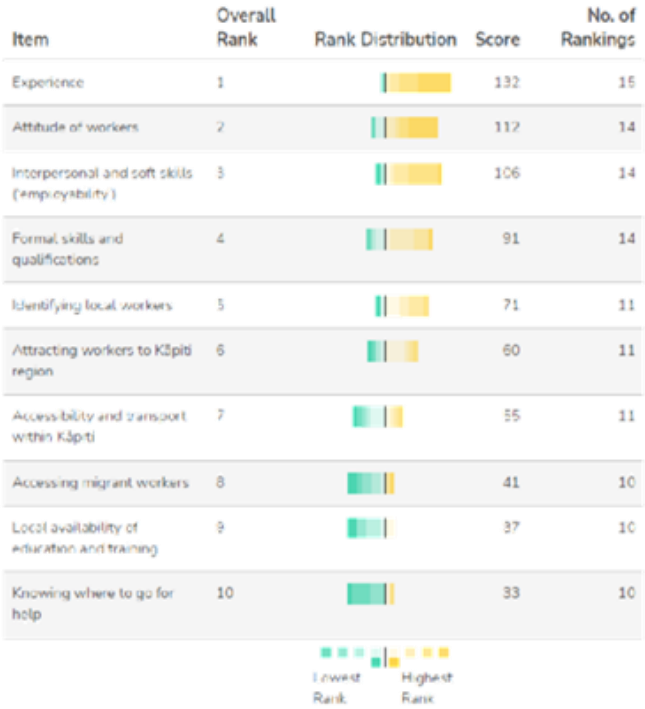


Figure 62: Retail and Accommodation

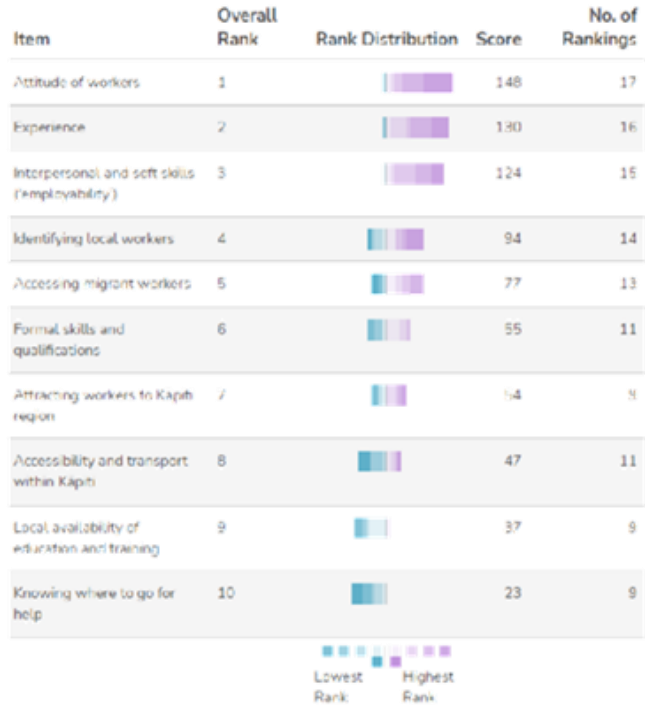


Figure 63: Firms with 1-5 employees



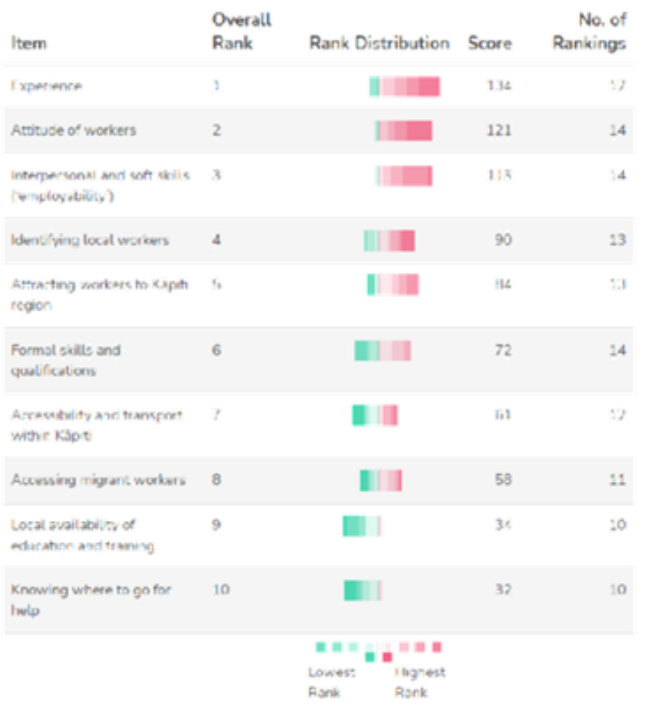
Figure 64: Services



Figure 65: Public Services



Figure 66: Firms with 6-19 employees



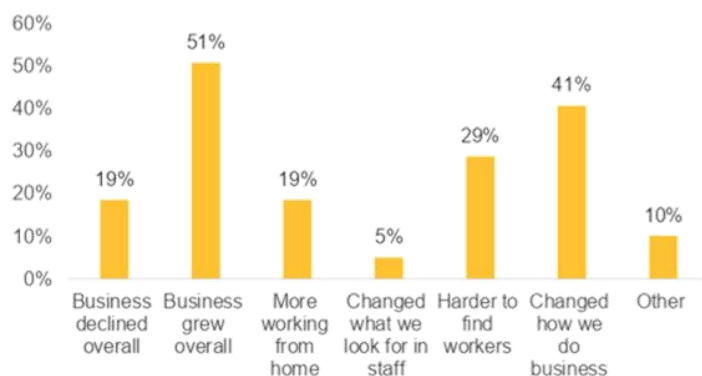


## Impact of COVID-19

This survey was undertaken in May 2021 and asked businesses in Kāpiti to consider how COVID-19 had impacted on them over the past year – between COVID-19's initial emergence in March 2020 and the point of the survey. It is important to note that this was undertaken before the emergence of the delta strain of COVID-19 in the community in August 2021.

Most businesses reported growing overall (51%), rather than declining (19%). Many businesses (41%) had to change how they did business – for example, offering online services or diversifying what they offered to provide resilience against further shocks. Nearly a third indicated that COVID-19 had made it harder to find workers (Figure 67).

**Figure 67: How did COVID-19 impact on your business and workforce needs?**



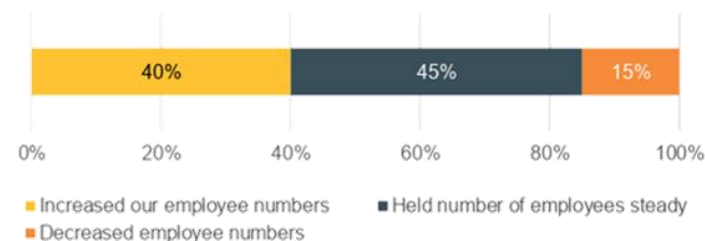
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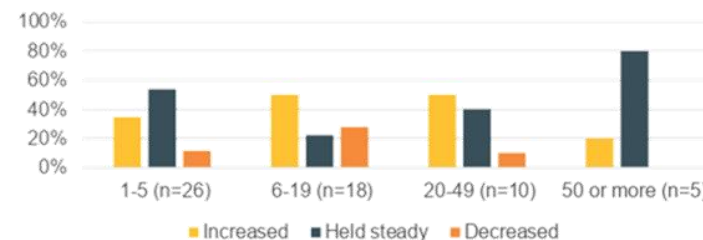
Since the emergence of COVID-19, 40% of survey respondents indicated that they needed to increase employee numbers, compared to 15% which needed to decrease. 45% held employee numbers steady (Figure 68).

**Figure 68: Change of employee numbers in the last year**



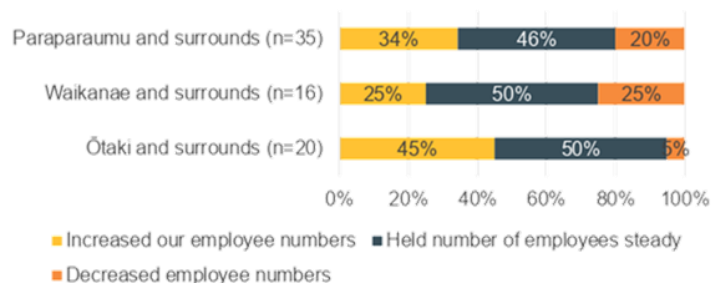
This trend is fairly consistent, with some variation by firm size – although small response numbers mean that these differences should be treated with caution. Firms with 6-19 employees were more likely to report change, with more than three quarters reporting either an increase (50%) or decrease (28%) (Figure 69)

**Figure 69: Change of employee numbers in last year, by firm size**



Firms whose workforce was located in and around Ōtaki were more likely to report an increase in their employee numbers (45%), and much less likely to report a decrease (5%). Firms whose workforce was around Waikanae, by contrast, were much less likely to have increased employee numbers (25%) and more likely to have decreased (25%) (Figure 70).

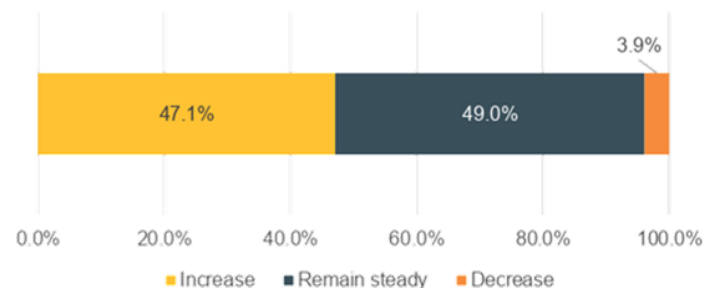
**Figure 70: Change in employee numbers in past year by location of workforce**



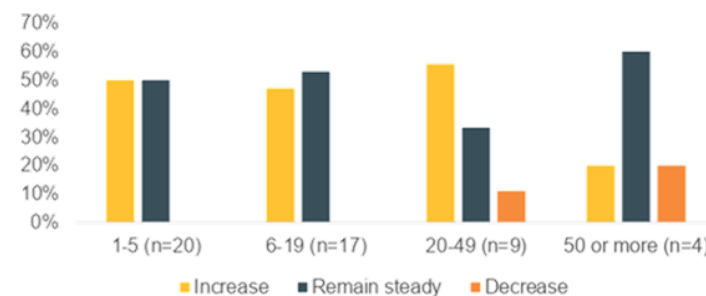
## Upcoming Trends

Respondent firms reported a likely similar trend in the coming five years – with around half each expecting to increase employee numbers (47.1%) or keep employee numbers steady (49.0%), with only 3.9% expecting to decrease employee numbers (Figure 71). Those expecting to decrease were larger firms (Figure 72).

**Figure 71: Anticipated change in employee numbers over the next five years**



**Figure 72: Anticipated change in employee numbers over next five years, by firm size**



Upcoming trends

Firms identified the main trends that would affect their workforce needs. In the next five years:

- 79% are expecting to adopt new technologies
- 52% are expecting to adopt more flexible approaches to working
- 49% expect to increase their use of automation
- 45% are expecting to move into additional sites or new premises
- 27% are expecting to offer online or remote services.

When asked what kinds of skills would be needed most over the next five years, a quarter of firms pointed to industry specific or technical skills (for example horticultural workers, or mechanical skills, or sales skills) while nearly one in five pointed to soft skills, including interpersonal skills and a positive attitude, as being most needed. A small contingent also pointed to digital skills, including online marketing (Figure 73).

Figure 73: What kinds of skills will be needed

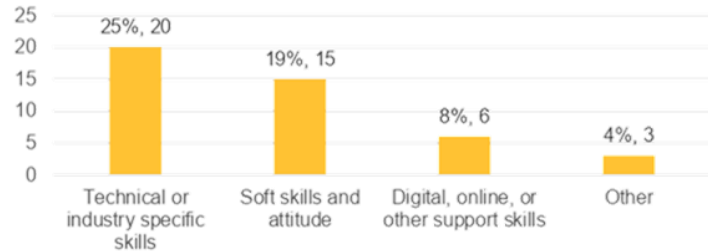
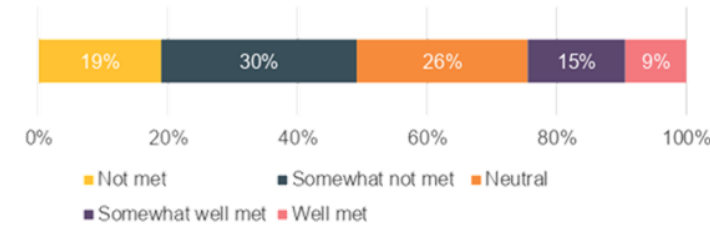


Figure 74: How well are these needs currently met?



Nearly half of respondents did not think that these needs were currently well met, while nearly one in four thought that they were well met or somewhat well met (Figure 74).





Figure 75: Future trends (n=57-60)

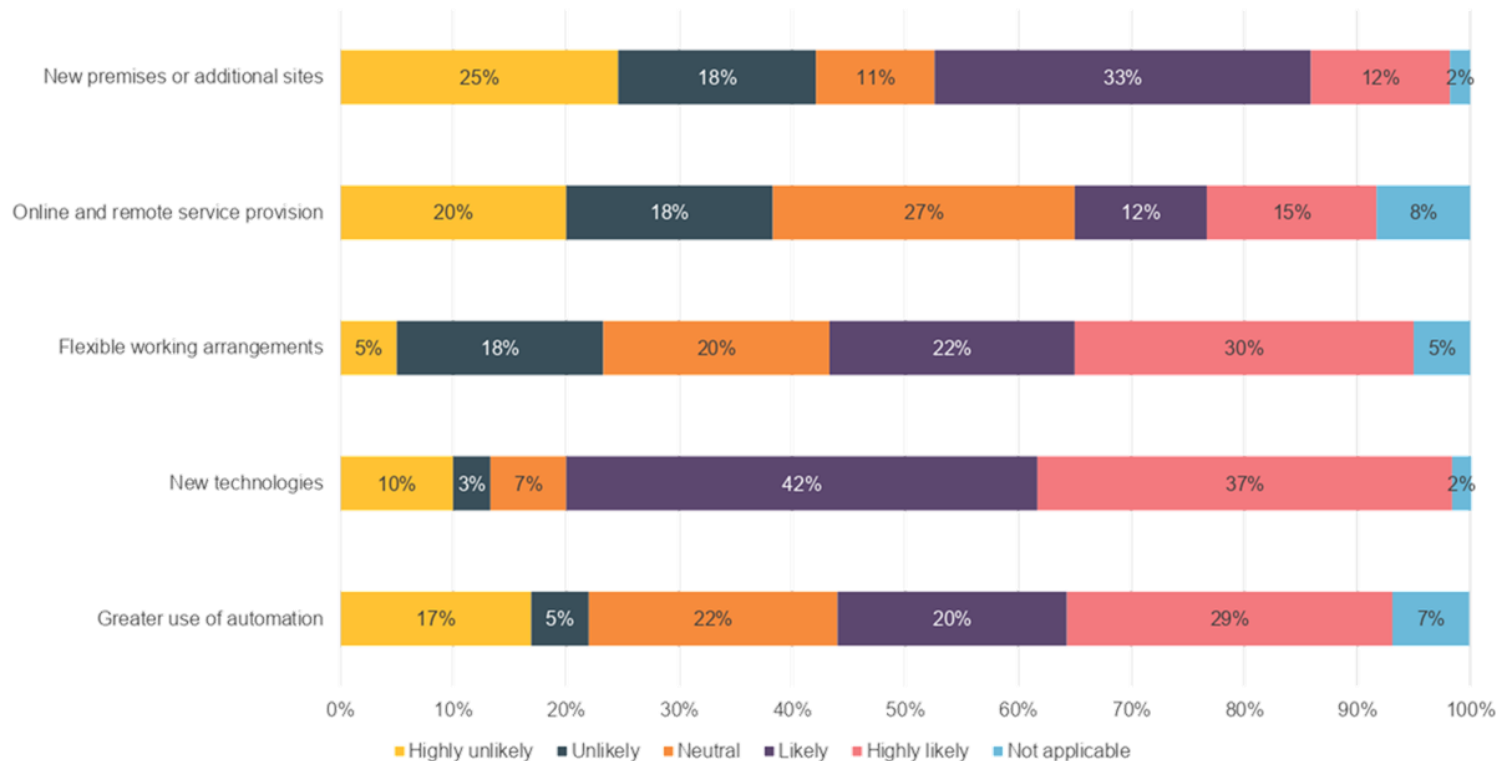
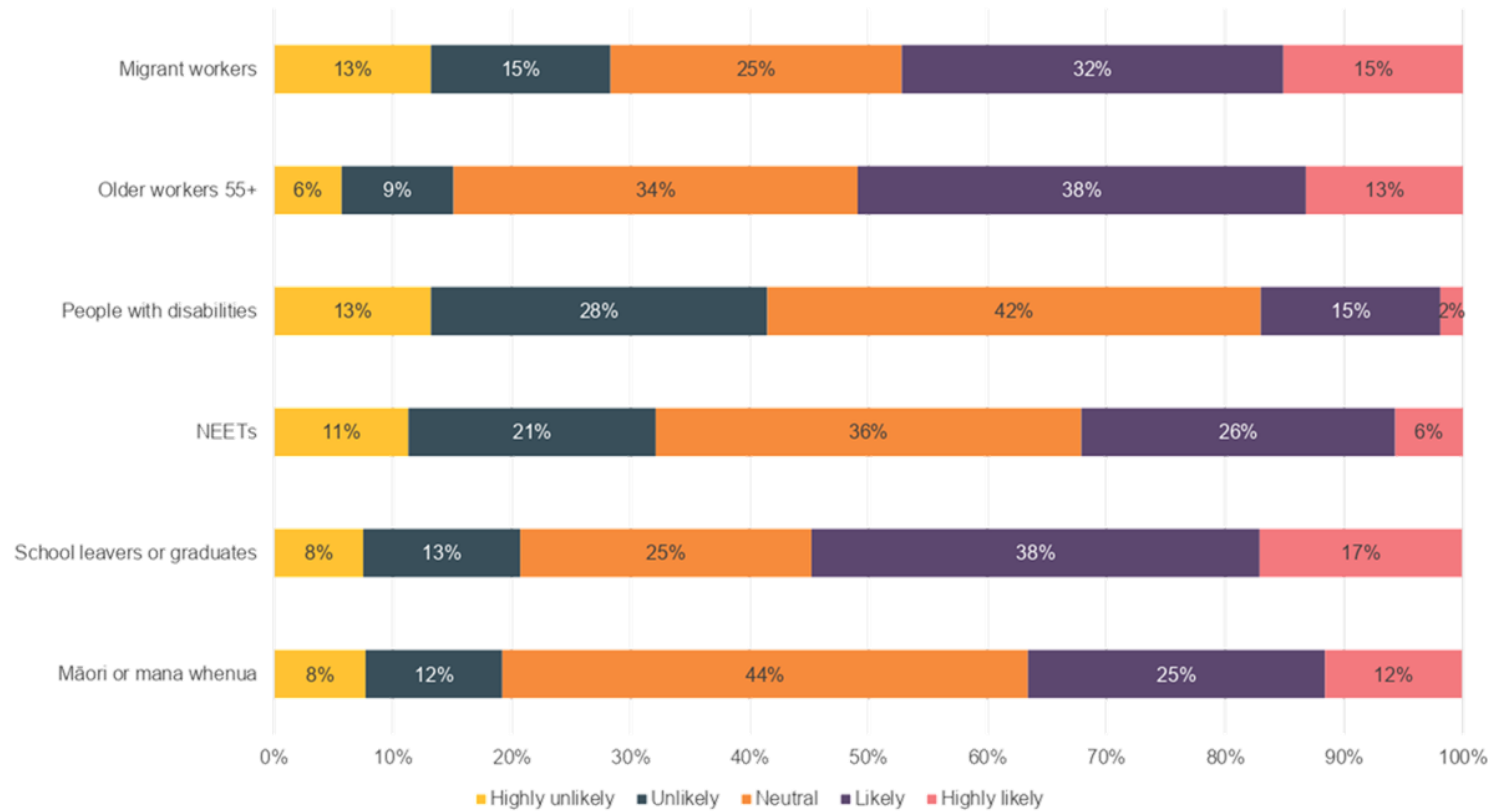


Figure 76: Likelihood of drawing on specific demographics (n=53)



### Working with priority groups

We asked firms the extent to which they anticipated drawing on specific groups to meet their identified needs. This set of questions had a high proportion of 'neutral' responses, with a number of individual responses emphasising that they would work with whichever group could help fit their needs.

- 55% will work with school leavers or graduates, while 32% would work with NEETs.
- 51% would work with workers aged 55+.
- 47% anticipated drawing on migrant workers
- 37% anticipated specifically working with Māori or mana whenua
- 17% anticipated working with people with disabilities.

Specific feedback included:

- Young workers could be more flexible and could work different hours than older workers. Some employers found younger workers easier to train.
- Older workers may find more physical work requirements challenging – but can bring more experience and be more motivated to work
- Some employers preferred migrant workers due to a perceived better work ethic, while others used migrant workers as a 'fall back' if they couldn't find anyone locally.
- Some employers noted that physical work requirements may affect their ability to take on people with disabilities, or that disabled employees may need additional support



## 8.4 CONTRACTS UNDER DELEGATED AUTHORITY

Kaituhi | Author: **Jayne Nock, Executive Secretary to Group Manager Corporate Services**

Kaiwhakamana | Authoriser: **Sean Mallon, Group Manager Infrastructure Services**

### Te pūtake | Purpose

- 1 This report provides an update on any contracts over \$250,000 accepted under delegated authority for the period 1 October to 31 December 2021.

### He whakarāpopoto | Executive summary

- 2 Not required.

### Te tuku haepapa | Delegation

- 3 The Strategy and Operations Committee has delegated authority to consider this report under the following delegation in the 2019-2022 Governance Structure, Section B.1.  
*This Committee will deal with all decision-making that is not the responsibility of the Council, including approval of contracts and contract variations outside the Chief Executive's delegations.*

### Taunakitanga | Recommendations

- A. That the Strategy and Operations Committee notes there was one contract accepted under delegated authority over \$250,000 for the period 1 October to 31 December 2021.

### Tūāpapa | Background

- 4 Not required.

### He kōrerorero | Discussion

- 5 C414 – Mahara Gallery Redevelopment
  - The Contract was awarded to Crowe Construction based on the weighted attribute method for the sum of \$4.2 million.
  - Engineer's estimate was \$4.36 million. Contract value \$4.21 million. Total project budget of \$6.5 million approved in March 2021, funded one-third by the Council and two-thirds by the Mahara Gallery Trust.
  - Crowe Construction is based in Levin and advised that 53% of the work is estimated to be delivered by contractors based in Horowhenua-Kapiti and 37% by contractors based elsewhere in the Greater Wellington region.

### He take | Issues

- 6 This report has a low degree of significance under Council's Significance and Engagement Policy.

### Ngā kōwhiringa | Options

- 7 There are no further options to be considered within this report.

### Tangata whenua

- 8 There are no tāngata whenua considerations within this report.

**Panonitanga āhuarangi | Climate change**

9 There are no climate change considerations within this report.

**Ahumoni me ngā rawa | Financial and resourcing**

10 There are no financial and resourcing issues in addition to those already noted in this report.

**Ture me ngā Tūraru | Legal and risk**

11 There are not legal and risk considerations arising from this report.

**Ngā pānga ki ngā kaupapa here | Policy impact**

12 There are no current or future impacts to Council policies within this report.

**Te whakawhiti kōrero me te tūhono | Communications & engagement**

13 There are no planned communication, engagement and consultation considerations arising from this report.

**Te mahere tūhono | Engagement planning**

14 The Council's Significance Policy is not triggered

**Whakatairanga | Publicity**

15 There are no publicity considerations arising from this report.

**Ngā āpitihanga | Attachments**

1. Contracts Under Delegated Authority during 2021/22 [↓](#)

**Contracts for the 2021/22 year**

<b>Strategy and Operations Committee meeting (unless otherwise stated)</b>	<b>Contract</b>
18 November 2021 (covering the period 1 July to 30 September 2021)	2021/C418 – Service Location for Amohia Catchment Stormwater Project was awarded to Action Civil Limited for the sum of \$471,700.
	2021/C436 – Kapiti Coast Sports Turf resurfacing was awarded to specialist hockey turf provider Polytan NZ Limited for the sum of \$399,652.
	2021/C431 – Paraparaumu WWTP Aeration Systems Upgrades Phase 1 was awarded to Max Tarr Industrial Limited for the sum of \$574,000.



**9 CONFIRMATION OF MINUTES****9.1 CONFIRMATION OF MINUTES**

**Author:** Fiona Story, Senior Advisor Democracy Services

**Authoriser:** Sarah Wattie, Governance & Legal Services Manager

**Taunakitanga | Recommendations**

That the minutes of the Strategy and Operations meeting of 18 November 2021 be accepted as a true and correct record.

**APPENDICES**

1. Confirmation of minutes - Strategy and Operations 18 November 2021 [↓](#)

**STRATEGY AND OPERATIONS COMMITTEE MEETING MINUTES****18 NOVEMBER 2021**

**MINUTES OF KAPITI COAST DISTRICT COUNCIL  
STRATEGY AND OPERATIONS COMMITTEE MEETING  
HELD AT THE COUNCIL CHAMBER, GROUND FLOOR, 175 RIMU ROAD, PARAPARAUMU  
ON THURSDAY, 18 NOVEMBER 2021 AT 9.35AM**

**PRESENT:** Cr James Cootes, Cr Gwynn Compton, Mayor K Gurunathan, Deputy Mayor Janet Holborow, Cr Angela Buswell, Cr Jackie Elliott, Cr Martin Halliday, Cr Sophie Handford, Cr Jocelyn Prvanov, Cr Bernie Randall (via Zoom), Cr Robert McCann (via Zoom)

**IN ATTENDANCE:** Community Board Member Marilyn Stevens, Guy Burns (via Zoom), James Westbury (via Zoom), Kirsten Hapeta (via Zoom)

Wayne Maxwell, Sean Mallon, Natasha Tod, Angela Bell, Jason Holland, Jennifer Allan, Andrew Banks, Darryn Grant, Mark Ward, Neil McKay, Scott Houston

**APOLOGIES:** There were none.

**LEAVE OF ABSENCE:** There were none.

**1 WELCOME**

**2 COUNCIL BLESSING**

Cr Cootes welcomed everyone to the meeting and Cr Prvanov read the Council blessing.

**3 APOLOGIES**

There were none.

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

There were none.

**5 PUBLIC SPEAKING TIME FOR ITEMS RELATING TO THE AGENDA**

There were none.

**6 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)

**STRATEGY AND OPERATIONS COMMITTEE MEETING MINUTES****18 NOVEMBER 2021**

There were none.

**7 UPDATES****8.3 SIX MONTH UPDATE - ECONOMIC DEVELOPMENT KOTAHITANGA BOARD**

Neil McKay, Chair of the Kotahitanga Board spoke to the paper.  
Scott Houston spoke to some new project initiatives.  
Cr Buswell gave thanks to the Board for their work and commitment.  
Council officers and Board members responded to elected members questions.  
Cr Jackie Elliott left the meeting at 10:35 am.

**COMMITTEE RESOLUTION SAOCC2021/63**

Moved: Cr Angela Buswell  
Seconder: Cr Jackie Elliott

That the Strategy and Operations Committee notes the 6-monthly update from the Economic Development Kotahitanga Board Independent Chair, Neil MacKay.

**CARRIED**

**7.1 HOUSING BILL SUBMISSION**

Angela Bell, Strategy Manager gave a brief introduction to the Bill and spoke to a presentation.  
Cr Jackie Elliott returned to the meeting at 10:44 am.  
Ms Bell, Andrew Banks (Bofa Miskell) and Jason Holland, District Planning Manager responded to members questions

Mayor K Gurunathan left the meeting at 11:40 am.

The meeting adjourned at 11.40am and resumed at 11.54am

**8 REPORTS****8.1 FINANCE REPORT AS AT 30 SEPTEMBER 2021**

Ian Georgeson, Chief Financial Officer spoke to key highlights of the Finance report.  
Cr Sophie Handford left the meeting at 11:56 am.  
Cr Sophie Handford returned to the meeting at 11:58 am.  
Mr Georgeson and Mr Mallon responded to members questions.  
Cr Sophie Handford left the meeting at 12:11 pm.

## STRATEGY AND OPERATIONS COMMITTEE MEETING MINUTES

18 NOVEMBER 2021

**COMMITTEE RESOLUTION SAOCC2021/64**

Moved: Deputy Mayor Janet Holborow

Seconder: Cr Martin Halliday

That the Strategy and Operations Committee receives and notes this report.

That the Strategy and Operations Committee notes the actual financial performance and position of the Council for the quarter ended 30 September 2021.

**CARRIED****8.2 CONTRACTS UNDER DELEGATED AUTHORITY**

Cr Sophie Handford returned to the meeting at 12:19 pm.

Sean Mallon, Group Manager Infrastructure Services took the report as read.

**COMMITTEE RESOLUTION SAOCC2021/65**

Moved: Cr Jackie Elliott

Seconder: Cr Sophie Handford

That the Strategy and Operations Committee notes there were three contracts accepted under delegated authority over \$250,000 for the period 1 July to 30 September 2021.

**CARRIED**

Item - 8.3 Six Month Update - Economic Development Kotahitanga Board - was moved to another part of the minutes.

**9 CONFIRMATION OF MINUTES****9.1 CONFIRMATION OF MINUTES****COMMITTEE RESOLUTION SAOCC2021/66**

Moved: Cr Jackie Elliott

Seconder: Cr Sophie Handford

The minutes of the Strategy and Operations committee meeting of 21 October 2021 be accepted as a true and correct record.

**CARRIED****10 PUBLIC SPEAKING TIME**

- For items not on the agenda

**11 CONFIRMATION OF PUBLIC EXCLUDED MINUTES**

Nil

## STRATEGY AND OPERATIONS COMMITTEE MEETING MINUTES

18 NOVEMBER 2021

## 12 PUBLIC EXCLUDED REPORTS

## RESOLUTION TO EXCLUDE THE PUBLIC

**PUBLIC EXCLUDED RESOLUTION SAOCC2021/67**

Moved: Cr Angela Buswell

Seconder: Cr Jackie Elliott

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
<b>12.1 - Write-off of Sundry Debt</b>	<p>Section 7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</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

**CARRIED****COMMITTEE RESOLUTION SAOCC2021/69**

Moved: Deputy Mayor Janet Holborow

Seconder: Cr Sophie Handford

That the Strategy and Operations Committee moves out of a public excluded meeting.

**CARRIED**

The Strategy and Operations Committee meeting went into public excluded session at 12.21pm.

The Strategy and Operations Committee came out of public excluded session at 12.24pm.

**STRATEGY AND OPERATIONS COMMITTEE MEETING MINUTES**

**18 NOVEMBER 2021**

The Strategy and Operations Committee meeting closed at 12.24pm.

.....  
**CHAIRPERSON**



**10 PUBLIC SPEAKING TIME**

- For items not on the agenda

**11 CONFIRMATION OF PUBLIC EXCLUDED MINUTES**

**12 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:

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48 for the passing of this resolution</b>
<b>11.1 - Confirmation of public excluded minutes</b>	Section 7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons  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	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
<b>12.1 - Mahara Gallery Construction Contract</b>	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  Section 7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	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