



APPENDICES MINUTES

Waikanae Community Board Meeting

Tuesday, 29 April 2025

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Why the Waikanae Community Board should Reject the Proposed Recommendation for 52 School Road Te Horo



The Proposal as defined in Item 8 of the Agenda is incorrect as the land was purchased for the specific purpose of providing a carpark for the Te Horo Hall. This is evidenced by not only the THH (Te Horo Hall) Society's own records but also those of KCDC.

Why the Waikanae Community Board should Reject the Proposed Recommendation for 52 School Road Te Horo

Basis for rejection of the Proposal

- The original proposed Sale & Purchase Agreement clearly shows the intent for a Carpark along with the THH Society’s minutes of that time.
- Community Facilities Strategy Document on the KCDC website dated 2017 on Page 55 states that there is a ‘Carpark development proposed on adjacent Council land’

Rural

Te Horo	Te Horo Hall	A small historic community hall with unmarked wooden floor. The hall has mainly local community use. It is run by a Hall Committee. A carpark development is proposed on adjacent Council land.	Local	Te Horo Hall Inc	Te Horo Hall Inc	Te Horo Hall Inc
Reikorangi	Reikorangi Hall	Very small and remote basic rural hall (holds 50), few regular users, only occasional one-off use.	Local	Kāpiti Coast District Council	Kāpiti Coast District Council	Kāpiti Coast District Council

Page 150 mentions that there is insufficient parking for Tennis (and Hall) events and the development of a Carpark has been discussed.

Ōtaki	Te Horo Hall Courts	This has 3x asphalt tennis courts with some lighting (also suitable for netball). Is used regularly by local tennis	Local	Te Horo Hall Society Inc		Te Horo Hall Society Inc
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Kāpiti Coast District Council – Community Facilities Strategy – June 2017

150

		groups, Te Horo School and general public. The fencing, shelter and lighting are all in need of maintenance, and there is insufficient parking for tennis (and hall) events. The Council owns some adjacent land and carpark development in that location has been discussed.		Council		
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Why the Waikanae Community Board should Reject the Proposed Recommendation for 52 School Road Te Horo

Basis for rejection of the Proposal



- The KCDC Longterm plan shows a Budget for developing a Carpark which again shows the intent to use the land for a Carpark.
- The proposal for a short-term lease in our view is not financially prudent.
- There has always been an issue around safe parking when there is a major function at the Hall, and this is not due to a surge in growth or intensified use following the Earthquake strengthening.
- As recent as July 2023 a letter was sent to KCDC pushing and reinforcing the need for the carpark.
- We don't understand why it is stated that "the Land is not surplus to Council requirements", when the land has been unused not and maintained for 30+years.
- The land is not currently zoned as either a Park or Reserve so it can be gifted to the THH Society.

Why the Waikanae Community Board should Reject the Proposed Recommendation for 52 School Road Te Horo

What should KCDC do with 52 School Road.



52 School Rd should be “Vested/Gifted” to the Te Horo Hall (THH) Society with appropriate Caveats as below:

- That the land is used primarily for a Carpark and to the benefit of the community
- That THH Society takes responsibility for developing and maintaining off street parking
- That should the THH Society cease, the land will revert to the ownership of KCDC
- If Vesting/Gifting is not practical the Land should be offered to THH Society on a 99 year lease with a “pepper corn rental”. The same Caveats could be applied in the Lease Agreement to prevent THH Society for using it for any other purposes.

Why the Waikanae Community Board should Reject the Proposed Recommendation for 52 School Road Te Horo

So why is a Carpark Required?

These Photos clearly illustrate very strong reasons why a Carpark is essential:

- Road safety and traffic management
- Berm protection in School Road.
- To provide a safe cycling environment for when the Hall is in use.
- To facilitate the growth of Te Horo Hall & Tennis courts by providing a safe parking environment



Second Access **urgently** needed for Waikanae East

Presentation to Waikanae Community Board
Tuesday 29 April 2025

Introduction

Waikanae East is the area across the railway line, accessible from old SH1 ("the Main Road"). This is the sole access from the remainder of the town / district. There is also traffic for Reikorangi.

Waikanae East has been in serious need of a second egress for some years but, with the recent increase in population – and with more forecast – the need is of the utmost urgency. Apart from the "traffic jams" before and after school, there is also heavy traffic associated with Goodman's Yard and with logging.

Waikanae Population (2018)

Individual statistical areas in 2018

Name	Area (km ²)	Population	Density (per km ²)	Households	Median age
Waikanae Beach	4.37	3,249	743	1,386	49.6 years
Peka Peka	10.02	612	61	246	52.1 years
Waikanae Park	7.36	2,085	283	900	58.0 years
Waikanae West	4.67	4,374	937	1,968	61.8 years
Waikanae East	3.19	2,391	750	960	51.2 years
New Zealand					37.4 years

Waikanae East specifically has an **estimated population of 2,888 as of 2021**, with projections suggesting it could reach **4,150 by 2036**.

Waikanae East Housing Development since 2016

- Kohekohe Development: end of Kotare St, joining top of Winara – 75 sections (plus others) covering Kotare St extension, Wilson Way, Whio Place
- Matenga St: Matenga St extension, Kārearea Avenue
- Utauta St: intensive housing development – 39 new apartments
- Kakariki Grove extension
- Elizabeth Street (behind Winara Village)



Proposed future Development

- Landmatters NZ: proposed development along Elizabeth Street: **rumoured 3,000 new dwellings** (map from their submission)



Figure 2: Extent of Waikanae East land that is the subject of this submission outlined in yellow (source: GRIP)

Potential hazards

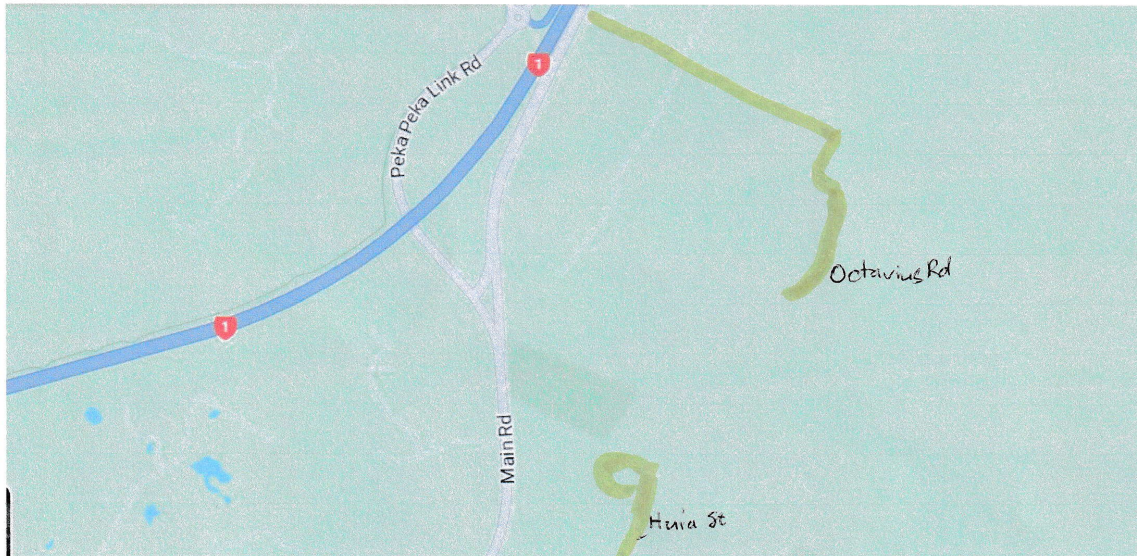
- Earthquake fault runs along the hill line, crossing Elizabeth Street, just above the main residential area – potential to block the railway crossing
- A rail accident or engine fault could (and has already, on a number of occasions) block the railway crossing
- When the railway crossing is blocked, there is no other access to or from Waikanae East / Reikorangi

Impacts on the wider community with blocked railway line

- Waikanae Memorial Hall (on East) is Waikanae's Civil Defence HQ (!)
- Waikanae Beach children zoned to Waikanae School – separated from parents
- As well as the school, Waikanae East houses popular venues: Waikanae Memorial and Community Halls; two popular cafés; the district's Museum; the town's main Anglican Church; at least 2 Early Childhood Centres; a Retirement complex and Hospital; the local Bridge Club; Waikanae Club; Arts and Crafts Centre – all of which attract people from across the town and district to a variety of meals, meetings, concerts, education and various types of recreation
- In the event of such an emergency those needing to enter or exit Waikanae East would be stranded
- Emergency vehicles – fire, ambulance etc - would also be unable to access this part of the town if the emergency access into Pehi Kupa Street should also be blocked

Possible solutions

- Underpass via Goodman's land behind Waikanae Club
- A road from end of Huia Street (the road to the right of Main Rd, at bottom of map) to Octavius Rd (the road above it, across the gap) or Hadfield Rd, accessing the old Main Road at Peka Peka



Summary

Waikanae East already urgently needs a second egress, and with the rapidly expanding population and development proposals, it is extremely urgent!

Submitted by:
 Blanche Charles
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 Waikanae 5036

Waimanu Lagoons Weir Repair Progress

29 April 2025

I am Steve Hollett. Hopefully you will recall the briefs I have given this Community Board about the flood risk at Waimanu Lagoons and in particular Council's disabling of the automated weir.

At last there is some action. Staff from civil engineering firm MaxTarr arrived yesterday to identify preliminary work to repair the 3rd party coffer dam system used to keep the tide out during servicing and repair of the weir. Initial discussions with them were of concern as they had not seen any documentation on the weir, knew nothing about how it is supposed to work nor any of the serviceability issues since commissioning. I'm hoping that KCDC have made the full documentation available to MaxTarr but it hasn't yet found its way down to their field staff.

Once the tide fell to its lowest level, these engineers were able to dismantle the two aluminium guides previously fitted by Council. These two guides, one each side of the weir structure outlet, are intended to enable temporary installation of the coffer dam. The lower ends of each of the aluminium guides were corroded beyond recognition, obviously the result of long term immersion in tidal water. Not a good look for those Council staff who would have been responsible for the original design and install of these guides. I am confident that Operations Manager Tony Martin would not accept similar poor engineering design.

Whilst the MaxTarr guys were waiting for the tide to fall, I took the opportunity to brief them informally on the features of the weir and its associated fish ladder – features that I have discovered over the last five or so years of information requests and helpful liaison with Tony Martin and Chris Appleby (since resigned). A quick check of the fish ladder chamber accessed through a manhole revealed the tide flap was jammed open by a massive piece of driftwood. No wonder the tide water has been cascading into the lagoon during high tides, for several months. I don't yet understand why my requests to have the fish ladder inspected and cleared were never actioned.

Yesterday's exploratory work by MaxTarr was frustrated by the build up of silt in the weir structure. Tony Martin advised that subject to tide timings and heights, he hoped to open the weir today for a few days to let tidal action flush out the weir structure. I am confident Tony's staff will be able to get this done without further damage to the weir or the control system.

I expect the actual MaxTarr contract documentation is kept in-house for commercial reasons. However, for the sake of the dozens of ratepayers whose properties are currently classified in the District Plan as a flood or ponding risk, I urge this Board to seek confirmation from Council that at the conclusion of the current repairs, the automated weir will be restored to full serviceability, especially the following:

1. The weir gate and its associated seals will function as described in the Council's Obermeyer commissioning documentation.
2. The automation will be recommissioned such that the weir gate will be under the control of the Obermeyer controller and no longer jammed into its fully closed position.
3. The range of control functions provided by the Obermeyer controller are tested and calibrated as required.
4. The tide flap in the fish ladder has been cleared of obstructions and its tidal calibration verified.
5. Debris screens are fitted at each end of the fish ladder.

Thank you.