

KAIKŌURA DISTRICT COUNCIL EXTRAORDINARY MEETING TO HEAR AND DELIBERATE SUBMISSIONS ON THE KAIKŌURA DRAFT SPATIAL PLAN HELD ON 6 NOVEMBER 2024 IN TOTARA COUNCIL CHAMBERS, 96 WEST END, KAIKŌURA

Date:	Wednesday 6 November 2024
Time	9.00am
Location	Totara, Council Chambers, 96 West End Kaikōura Available via Microsoft Teams

AGENDA

1. Karakia
2. Apologies
3. Declarations of Interest
4. Overview of numbers of submissions Page #
3
- Attachment 1:** Summary of Submissions on Kaikōura Spatial Plan with staff notes 7
- Attachment 2:** Full submissions received (separate pack)
5. Submitters to be heard:

Time	Name	Submission #	Page #
9:10	Andrew Boyd	1	1
9:20	Resource Management Group on behalf of Cargill Station Ltd	3	9
9:30	Jacky Gray	8	36
9:40	Darryn Hopkins	9	40
9:50	Emma Hopkins	10	43
10:00	Dave and Lillian Margetts	11	46
10:10	Bryan McGillan for Eliot Sinclair	12	50
10:20	Jane Nelson	15	64
Morning Tea Break			
11:00	Mel Skinner	20	86
11:10	Chanel Starkey	21	97
11:20	Ana Te Whaiti	22	101
11:30	Meri Wichman	24	125

6. Submitters who chose not to speak **(see table below)*.

Hearings end

7. Deliberations

8. Close Extraordinary Meeting

** Note: The following submitters chose not to speak – their submissions are included on the Summary Sheet and their full submission is included in Attachment 2.*

Name	Submission #	Page #
Lynette Buurman	2	5
Bev Chambers	4	21
Emma and Bryce Chapman	5	26
William Foresman	6	29
Dan Gray	7	32
Nigel Muir	13	56
Russell Nelson	14	60
Gerald Nolan	16	68
Kylie Poharama	17	71
Callum Ross for Bonisch Consultants Ltd	18	74
Susan Ruscigno	19	82
Cassie Welch for New Zealand Public Health Service	23	112

Memorandum	
Meeting to hear and deliberate submissions to the Draft Kaikōura Spatial Plan	
Date:	6 November 2024
Subject:	Overview of Submissions Received in relation to the draft Kaikōura Spatial Plan
Prepared by:	F Jackson – Policy Planner
Input sought from:	M Hoggard – Strategy, Policy and District Plan Manager
Authorised by:	W Doughty – Chief Executive Officer

1. PURPOSE

This memo is intended to provide a high-level overview of the submissions received during the consultation held 12th September to 18th October 2024. It is recommended that that this report be received for information.

Further details on the content of the submissions are provided in the below attachments:

Attachment 1: Summary of Submissions on draft Kaikōura Spatial Plan with KDC Officer comments

Attachment 2: Full submissions received

2. SUMMARY

2.1 The Public Consultation process

On August 28th 2024, Kaikōura District Council endorsed notification of the draft Kaikōura Spatial Plan using the special consultative procedure under the Local Government Act 2002. Minutes of the meeting are available to view at: <https://www.Kaikōura.govt.nz/repository/libraries/Minutes.pdf>.

A press release on 12th September signaled the start of the consultation period, which was open for over four weeks until 18th October 2024. During this period, the Spatial Plan and related documentation was made available for viewing in the KDC Library and Council office. The consultation was promoted regularly online via Council social media, and four public workshops took place during the consultation period. Emails were also sent to all rural landowners who may be impacted by the zonings proposed in the Spatial Plan to encourage participation in the consultation.

2.2 Feedback received

In total, 24 submissions were received from the community on the draft Kaikōura Spatial Plan. Submitters were asked the following questions:

Are you a local resident or business owner? (Y/N)

Do you support the Kaikōura Spatial Plan? (Y/N)

Would you like to make a comment? *

Are there any changes you would like to see?

Would you like to present your feedback in person at a hearing? (Y/N)

Would you like to be informed of the next steps and decisions? (Y/N)

* Submitters were prompted to consider whether they wish to comment on specific aspects of the Plan, including the Vision, types/sizes of land uses, zoning locations, spatial plan maps and the implementation schedule. It was not mandatory for submitters to comment on these aspects.

Out of all submissions, 6 were in support, 16 opposed and 2 did not state a preference (see Figure 1 for a breakdown). 13 submitters indicated a wish to be heard, however Ms Ruscigno has since withdrawn her wish to be heard. A high-level summary of the submissions with officer comment is available at Attachment 1. Full submissions from each participant are available to view at Attachment 2.

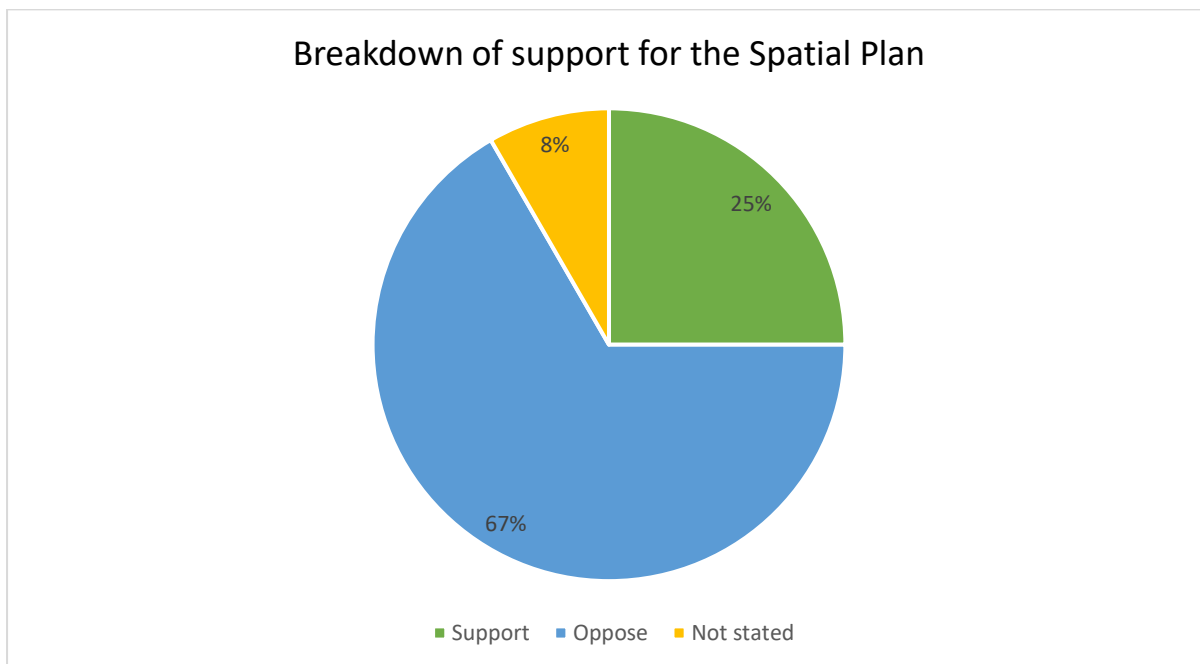


Figure 1 – Support for the Spatial Plan

6 of the submissions were in support of the Plan. Positive feedback included support for the proposed cycling and walking infrastructure, medium density housing, overall vision and principles underpinning the plan, airport relocation investigation, enabling future growth, proposed rural clusters, and inclusion of Papakainga opportunities. These can be seen in Figure 2.

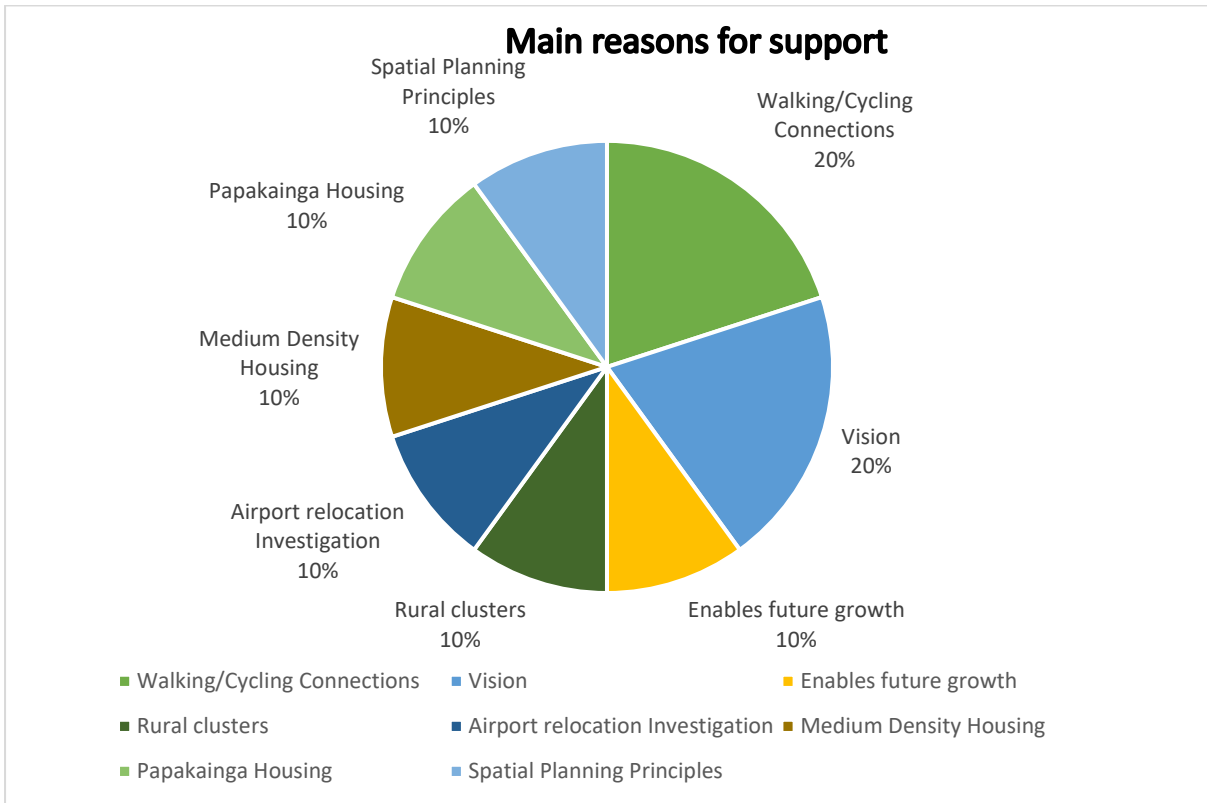


Figure 2 – Main reasons for support

The main reasons for opposition to the Spatial Plan included proposed key changes (particularly suggested changes 5-7 along the Esplanade), restrictions for future development due to mapping, airport relocation, consequences of rezoning (rural, medium density and commercial), lack of policy detail, the need for further consultation and resources and alternative heavy transport route. A breakdown of these can be seen in Figure 3. Detailed submissions along with staff comments are available at Attachment 1.

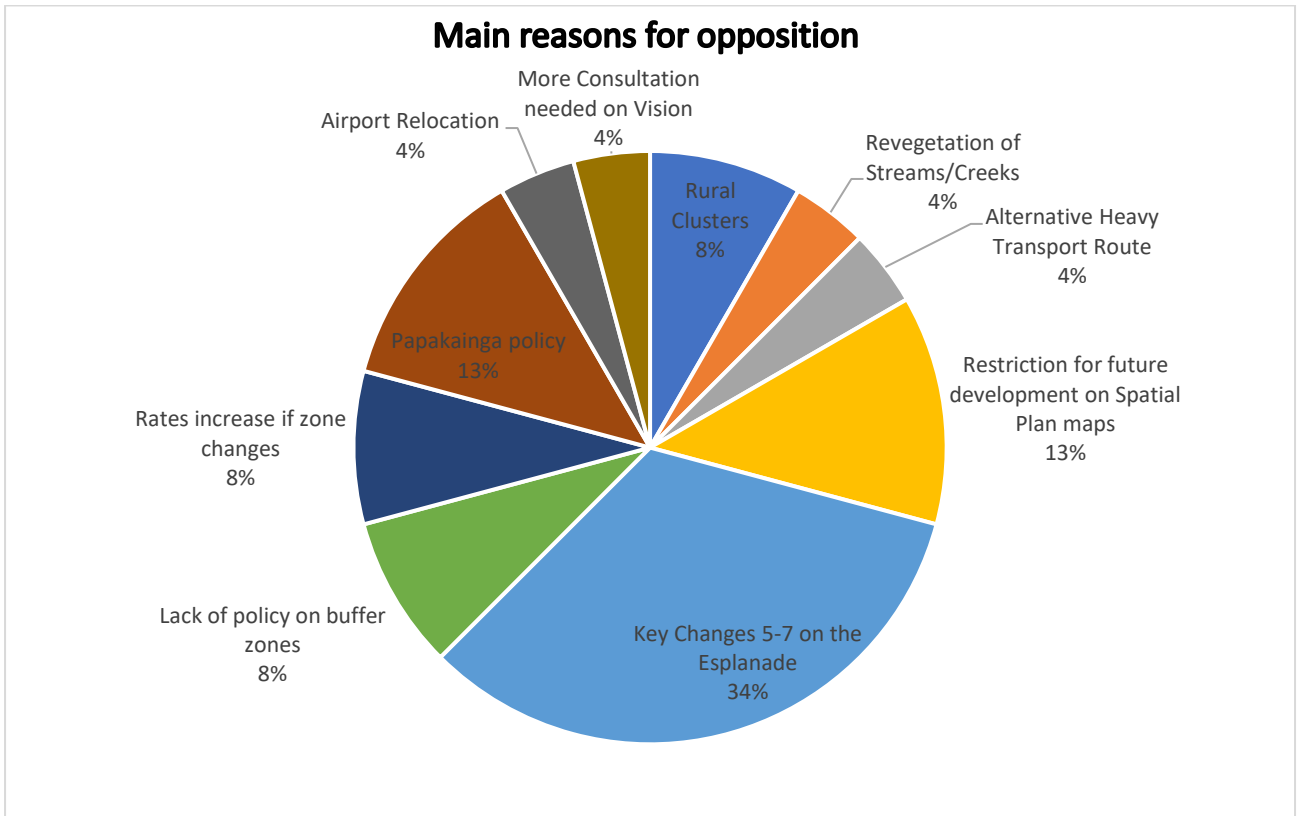


Figure 3 – Main reasons for opposition

3. COMMUNITY OUTCOMES SUPPORTED

The work is in support of all community outcomes.



Community

We communicate, engage and inform our community



Development

We promote and support the development of our economy



Services

Our services and infrastructure are cost effective, efficient and fit-for-purpose



Environment

We value and protect our environment



Future

We work with our community and our partners to create a better place for future generations

Attachment 1: Summary of Submissions on draft Kaikōura Spatial Plan with KDC Officer comments

Attachment 2: Full submissions received – see separate pack

Attachment 1: Summary of Submissions on Kaikōura Spatial Plan with staff notes

ID #	Surname	First Name	Full Name	Address	Org	Live Local	Support the Draft Kaikōura Spatial Plan 2024	Would you like to make a comment	Are there any changes you would like to see	Present in person	Informed about next steps	Staff Comment
1	Boyd	Andrew	Andrew Boyd			Yes	No	Please see attachment containing submission		Yes	Yes	Noted. In response to the development of rural clusters, there is a desire for people to live semi rural. Allowing for smaller allotment sizes within clustered areas results in less rural land being used to provide for semi rural allotments. Council infrastructure has capacity for increased growth and developers would need to meet their share of infrastructure requirements. In terms of revegetation of streams, this is consistent with s229 of RMA (purpose of esplanade strips and reserves). Aspiration of bypass noted, it is at a planning stage and not construction (within 15 years).
2	Buurman	Lynette	Lynette Buurman	96 Esplanade	Encounter Kaikoura	Yes	Yes	Thank you for the opportunity to submit on the Draft Spatial Plan 2024. The time and effort that has been invested in the process to date is to be commended. It is great to see this document materialise and once adopted, will be a useful source of information for new zoning within the Kaikoura District Plan. I was particularly interested in the Action Plan Schedule (page 26) and the priorities that have been assigned high, medium and low ratings. I am delighted to see the focus on the development of proposed walking and cycling connections in order to create a network of trails for our community. I am also pleased that this is a commitment identified as a short term priority so we can expect implementation in the next 5 years. Bring it on! I am also pleased to note there are plans to develop walking and cycling routes along Lyell Creek which will be such an asset especially in conjunction with the Whale Trail starting point planned for the centre of Kaikoura. Any improvements for cycling and walking to be more easily utilised is a positive commitment for Kaikoura. Just a thought that occurred to me would be the provision of cycling connectivity to the new business park although crossing of the Kowhai River could be challenging. When the heavy vehicle/freight bypass investigation commences, it would be good to add cycling access into the discussion. Thank you and best wishes for the next steps of this process		No	Yes	Support noted and concern around the feasibility of the Kowhai Bridge cycling/walking access is noted. This is likely to be an action with NZTA and potentially require national funding through the Government Policy Statement on Land Transport (GPS).
3	Cargill Station		Cargill Station Ltd		RMG (on behalf of CSL)	Yes	Yes			Yes	Yes	General support of Spatial Plan acknowledged. KDC supports the recommendation to include a neighbourhood centre and increase to medium density where no existing constraints exist. In terms of mapping constraints, these are based on existing high level constraints. Any future Plan Change application would provide more details to allow better assessment of development of the area. The Spatial Plan is not intended to provide granular detail, rather it will provide overarching direction to assist with the District Plan review. Council staff are supportive of a Plan Change process for this area, which addresses the finer details. The Blue Green network is a high priority in the Plan. The extended pedestrian cycle link provided by PGF funding will occur and is better addressed in an updated walking/cycling strategy.
4	Chambers	Bev	Bev Chambers	202 Esplanade Kaikoura		Yes	No	Don't agree with another section of Esplanade being rezoned as commercial.	1. Given the parking congestion resulting from the Sudima complex any rezoning wld result in the whole area being a parking bottleneck creating a hazardous environment for users of the shared path way and improved footpaths both of which have seen a marked increase of traffic since inception, the majority of whom are young families. 2. The effect this wld have on rates for the current residents 3. Commercial building height allowance wld be detrimental to the atmosphere of the whole area and also have very negative impact on residents living with Esplanade access but not Esplanade frontage ie loss of sun and view	No	Yes	The proposed extension of the commercial zone is reflective of existing and desired use along the Esplanade. One third of all properties between Brighton Street and Ramsgate Street along the esplanade currently operate Visitor Accommodation. If the zone change is to occur, it would happen through the Plan Change process. Existing height limits could be used for restricting height, therefore views and visual amenity can be retained. Traffic and parking concern noted, and KDC Roading Engineer commented that the level of development required to mark parking an issue in this area is not realistic in the next 20 years. Council is in the process of developing a Parking Strategy which will aim to identify and address parking issues. In terms of rates, residential property would not incur commercial rates unless operating as a business.
5	Chapman	Emma & Bryce	Emma & Bryce Chapman	266 Prestons Road, Marshland, Christchurch, New Zealand	Chapman-Lindsay Developments Ltd	Yes	Yes	After reviewing the spatial plan, we are in agreement with the proposal for Kaikoura going forwards. We believe it will allow developers (not just ourselves) to bring in more required housing, especially for over 60's. It will allow further growth in Kaikoura which will benefit all local businesses and the tourism sector. We support the planned changes. Thank you Emma Lindsay-Chapman and Bryce Chapman CLD Ltd	The only change we would like to see would be the time frame of the medium density changes. Bringing this forward would allow builders/developers to provide housing/accommodation much sooner.	No	Yes	Support noted. The District Plan Review will commence early 2025, which includes reviewing the residential chapter of the KDP within the first phase of the review. This will review the densities and potentially alter them through the Plan Change process, which will be subject to further consultation.
6	Foresman	William	William Foresman	6 Ramsgate St Kaikoura		Yes	No	I would like to comment on the proposal to move the commercial area down the Esplanade to Ramsgate St. One of the great things about the tiered height restrictions along the residential part of the Esplanade is that everyone has a view or the possibility of a view. To open this area to commercial development will not benefit the majority of the house holds behind them. This proposal does nothing for the communities amenities values. All it does is give developers an 11 meter height to build to, for more short term accommodation. As a long term rate payer and resident I do not support this proposal.	Leave the Esplanade residential as is. Encourage the use of the existing bare sites in the commercial area!	No	Yes	The proposed extension of the commercial zone is reflective of existing and desired use along the Esplanade. One third of all properties between Brighton Street and Ramsgate Street along the esplanade currently operate Visitor Accommodation. Existing height limits could be used for restricting height, which will be addressed at the Plan Change stage. The Spatial Plan is a high level document which does not set height limits.
7	Gray	Dan	Dan Gray	166a Esplanade Kaikoura		Yes	No	My main concern is around the proposed zoning change to the Esplanade. In summer there is already issues around the Yarmouth St intersection with cars parked all along the front, plus overflow from Sudima car park. Buses parked and now the Wolfbrook site corner which will cause even more parking and safety issues, I feel this will upset Torquay St residents with overflow. By spreading this zone further you are bringing these same issues with parking/safety east along the foreshore to a residential area. The style of properties this type of zoning attracts is not benefiting the Kaikoura local community, more the "Lock and Leave" property investors that are only here for a few weeks of each year, not spending money in the community. We are so lucky to have such a beautiful waterfront thats not commercialised like so many other places around the world, I feel that the town is already disjointed enough, if you allow commercial properties built amongst residential along the foreshore it will destroy the aesthetics of this area that bring so many people here. I worked in Tourism for 12 years here and the amount of people that commented on the natural beauty of the town, particularly along the foreshore towards the Pier Hotel was overwhelming. Locals, Tourists and young families alike are all enjoying Biking and Walking along the new footpath, we see this on a daily basis and the numbers are great, this will be severely impacted if we end up with cars double parked all along the street due to insufficient off street parking that comes with these Commercial style properties. Can you consider opening up land towards the Recycling Centre for additional Housing or encouraging all the current Commercial Businesses on Beach Road to move out to the Retail park which would help with traffic/parking issues on the main road and allow option for further residential Medium Density housing near the town centre/Supermarket end of town? This would aesthetically improve the entire north end of Kaikoura and provide additional Housing/Motel style accommodation. As a Builder working in town I have noticed that Wolfbrook development doesn't employ hardly any local tradesmen, the Plumbers/Builders/Roofers and Sparkies are all coming in from Chch and leaving at weekends, not spending any money in the town while here other than Hotel bill. Whereas with small residential builds or developments the Local Tradesmen can beat these big firms with pricing due to the fact they don't have to provide accommodation and this keeps more locals in work, able to continue living and working in Kaikoura with their families. Not to mention the Building Materials are freighted up from Chch Suppliers, rather than supporting the Local Building ITM which is one of the biggest Employers in this town. We have already lost the Saw Mill which used to hire a lot of the young locals in this town, would be really sad to see ITM do down the same route, not to mention losing more local Tradesmen to bigger centres as we are giving up all our Housing Contracts to big outside Firms and Developers. High and Medium Density Housing works well in big centres like Auckland/Sydney where there is great public transport. This is not suited at all to Kaikoura where almost everyone (Tourists and Locals alike) rely on at least one vehicle, most Kiwis have 2 vehicles per family. There is a major issue with the limited off street parking and Garaging these style of properties provides.		No	Yes	The proposed extension of the commercial zone is reflective of existing and desired use along the Esplanade. One third of all properties between Brighton Street and Ramsgate Street along the Esplanade currently operate Visitor Accommodation. If the zone change is to occur, it would happen through the Plan Change process. Existing height limits could be used for restricting height, therefore views and visual amenity can be retained. Traffic and parking concern noted, and KDC Roading Engineer commented that the level of development required to mark parking an issue in this area is not realistic in the next 20 years. Council is also in the process of developing a Parking Strategy which will identify parking issues and provide further direction.
8	Gray	Jacky (Jacqueline)	Jacky (Jacqueline) Gray	166A Esplanade, Kaikoura, 7300		Yes	No	The key change in relation to extending the Commercial Zoning from Killarney St to Ramsgate St along the Esplanade makes no sense, this area is predominantly residential in nature with all properties complying with the Residential Building Restraints, a mix mostly of Owner Occupied homes and some rental properties with only 3 existing Motel style properties along here, one of which barely trades anymore and is used almost exclusively as a Owner Occupied residence (Futuna Rocks), one trading Motel (Sierra) with Owners living on site in their own residence and the soon to be developed Seaview site. The changes proposed will significantly and negatively impact the neighboring properties views, sun and safety, particularly given the lack of parking that these Townhouse style Commercial properties tend to have, mostly providing one small garage per unit which is intended to house one car, plus laundry and storage purposes for a property that sleeps 6 people?? This will mean an influx of vehicles/boats all maneuvering in small spaces insufficient for the accommodation and resulting in them parking all along both sides of the waterfront which the Council has recently spent a huge amount of beautifying for Tourists and Local Residents to enjoy?! There will be safety issues particularly for children living close by (such as ours) with the large numbers of people crammed into one lot, the driveway crossings will be particularly dangerous with insufficient space to turn, no parking for boats which almost everyone wanting to purchase or letting a property in Kaikoura wants in summer, particularly those with a premium price tag. Not to mention if we have another Earthquake the additional concerns of having huge numbers of extra tourists crammed into Apartment/Townhouse style properties with minimal parking all having to try race to high ground using the Killarney hill, this area only has one main access to get to high ground as it is so adding to this is concerning. I have the same concerns around allowing areas of Torquay St to be over developed with safety and parking being a major issue here, the Yarmouth St traffic is already overly busy now with the addition of the Sudima and the proposed Wolfbrook development there (minimal parking and traffic management), this is where traffic are directed to head into town from the South down the Killarney hill, round the busy corner which will now be really tricky with these proposed Units added. The children biking to school are finding this a hard crossing to manage to get to the Primary School, a Crossing will need to be installed particularly if you add further development along Torquay St. Also if looking at Christchurch as a comparison the city is now over saturated with 2-3 bed Townhouse/Apartments that arent selling, same issues with parking and lack of Garaging as noted above, this doesn't meet the requirements of Kiwis looking at purchasing their own home, meaning prices are being reduced all over the city to try sell these in an over stocked market. I work as a Mortgage Advisor and do lending all over the country, particularly Kaikoura and Chch, i have not yet helped anyone into a Townhouse Style property as although often a cheaper option everyone of my clients has always chosen a residential property with double garaging (or space at last for 2 cars) and garden and outdoor living areas for families and entertaining, even if they had to buy more expensive and older style properties. Thw Waterfront is stunning but unlikely to provide long term accommodation for residents with a premium price tag, i dont see many locals on low incomes being able to afford the style of Apartment/Townhouse property being suggested along here. More likely we will end up with Tourist Accommodation all the way along only utilized for the busiest 2 months of the year. We have a shortage of entry level housing in Kaikoura for young families on low incomes that want to stay here, and elder residents looking to downsize and retire/remain here. The proposed changes to minimum lot size may help with this, and focusing on some of the existing Developments such as Vicarage Views already proposed in prime residential locations near Ludstone Road (schools and town centre walkable in 5 mins). Also agree that extending and consolidating the Beach Road Commercial area makes sense, there is already a mix along here with lots of busy Motels providing accommodation, plus if the Retail Park out of town can attract the likes of D&E/Fuel Stations/Farmlands etc that are all making the North end look very industrial then this would open up a great amount of developable land for medium density Visitor and Local Housing. We have nearly no public transport in Kaikoura so keeping additional housing with sufficient parking close to town makes sense, close to the bus and train station, Schools and Supermarket.	Do not extend the Commercial zoning along the Waterfront Esplanade, this is one of Kaikouras most beautiful areas, recently improved with the link pathway, would be devastating to see it turned into a busy parking area for unsuited expensive accommodation overflow, or to have the similar look to Wanaka with majority of waterfront properties owned as holiday homes by people only using them a few weeks of the year from Auckland or bigger centers. The local residents treasure their views and we have alot of people living here that have come to retire here and enjoy it, also young families that have bought their properties with intention of staying long term, investing in the town and the area and allowing their children to relish in the natural beauty and lifestyle it offers. We and our neighbors all along the waterfront have a lovely community feel of safety and security, young and old, and have all respected the current rules of the building plan and zoning regs when purchasing our own properties and investing in this area. Also think re-considering the Torquay St development key change would be good as there will be similar issues faced here with parking pushed onto the street and lack of access to key community areas for elderly such as Supermarket/Hospital/Bus Stop etc.	Yes	Yes	Concern noted in relation to the extension of commercial zone along the Esplanade. The proposed extension of the commercial zone is reflective of existing and desired use along the Esplanade. One third of all properties between Brighton Street and Ramsgate Street along the Esplanade currently operate Visitor Accommodation. If the zone change is to occur, it would happen through the Plan Change process. Existing height limits could be used for restricting height, therefore views and visual amenity can be retained. Traffic and parking concern noted, and KDC Roading Engineer commented that the level of development required to mark parking an issue in this area is not realistic in the next 20 years. Council is also in the process of developing a Parking Strategy which will identify parking issues and provide further direction.

ID #	Surname	First Name	Full Name	Address	Org	Live Local	Support the Draft Kaikōura Spatial Plan 2024	Would you like to make a comment	Are there any changes you would like to see	Present in person	Informed about next steps	Staff Comment
9	Hopkins	Darryn	Darryn Hopkins	392b state highway 1		Yes	No	Because it doesn't include some important issues. I believe there should be some buffer areas between different zones. Where building and mechanical plant can not be.	Yes in this plan change there need to be a set minimum distance in meter between different zones. 60 metres is a good start between residential/rural zoning and light industrial/industrial. Earth mounts and acoustic fencing have also been used in the past with other councils to separate these zones. And this was included in there planning policies. It's all good in well having documents like the GRUZ as guidelines, but where it talks about rural spaciousness and amenities, this needs to be documented as a minimum distance.	Yes	Yes	Concern noted. Specific zone standards fall outside of the scope of the Spatial Plan. Setbacks, bunding and planting requirements are better addressed through the plan change process. It is noted that the Light Industrial Zone (LIZ)(PC4) address the more granular issues raised. These matters were discussed at the LIZ PC4 Hearing and Commissioners made decisions based on evidence presented.
10	Hopkins	Emma	Emma Hopkins	392b SH1 Peketa		Yes	No	Insufficient specificity as to application of GRUZ	Specific application of GRUZ principles and usage of appropriate boundaries, setbacks, planting requirements etc should be mandated in this document.	Yes	Yes	Concern noted. Specific zone standards fall outside of the scope of the Spatial Plan. Setbacks, bunding and planting requirements are better addressed through the plan change process. It is noted that the Light Industrial Zone (LIZ)(PC4) address the more granular issues raised. These matters were discussed at the LIZ PC4 Hearing and Commissioners made decisions based on evidence presented.
11	Margetts	Dave & Lilian	Dave & Lilian Margetts	21 Mt Fyffe Road, RD1		Yes	No	We request that the farm residential B zoned land be called by its historically correct name, "Ludstone".	While the plan is considered to be high level, and that it will take considerable time for elements of the plan to become operational or incorporated into the district plan, we are concerned that the current draft spatial plan is accepted, then the changes and the expectations in the plan will be locked in and difficult to change over the longer term. We therefore request the following before the spatial plan is approved 1. Council confirms in writing if and how our rates will be re-calculated to include the spatial plan's proposed increase in density for the residential B zoned block. We already suffer high rates because of the Council imposed residential B zoning, and the cost of potential further zoning related rate increases needs to be understood. 2. Council in conjunction with the owners, assess the practicality of creating a shared path across the operational farm. The operational farm has high stock herd numbers that cross the paper road on a regular basis. There appears a conflict between the ability to manage large stock numbers while encouraging safe 24/7 public access, and we are not convinced this plan is workable. 3. We recommend the deletion of the vegetation/landscape overlay. We understand the council's desire to protect visual amenity and we understand that the vegetation/landscape overlay has been suggested to support this, however we think it could prove restrictive, unnecessary and ineffective. We note the vegetation/landscape overlay exists only on our property. The overlay does not detail land use constraints, rules, or protection. We can see that this designation could easily be used as a blunt argument against future development, potentially conflicting with council's desire to allow future development in the district. Attractive low-density development of this sloped land in future, while not planned, is very feasible. Given the steep slopes, any development would likely include significant planting of native and non-native vegetation. Such development would provide its own landscape amenity. Local examples of attractive development on steep land are Ocean Ridge and the Mangamaunu farm park. We argue that such developments do not negatively affect visual amenity, and may actually enhance it, as has proven to be the case in other parts of the district.	Yes	Yes	Concerns on future zone rates, shared path through farm and vegetation overlay are noted. Council staff are supportive of the removal of name Seaview from the Spatial Plans. Rating decisions will not be influenced by the Spatial Plan however planning staff will continue to liaise with the KDC rates officer going forward. As acknowledged, the change of density and zoning would be required as a Plan Change. In relation to the proposed shared path through the working farm, health and safety requirements will be considered. The vegetation overlay concern is also noted, and as it is the only area without an existing landscape overlay KDC staff are supportive of the removal of this area as recommended in the submission.
12	McGillan	Bryan	Bryan McGillan	20 Troup Drive, Addington Christchurch	Eliot Sinclair	No	Yes	Please see attached high level submission	Please see attached submission	Yes	Yes	General support of Plan noted. In terms of tsunami mapping, the Spatial Plan has not had the level of detail to map tsunamis as it has for other hazards due to lack of available data. In response to the development of rural clusters, there is a desire for people to live semi rural. Allowing for smaller allotment sizes within clustered areas results in less rural land being used to provide for semi rural allotments.
13	Muir	Nigel	Nigel Muir	The Whale Trail 27 Scott Street Blenheim	Whale Trail	No	Yes	The Whale Trail team are delighted to see various proposed walking and cycling connections and trails included as part of the longer term vision for Kaikōura. As well as the Whale trail we are fulling in support of the construct of new pedestrian and cycling routes along Lyell Creek, through Seaview and connecting the community to the schools, the town centre, South Bay and Ocean Ridge. Design - You propose to design the connecting network within the next 5 years and we fully support this approach and offer our support in any way we can with this. Roading - Infrastructure that supports biking, such as well-connected biking lanes on roads is vital. We encourage bikers to be considered with any roading upgrades or new road layouts. Amenities - As Council owned facilities are upgraded please consider bike friendly amenities such as bike racks, charging options etc.	When the proposed connecting walking and biking networks move to the design phase, please look at integration with the Whale Trail where ever possible. We encourage a review of the safe passage of bikers on public roads between trails and amenities in the town centre area. Road markings, bike lanes and signage.	No	Yes	Full supported acknowledged.
14	Nelson	Russell	Russell Nelson	168 Esplanade, Kaikōura		Yes	No	Thank you for giving me the opportunity to comment on the spatial draft plan. I would like to address the issue raised in 2.4 specifically Key change 6. As the area from Killerney Street to Brighton Street is already zoned commercial, we are talking about 1 additional block on the Esplanade (Brighton St to Ramsgate St) I also note under the Action plan Schedule #21 Infrastructure enabling of commercial centre along the Esplanade. I also note that under the workshop exercise Key changes #4, prime waterfront views along Esplanade was listed as a distinct character. Therefore there is a contradiction as the participants at the workshop wanted to retain the water views on Esplanade whereas the Draft Spatial Plan proposes making a further block on Esplanade commercial. Currently residents along this section of Esplanade provide Car/ Bus/ Truck/ Boat parking on their own sections leaving the views from our updated and beautiful Esplanade free for residents, locals and visitors to enjoy photography, walking, sightseeing etc. Please take a look at this section on Esplanade one evening and you will rarely find a vehicle parked on it. It also helps that the Council does not allow camper vans to park over night. Well done Kaikōura DC. We as residents take pride in our environment. 	I would like to see the Esplanade Commercial area remain as it is now, therefore stopping at Brighton Street and leaving the height restrictions at 5.5m in place. The reason for this is that I would not like to see Esplanade become another park for vehicles and boats, as making this section commercial will encourage infill and development of highrise businesses that will not provide the parking required. I would also like to see the Council make sure that sufficient parking is available when ageing to any building proposal on Esplanade.	Yes	Yes	Concerns noted. If the extension of commercial is to occur, it would happen through the Plan Change process. Existing height limits could be used for restricting height, therefore views and visual amenity can be retained. Traffic and parking concern noted, and KDC Roding Engineer commented that the level of development required to mark parking an issue in this area is not realistic in the next 20 years. Council is also in the process of developing a Parking Strategy which will identify parking issues and provide further direction.
15	Nelson	Jane	Jane Nelson	Shearwater Apartments 168 Esplanade Kaikōura		Yes	No	I do not agree with the proposed Key Changes 5,6 and 7. Key Change 6 - Consolidate a second commercial zone along the Esplanade from Killerney Street to Ramsgate Street. The existing commercially zoned areas along the foreshore are not currently being totally utilised. The extension of the commercial zone to Ramsgate Street appears illogical. In addition, the extension of the commercial zone to Ramsgate Street will have a significantly negative impact on the existing residents, as well as impacting on the jewel in the crown foreshore landscape. The extension of a commercial zone to Ramsgate Street is likely to result in developers being able to build 2 storey townhouses/apartments/Units along this section of the waterfront. Under the current zoning the maximum height is 5.5 metres which allows everyone behind the foreshore to enjoy the sea views and not have shade issues in the morning or late afternoon. There is currently an application on file to do just such a development at 162-164 Esplanade. A proposed development of 9 two storey, 3-bedroom Units, 6 of which have only 1 garage (likely in reality to be used for storage) and no additional parking for occupants or their visitors. As a result, in addition to the impact on views from local properties, there are likely to be multiple vehicles for each Unit. Inadequate parking is proposed on site - result - the Esplanade will become a giant carpark, impacting on views from existing tourist accommodation and spoiling the prized foreshore landscape for people's enjoyment. This type of development will have a significant impact for existing residents and will be much harder, if not impossible to turn down if the area is rezoned commercial. This is exactly the type of development that Kaikōura needs to avoid on its foreshore. There are many other sites closer to the township that would be more appropriate for such developments. The current properties in this proposed commercial zone extension are owner occupied, some providing high quality tourist accommodation with extensive off-road parking. This ensures that the foreshore views from these properties remain pristine for tourists and locals - or consider alternatively 2 rows of vehicles/boats parked the length of the Esplanade (think Beach Road) and they will be there year-round day and night. Key Changes 5 and 7 - Medium Density areas Creating medium density housing around the foreshore and Torquay Street will inevitably result in increased vehicular traffic and parking along the streets and foreshore. The car is after all one of the main ways to get around in the town. The current density ensures that there is adequate parking for vehicles and boats off road. Changes need to include the requirement for adequate off-road parking for any development. We do not have an adequate public transport system to allow for a car-less community.	Do not extend the commercial zone to Killerney Street as proposed in Key Change 6 Reconsider medium density zone recommendations along foreshore and Torquay Street Key Change 5 and 7 Explanation provided above.	Yes	Yes	Concern noted. The proposed extension of the commercial zone is reflective of existing and desired use along the Esplanade. One third of all properties between Brighton Street and Ramsgate Street along the esplanade currently operate Visitor Accommodation. If the zone change is to occur, it would happen through the Plan Change process. Existing height limits could be used for restricting height, therefore views and visual amenity can be retained. Traffic and parking concern noted, and KDC Roding Engineer commented that the level of development required to mark parking an issue in this area is not realistic in the next 20 years. Council is also in the process of developing a Parking Strategy which will identify parking issues and provide further direction.
16	Nolan	Gerald	Gerald Nolan	234 Esplanade Kaikōura		Yes	Yes		section 2.49 (6) remove the second commercial zone Killerney street to Ramsgate street There is already sufficient commercial zoning between Killerney street and Brighton streets This area should be developed first	No	Yes	Concern noted. The proposed extension of the commercial zone is reflective of existing and desired use along the Esplanade. One third of all properties between Brighton Street and Ramsgate Street along the esplanade currently operate Visitor Accommodation. If the zone change is to occur, it would happen through the Plan Change process. Existing height limits could be used for restricting height, therefore views and visual amenity can be retained. Traffic and parking concern noted, and KDC Roding Engineer commented that the level of development required to mark parking an issue in this area is not realistic in the next 20 years. Council is also in the process of developing a Parking Strategy which will identify parking issues and provide further direction.

ID #	Surname	First Name	Full Name	Address	Org	Live Local	Support the Draft Kaikōura Spatial Plan 2024	Would you like to make a comment	Are there any changes you would like to see	Present in person	Informed about next steps	Staff Comment
17	Poharama	Kylie	Kylie Poharama	196 Esplanade, Kaikoura 7300		Yes	No	While there are a lot of positive and exciting aspects of the Spatial plan especially the idea to eventually expand town North towards the train station there is one matter of concern for us as residents of the Esplanade and members of this community. We do not want to see the commercial zone extended any further down the Esplanade. We have a beautiful foreshore and those that have paid top dollar to buy properties along there and on the hill behind on Torquay St will not want to have their views blocked by multi stores apartments that are packed in densely. The vision says there will be minimal parking on these types of sites which realistically means cars will spill out onto the Esplanade. While having housing walking distance to amenities is appealing for some, I feel most people move to Kaikoura to get away from density. Yes low maintenance houses are also appealing and people are opting these days for tiny houses but they also want land around them. With the cost of living and concerns about what is in the food we're eating, people are also opting to be self sufficient by growing their own food, which requires space and land. The Kiwi dream is not to live in an apartment block that looks the same as the one next to it. Many people are buying rural land that has been subdivided to provide lifestyle block sizes, and yes this may take away from valuable agricultural and farming land, but it highlights that this is the demand. Beach Rd is already zoned commercial therefore would be ideal for more property development and with the town expansion proper to the North, this will provide walking distance amenities for residents that do want apartment living. Keep the Esplanade low to medium density and keep its natural beauty.		No	Yes	Concern noted. The proposed extension of the commercial zone is reflective of existing and desired use along the Esplanade. One third of all properties between Brighton Street and Ramsgate Street along the esplanade currently operate Visitor Accommodation. If the zone change is to occur, it would happen through the Plan Change process. Existing height limits could be used for restricting height, therefore views and visual amenity can be retained. Beach Road has also been proposed to extend commercially due to existing use.
18	Ross	Callum	Callum Ross	335 Lincoln Road Level 2 West Addington	Bonisch Consultants Limited	No	No	Bonisch has prepared a submission in partial support of the Draft Spatial Plan.		No	Yes	KDC staff are supportive of the concept of a connection between Ocean Ridge to Kaikoura, the location of the railway will make connection to Ludstone Road difficult. In principle, the land between Seaview and Ocean Ridge is likely to provide for further residential development. However, this is unlikely to occur within the next 30 yrs. With the present zoned areas, there is sufficient capacity over the next 30 years.
19	Ruscigno	Susan	Susan Ruscigno	117 Torquay St.		Yes	No	There are two proposals that I find are not in the best interests of the current residents in the township. The first is the extension of the commercial zone to the corner of the Esplanade and Ramsgate St. This proposal would increase the height restriction on the Esplanade to the point where any new developments would completely block out the views from the current residents behind them, which would effectively be all properties in between the Esplanade and Torquay St. Who would want to be facing the back of an 11m property? There are numerous directions to build commercial properties in without changing the current character of the original township. Losing views would be only 1 of many changes that the current residents would have to adjust to. Increased traffic and noise are 2 major concerns. However, if the proposed plan that includes development of medium housing density on decreased lot sizes eventuates then a whole raft of negative repercussions is in store for current residents. The 30 year plan states that the permanent population of the district is not going to grow more than 1.5%. It also states that 1/3 of the homes are currently or will be owned by out of town residents. A third statistic noted is that the Kaikoura population is aging and 33% will soon be over 65 years of age. Two story townhouses and apartments are hardly conducive to aging in place. Nor are they suitable for the young families that would change the population to a more balanced demographic. Townhouses and apartments are not low cost housing and most likely be purchased by out of town investors who will use them as short term rentals. No one wants to be surrounded by Airbnb properties. Kaikoura is not Christchurch, Wanaka nor Queenstown. That's why we live here. Proposing and attempting to change the nature of this community into an urban high density mixed commercial and residential environment is unfeasible. We do not have the population (which is not forecast to change) nor the income nor the year round visitor numbers to make this plan necessary or viable. Walkability is important, that's 1 goal that I agree with, and that's why we live on a property in the township. However, to link property size with walkability is absurd! What study is that based on? The size of the sections are not going to change the distance to town. The question is, who does this portion of the plan benefit? Certainly not the current residents. In my opinion the proposal benefits developers and investors. Full stop.	Increase commercial zoning in another direction than what is proposed in your plan.	Yes	Yes	Concern noted. The proposed extension of the commercial zone is reflective of existing and desired use along the Esplanade, with one third of all properties between Brighton Street and Ramsgate Street along the esplanade currently operating as Visitor Accommodation. If the zone change is to occur, it would happen through the Plan Change process. Existing height limits could be used for restricting height, therefore views and visual amenity can be retained. Beach Road has also been proposed to extend commercially due to its existing use.
20	Skinner	Mel	Mel Skinner	280 Postmans Rd RD1	Phonebox Consulting	Yes	No	I support the concept of a spatial plan and think that this is a great start. There needs to be development of vision, values, economic development plan and actual drivers for change prior to finalizing a spatial plan. Please see attached detailed response	Please see attached detailed response.	Yes	Yes	The vision and values were developed by Councillors and the Runanga, with input from the community and consultants. It is not recommended to revisit this, unless Council wishes to commit additional resources. Similarly, the level of consultation on the Plan has been more than was originally envisaged in the Spatial Planning Act (which was the main driver for the Spatial Plan). KDC staff agree that budget and cost are a factor in determining priorities but the LTP is the appropriate document to lock these down. The 25 years of change section is a reflection of what has changed in the past and we are aware some of the documents are dated and require an update, especially to meet world heritage status. In terms of economic development, Council is in the process of developing a road map for reinvigorating ED, which was endorsed by elected Members in October 2024. This will be prepared in conjunction with the Spatial Plan. With regards to the airport concerns, it is still considered appropriate for inclusion within the Spatial Plan as it is aspirational, and sets out that 'investigations' in to relocation will occur in the long term. If council considers that at no point in the future that an alternative airport location is required then it should be removed.
21	Starkey	Chanel	Chanel Starkey	56 Station Road, Mangamaunu, Kaikoura		Yes	No	Kia ora, I would like to provide feedback on the current proposed draft plan. This plan is set out for the next 30 years. Within this plan there is only ONE consideration for wahi maori, Mangamaunu is one of the largest maori land regions in the south island and yet there is no allocation or change to zoning for its owners to develop or allow for papakainga or housing (not good enough). THIS IS A HUGE OVERSIGHT FROM Te Runanga and KDC. Currently Te Runanga claim Mana over this region however it is the land owners of Mangamaunu who hold Mana Whenua and yet there is very little consultation by KDC to come out and consider consultation with us. Ensuring that there is provision for the maori landowners in this plan is VITAL and needs to be considered, given the settler history of this region and the overuse and theft of Maori land through govt policies and the land ballot scheme (maori excluded) that operated in this town. Provision and zoning needs to be added in to allow for the maori of Mangamaunu to develop their lands and create the settlement that was allocated in 1906 for a township as has been done in Hapuku. Unfortunately it is once again and example of alienation by the council of maori from their lands. I understand this is a big piece of work but needs to be included to show good faith by the council to do what is right.	Updates to the whenua maori zones to allow for development, papakainga, housing and use.	Yes	Yes	Noted. Te Runanga o Kaikoura (TROC) were actively engaged in the production of the Spatial Plan. Papakainga housing ranked as a high priority in the Spatial Plan Action Plan, which has been considered in the recent review of the District Plan Review roadmap. Phase 2 is to review and revise Special Purpose Zone Chapter of KDP which includes maori Purpose Zone which will enable papakainga. This will occur as a Plan Change and be subject to consultation.
22	Te Whaiti	Ana	Ana Te Whaiti	304 Beresford Street St Leonards Hastings Hawkes Bay		No	No	Please see attachment containing submission		Yes	Yes	Noted. Te Runanga o Kaikoura (TROC) were actively engaged in the production of the Spatial Plan. Papakainga housing ranked as a high priority in the Spatial Plan Action Plan, which has been considered in the recent review of the District Plan Review roadmap. Phase 2 is to review and revise Special Purpose Zone Chapter of KDP which includes maori Purpose Zone which will enable papakainga. This will occur as a Plan Change and be subject to consultation. KDC Staff are supportive of adding a glossary of terms in the Appendices, however this will require additional discussion with TROC. The red line is not a barrier for creating additional papakainga housing outside of the study area. Other concerns noted however they fall outside of the scope of Spatial Plan, but will be considered at the Plan Change stage.
23	Welch	Cassie	Cassie Welch	160 Bealey Ave, PO Box 1474, Christchurch 8140	National Public Health Service, Te Whatu Ora	No	Yes	Please see attached submission compiled by the National Public Health Service Te Waipounamu region, Health New Zealand - Te Whatu Ora.	Please see attached submission compiled by the National Public Health Service Te Waipounamu region, Health New Zealand - Te Whatu Ora.	No	Yes	Support noted. The Spatial Plan is a high level document which sets direction for District Plan Review. The more granular concepts raised, such design for inclusion, health promoting neighbourhoods and climate change resilience are better addressed within specific chapters of the District Plan or as development occurs. For example Crime Prevention Through Environmental Design (CPTED) is typically addressed in subdivision design.
24	Wichman	Meri	Meri Wichman	Home address: Essex Crescent Whakatu, Hastings. Whakatu Post Center 4161 PO Box 12 Second address: 65 Station Rd Hapuku	Mangamaunu Whānau	Yes		I see the Draft Plan has Papakainga at No. 2 priority and I would like to be involved in communications with Council and more information along with timelines how this is going to be implemented into the plan. PLEASE NOTE FOR ADDRESS: I LIVE IN HASTINGS HAWKE'S BAY AND HAVE GIVEN THIS ADDRESS; WE HAVE ALSO CONNECTED TO OUR BLOCKS IN MANGAMAUNU TOWNSHIP BLOCKS: 7B, 11B, HEREFOR I HAVE GIVEN THIS ADDRESS TO SPEAK FROM. 65 STATION RD, HAPUKU	Yes, by placing Papakainga at the top of the list and making this a priority.	Yes	Yes	Noted. Papakainga housing ranked as a high priority in the Spatial Plan Action Plan, which has been considered in the recent review of the District Plan Review roadmap. Phase 2 is to review and revise Special Purpose Zone Chapter of KDP which includes maori Purpose Zone which will enable papakainga. This will occur as a Plan Change and be subject to consultation.