

Submission on notified proposal for plan change



About preparing a submission on a proposed plan change

You must use the prescribed form

- [Clause 6](#), Schedule 1 of the Resource Management Act 1991 (RMA) requires submissions to be on the prescribed form.
- The prescribed form is set out in [Form 5](#), Schedule 1 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003.
- This template is based on Form 5. While you do not have to use this template, your submission must be in accordance with Form 5.

Your submission and contact details will be made publicly available

- In accordance with [clause 7](#) of Schedule 1 of the RMA, the Council will make a summary of your submission publicly available. The contact details you provide will also be made publicly available, because under [clause 8A](#) of Schedule 1 of the RMA any further submission supporting or opposing your submission must be forwarded to you by the submitter (as well as being sent to Council).
- [Section 352](#) of the RMA allows you to choose your email to be your address for service. If you select this option, you can also request your postal address be withheld from being publicly available. To choose this option please tick the relevant boxes below.

Reasons why a submission may be struck out

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious
- it discloses no reasonable or relevant case
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further
- it contains offensive language
- it is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

To Kāpiti Coast District Council

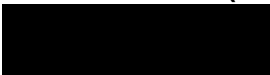
Submission on Proposed Plan Change 2 to the Operative Kapiti Coast District Plan 2021

Submitter details

Full name of submitter: Sahra Kress

Contact person (name and designation, if applicable):

Postal address (or alternative method of service under section 352 of the RMA):



Telephone: 021-5656-29

Electronic address for service of submitter (i.e. email): sahra@nikaumidwives.com

I would like my address for service to be my email *[select box if applicable]*



I have selected email as my address for service, and I would also like my postal address withheld from being publicly available *[select box if applicable]*



Scope of submission

The specific provisions of the proposed plan change that my submission relates to are:

[give details]

Overall, I support the intention of the changes to allow higher density housing on the Kapiti Coast. I also support the specific proposal to encourage tangata whenua to develop papakinga housing developments. I urge inclusion of plans for changing bylaws to allow for Tiny House dwellings to be encouraged on residential plots.

Continue on a separate sheet if necessary

Submission

My submission is: *[include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views]*

The airport

The airport needs to close and the area turned into medium to high density housing. I know that is the intention of the Templeton Group who are the current airport owners. But KCDC in its planning document has been silent on this, potentially the biggest, higher density housing project in the district. This article covers the issue well and is the best and latest summary. <https://lowcarbonkapiti.org.nz/our-ghost-airport-an-opportunity-to-build-much-needed-houses/>

Active mobility

A need for state of the art high quality safe walking and cycling infrastructure to support high density housing
High density housing potentially reduces car dependency. But people still need mobility. It is important that cycling and walking, as well as regular, affordable high quality public transport, are at the centre of transport planning around the provision of higher density housing.

Tiny houses can help solve the housing and climate crisis

I am concerned that the matter of housing densification is being viewed in a limited way. The government's plan for maximising dwellings on residential sites will forever change the way we live in and experience the beautiful Kapiti district. There may be a need for such densification in places, but I wish to strongly advocate for an alternative, low cost, low impact, healthy housing initiative which can contribute to densification as well as housing affordability. This must be included in the Council's adoption of a housing densification plan. I am referring to moveable 'tiny house' dwellings, built to building code standards with permanent building materials. These small dwellings are now ubiquitous nationally (indeed, internationally) and offer AFFORDABLE, healthy housing for people, typically younger people, families including those with young children, and some older retired folk. An ideal response to the housing crisis and looking after the most disadvantaged people in our community. I refer the Council to developments in Fresno, California, where the anticipation of housing shortages was met with exactly this creative solution. The amended bylaws allowed for one tiny house per residential lot, plumbed into the mains sewer system, with requirements for safety in terms of electrical and gas instalments.

[<https://lpdd.org/resources/fresno-cas-zoning-for-tiny-homes-and-accessory-dwelling-units/>]

Such a development would position KCDC as a progressive Council enabling provision of affordable, healthy housing whilst also meeting the requirement for housing intensification.

Continue on a separate sheet if necessary

I seek the following decision from the Kāpiti Coast District Council: *[give precise details]*

Continue on a separate sheet if necessary

Hearing Submissions [select appropriate box]

I wish to be heard in support of my submission.	<input type="checkbox"/>
I do not wish to be heard in support of my submission.	<input type="checkbox"/>
If others make a similar submission, I will consider presenting a joint case with them at a hearing.	<input checked="" type="checkbox"/>
If others make a similar submission, I will not consider presenting a joint case with them at a hearing.	<input type="checkbox"/>

6/9/22

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

A signature is not required if you make your submission by electronic means.

Trade Competition [select the appropriate wording]

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by [clause 6\(4\)](#) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could ☐ / I could not ☒ gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission, please complete the following:

I am ☐ / I am not ☐ directly affected by an effect of the subject matter of the submission that—

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

Email your submission to district.planning@kapiticoast.govt.nz or post/deliver to:

Attn: District Planning Team
Kāpiti Coast District Council
175 Rimu Road
Paraparaumu 5032

For office use only

Submission No:

11

☐

Our ghost airport: An opportunity to build much needed houses

By Paul Callister, 19 August 2022



After years of Kāpiti ratepayers subsidising just a few passengers per day to fly out of Kāpiti airport, its closure in its current form gets closer. So what are the alternatives?

There are those still lobbying to keep the airport open. The key group is the Kāpiti Aeroclub. They are users of the airport but do not own the land. Their vision, set out on a [website](#), is for housing, ‘zero emission’ flights and an

innovation hub.

“Kāpiti airfield presents an opportunity for our district to become a National leader in carbon emission reduction through the utilisation of E-commuter aircraft.

The development of this technology and establishing an E-commuter hub will present significant business and education opportunities for our community.”

Their proposal is for 2,000 houses to be built amongst wetlands and open spaces but for a runway to remain open.



Kapiti Aeroclub’s vision for the future of the ariport land

Electric planes do exist and in fact one has flown from Kāpiti airport. But a transition to regular use of such planes for regional flights still seems [many years away](#). In addition, both Wellington and Palmerston North airports will also wish to be hubs for electric planes so would continue to compete for passengers. Based on recent experiences, through cheaper fares and greater airline choice these airports would attract more flyers.

And some of the ideas promoted on the website are purely in the fantasy realm. An example is that 40% of aviation fuel will be Sustainable Aviation Fuel by 2030. There is no realistic backing for this claim.



Really? There is no earthly way this could be achieved. See the [blog](#) on this topic.

While the current owners of the airport, the [Templeton Group](#), have not released any detailed plans for their housing development it does not include an airport. In public presentations they have talked about 3,000 houses with about 9,000 people living on the site. This is about 1/3 of the population growth forecast by Kāpiti Coast District Council (KCDC) in various planning documents. Although, surprisingly, no KCDC planning documents actually mention possible housing on the airport land.

Again, via public presentations, Templeton emphasise retaining and restoring wetlands (with birds able to return with the airport closed), having much open space, and with both cycle and walking access throughout the whole development. There is talk of building a hotel, medical centre, school, a covered farmers market and an emergency heliport.



A small area of wetland adjacent to the Kāpiti Airport

Elsewhere I have argued why the uneconomic airport [needs to close](#) (and [here](#) is the view of Low Carbon Kāpiti). The main argument is related to two crises facing New Zealand. These are the housing and climate crises.

To reduce our emissions, we need:

1. Well insulated easy to heat affordable housing – and lots of it.
2. Housing intensification. New housing should be within easy walking and cycling distance of shopping centres, medical facilities, swimming pools

and libraries, schools and main transport hubs, especially railway stations. The airport land fits these criteria. Greater Wellington Regional Council support [intensification](#) and want to stop car dependent suburbs being built on the edges of towns and cities in our region. KCDC is also currently [consulting](#) on its intensification plans

3. Not build on peat land and not on prime agricultural land. The airport land is neither of these (a future blog will explore the issue of flooding).
4. To reduce air travel and domestically switch more travel to [trains](#). Closing an airport supports this goal.

A [new advocacy group](#) has been started by Wellington-based urbanists Oliver Bruce and Isabella Cawthorn. The Quarter-hour Paradise group talking about the benefits of life in a fifteen-minute urban area. Or as they call it, a quarter-hour paradise. This is what the airport site could be like.

“
*Quarter-hour paradise [idiom; New
Zealand:]*

*a vibrant urban community where
residents have everything they need
within a 15-minute walk, scoot or bike*

from their warm, affordable home.

When the airport closes a number of important steps will take place. First, given the land was acquired under the Public Works Act, the land needs to be offered to the previous owners. Second, given the size of the project, the public need to be consulted. A number of issues are likely to be raised. These include how high dwellings might be, how much green space there will be, how much additional traffic will be created. Hopefully other issues will be explored, including whether part of the site could be used as a tiny house village (a future blog) and whether [Papakāinga Housing](#) can be built. In addition, some new [New Zealand developments](#) now restrict the number of car parks, including setting up shared electric car arrangements.

Building houses on a closed airport is not unique to New Zealand. We could learn from a housing development on a former [Berlin](#) airport site.



An artists impression of the new Schumacher Quarter. Source: Tegel Projekt GmbH

The aim is to house 10,000 people in this Berlin development. This would include some student housing. It is aimed to be a low emissions development with wooden buildings, being car free with good walking and biking facilities, having plenty of open space but also having on site shopping and other facilities to support a 15 minute suburb.

In the lead up to the local body elections, Low Carbon Kāpiti would like to know the stance of those standing for council in terms of the future of the airport.

Search



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From: [Sahra Kress](#)
To: [Mailbox - District Planning](#)
Subject: Submission
Date: Tuesday, 6 September 2022 12:08:25 pm
Attachments: [proposed-plan-change-2-submission-form-form-5 \(HOUSING INTENSIFICATION\).pdf](#)

Please find attached my submission on Housing Intensification Planning for Kapiti.

Nga mihi
Sahra

Nāku noa
Sahra Kress RM, BM, PG Dip, MMid
Kāpiti Coast
<https://kapiti.nikaumidwives.com/sahra-kress/>