

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Wednesday, 16 March 2022 2:32:55 pm

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## Submitter details

**First name:** Keryn  
**Last name:** Campbell  
**Address:** 8 Lane Crescent  
**Suburb:** Tawa  
**City:** Wellington  
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**Email:** keryn.dave@xtra.co.nz

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I'm concerned about the lack of off street parking. The corner of McLellan Street and Main Road Tawa is extremely busy in the morning before school and in the afternoon after school during school days. Both Tawa Intermediate and Tawa College parents use this intersection to get their kids to and from school. The pictures shown of the two roads with no traffic or parking were taken at low peak traffic and are extremely misleading. Students at the Intermediate and the College also walk/cycle along this route. Cars parked on the side of the road restricts visibility and could cause safety issues for the schools students.

Infrastructure. I would like the council to make sure that plans are in place to strengthen Tawa's aging Water and Sewer system to cope with new developments such as this one.

### Aspects of the application that you are neutral towards:

I have no objection to the positioning. The Main Road is the perfect place to put more housing which the Wellington Region very much needs.

### The reasons for my / our submission are:

To restrict further congestion on an already busy urban road.

### The decision I / we would like Wellington City Council to make is:

With Tawa's access to the train network not all families will need to have cars. I'm asking that at least 1/2 the units have access to off street car parking.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Wednesday, 16 March 2022 4:09:30 pm

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## Submitter details

**First name:** Chad  
**Last name:** Oliver  
**Address:** 61 Bell St  
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**City:** Wellington  
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## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road  
**Service request number:** 505203  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 5 minutes  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I love that this will provide more housing in a city that desperately needs it.

I also like that it increases the range of options for housing in this area. Some people love stand-alone houses, some people choose to buy townhouses, and others want to live in an apartment. Similarly, some people absolutely need parking, and others are happy to give up parking in exchange for lower housing costs.

I also appreciate that this property is well within the proposed setback, recession plane, and height limits under the Draft District Plan as mandated by the NPS-UD. It would be counterproductive and short-sighted in the extreme to deny this application when both Council and the Government have stated that this is the sort of development they want to see more of.

### Aspects of the application that you are neutral towards:

I hope Council has a plan to prevent people from buying these apartments and then just parking on the street. Street parks don't belong to anyone, but it's not appropriate for developers to, in effect, use street parking to subsidise the cost of their apartments. It would be good to see residential parking permits rolled out for all Medium Density Residential zones with 21m or 11m height limits.

### The reasons for my / our submission are:

I want to see more housing built in this city. I like Wellington and I want it to be a dynamic place, rather than having all of its value extracted by existing homeowners.

### The decision I / we would like Wellington City Council to make is:

Approve this resource consent

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Wednesday, 16 March 2022 4:15:42 pm

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## Submitter details

**First name:** Bronwyn  
**Last name:** Hutchison  
**Address:** 2 Ranui Tce  
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## Application details

**Applicant name:** Spencer Holmes for 292 Main Road  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**  
Parking

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**

The proposed onroad parking on McLellan St for these 24 units is unsafe and does not reflect the reality of safe available parking.

McLellan Street is a main street connecting Tawa Main Road with Tawa Intermediate and Tawa College. It also crosses the railway line. It is incredibly busy and already causes traffic jams on the main road, duncan street, and ranui terrace. Allowing parking on this fairly narrow street will further impede traffic flows and dangerous conditions

**The decision I / we would like Wellington City Council to make is:**

A minimum of one carpark per household unit

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Wednesday, 16 March 2022 4:46:00 pm

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## Submitter details

**First name:** Lindsay  
**Last name:** Keats  
**Address:** 14 Taylor Tce  
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**City:** Wellington  
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## Application details

**Applicant name:** Spencer Holmes  
**Site address:** 292 Main Rd Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

The Artist impression is a gross exaggeration of the actual site. The Drawing shows a gradual back down to the stream (non-existent) in the drawing - in fact it will actually have to be a vertical retaining wall. The height perspective when compared to the roof of the single story house next door house would indicate a ceiling height of 1.5-1.6 metres. Artists impressions should be accurate- this one is far from reality & is misleading. There is no provision for car-parking so the only parking available will be on adjacent streets. It would be hard to believe that there would be any fewer than 8 cars owned by apartment dwellers. It is a very busy road and intersection and although more housing is ideal this is certainly not the location for it.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

Totally the wrong place for so many apartments.

I am submitting on behalf of my mother who lives at 4 McLellan St

### The decision I / we would like Wellington City Council to make is:

6 apartments with parking available for 4 cars using present driveway

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Wednesday, 16 March 2022 6:03:13 pm

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## Submitter details

**First name:** Rosanna  
**Last name:** Basile  
**Address:** 41 the drive  
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**City:** Wellington  
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## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 main road tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
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### Aspects of the application that you support or oppose:

Oppose no off street parking. There is not enough on street parking to accommodate this level of dense living. The pictures show areas that are required for parking for events and for parking for overflow parking for train stations and the grasslees playground. There is no where near enough capacity to accommodate house for residential purposes.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

Tawa functioning as a community.

### The decision I / we would like Wellington City Council to make is:

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Wednesday, 16 March 2022 8:14:02 pm

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## Submitter details

**First name:** Ben  
**Last name:** Bradshaw  
**Address:** 22A Nathan Street  
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## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I support the addition of higher density housing and the consideration given to the position (close to public transport links, but backed by a stream for greater separation). The current property is run down and in need of work, so this will be an improvement on the current building quality.

I oppose the additional parking issues this will cause around the adjacent streets. Nathan Street currently has cars parked on both sides during the day and there is regular traffic along Main Road. The current photos provided are from a conveniently low-traffic time and paint the proposal in the best possible light.

### Aspects of the application that you are neutral towards:

I have no opinion on the design, nor the 4 story height.

### The reasons for my / our submission are:

The NPS-UD notes that the parking requirement changes are "particularly in higher density areas" and this does not fit the location proposed.

### The decision I / we would like Wellington City Council to make is:

Ideally, I would like to see the developer asked to consider adding some carparks to the design. Failing that, an unbiased assessment of the impact of the additional cars and parking requirements by the council, considering not just parking but also traffic flow during both light and heavy traffic times.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Wednesday, 16 March 2022 11:07:08 pm

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## Submitter details

**First name:** Leo  
**Last name:** Olegario  
**Address:** 13 Rawson St  
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## Application details

**Applicant name:** Spencer Homes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Rd, Tawa  
**Service request number:** 505203  
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**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I oppose that the Developer has not planned for any parking space considering that this property is located in the Main Road. This will cause parking and traffic chaos in the nearby McLellan St where there are lots of cars passing before and after school. 24 units may translate to 24 cars where there is no parking.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

This affects the whole Tawa community compared to only 24 new homeowners.

### The decision I / we would like Wellington City Council to make is:

Require the Developer to allocate parking spaces to all the 24 units within the vicinity of the property being developed.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Thursday, 17 March 2022 7:37:22 am

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## Submitter details

**First name:** Kelly  
**Last name:** Rumens  
**Address:** 23 Ranui Tce  
**Suburb:** Tawa  
**City:** Wellington  
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## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Rd Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

1. There are 24 units proposed and NO off-street parking . This is in suburban Tawa, not the city, so most people will have 1, if not more vehicles as they need to travel around and outside Tawa and public transport options are very limited. Where will all these vehicles park? Along the already super congested main road ? Along the quiet residential Nathan street? Whilst I understand the rules have been changed and off street parking is no longer a requirement, this location and the risk of clogging up the main thoroughfare through Tawa and key link road to Porirua is a dreadful idea. With the townhouse developments in the area and the multiple Kenepuru landing developments underway the road is already heavily used throughout the day and on weekends.

2. This building is an absolute eye sore. In a beautiful flst area area full or single or double storey dwellings, a 4 story building, already on the high land above will tower over those homes and ruin the area.

### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

I have lived in Tawa my whole life. It is a beautiful suburb and while creating more opportunities for affordable living is something I support, this is not the right option, and certainly not the right location. Anything 4 story like this would need to be somewhere in the main commercial or industrial areas, such as the townhuse development down my Tawa Junction, or the new town houses next to Waitomo petrol station. Or alternatively a full new development where the whole area was like this. Not a 4 story apartment block in the middle of a residential housing area.

#### The decision I / we would like Wellington City Council to make is:

To reject this application or look at a heavily revised option, 2 story and with off-street parking provided.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Thursday, 17 March 2022 7:40:17 am

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## Submitter details

**First name:** Margot  
**Last name:** Southgate  
**Address:** 167 Woodman Dr, Tawa  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0212405000  
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## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road Limited  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

Oppose  
height of the building  
no vehicle parking for so many units (potential for additional 24 cars)  
No options for vehicle charging station for electric cars goes against current Govt policy.

### Aspects of the application that you are neutral towards:

Nil

### The reasons for my / our submission are:

traffic issues on main road Tawa, this is already a very busy road and a main route for cyclists. Vehicles parked out on the main road with the limited access as it is makes this very unsafe. The visibility of road users with such a high building as exiting the T intersection is adding to traffic.

The negative impact on Mclellan st and residents and the public path and access to Grassless park and pool with potentially 30 additional vehicles with no underground carparking or off street is very badly planned. 4 Levels will blocking sun for residents in Nathan Street earlier and cause dampness to these older homes with the additional loss of sun in the winter.

4 levels is visual pollution 2 is fine.

This could cause traffic issues with the many schools and college in close proximity with students and residents in the area and road crossing access.

Additional weight on the ground above Tawa stream is risky.

### The decision I / we would like Wellington City Council to make is:

Reduce to 12 units

Reduce to 2 levels

Ensure off street parking

Ensure vehicle charging stations are provided.

Ensure stabilisation of Tawa stream occurs and additional and substantial ground support works are included if this is approved.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Thursday, 17 March 2022 8:10:28 am

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## Submitter details

**First name:** Marie  
**Last name:** Silberstein  
**Address:** 35 Allen Terrace  
**Suburb:** Tawa  
**City:** Wellington  
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## Application details

**Applicant name:** Spencer Homes  
**Site address:** 292 Main Road Tawa  
**Service request number:** 505203  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I support the building of multi unit properties in Tawa, bringing more people here to support the small local businesses, use the parks and enjoy the suburb.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

Wellington needs more housing and multi dwelling builds are inevitable. The quarter acre dream that some are holding onto in Tawa is no longer sustainable. Tawa should follow the Hutt Valleys lead and make subdivision easier.

### The decision I / we would like Wellington City Council to make is:

Approve this consent. Also, make it easier to subdivide across the board in Tawa.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Thursday, 17 March 2022 1:05:32 pm

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## Submitter details

**First name:** Janine  
**Last name:** Allen  
**Address:** St Johns Terrace  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0272616061  
**Email:** ja9edbrooke@gmail.com

## Application details

**Applicant name:** Spencer Homes  
**Site address:** 292 Main Rd Tawa  
**Service request number:** 505203  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

It is a perfect location for medium density housing, close to public transport, parks, pool, shops etc. We need smaller housing that is more affordable in Tawa.  
Good that the plans seem to show a lift so the homes are accessible for buggies/people who cant manage stairs.  
Id like to see high standards of insulation for noise from the road and also thermal insulation as the sunlight isnt great here especially for ground floor units. Orientation for some of the units not ideal, especially for the winter when the sun is low behind the hills.  
I'm not a fan of the colours proposed but that is a personal subjective view. I think the bulk would look less with some vertical colour differentiation across the 3 'blocks'.  
Access - The cycle storage needs to be covered for keeping dry and secure. Could do with a larger area for servicing vehicles eg deliveries/removals so this is safe off the main road.  
Not a fan of roofing membrane, not very robust in my experience. Better to have a sloped roof to reduce risk of leaks.

### Aspects of the application that you are neutral towards:

The bulk will stand out to some extent, but this is the future for medium density housing here and in time there will be other comparable sized developments in the area and it wont seem so different.

### The reasons for my / our submission are:

I want to support the application as there is a real shortage of new quality housing in the area, especially smaller homes. I think it is sustainable in this location to have a higher density development without on site parking spaces.

### The decision I / we would like Wellington City Council to make is:

Approve the application.

Require higher than code building insulation and glazing for noise and thermal comfort.

Ensure cycle storage is weatherproof and secure to encourage sustainable transport use and minimise overspill car parking.

Require a lift is provided for accessibility.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Thursday, 17 March 2022 4:21:11 pm

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## Submitter details

**First name:** Rachel  
**Last name:** O'Shaughnessy  
**Address:** 32A Tawa Terrace, Tawa  
**Suburb:** Wellington  
**City:** Wellington  
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## Application details

**Applicant name:** Spencer Homes  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I oppose the height, the number of units, the fact that there is no on-site parking, the visual impact on the area, the effect it will have on traffic and that it is totally out of keeping with our suburb.

To create two bedroom units with no washing facilities or washing lines does not make for a long term place to live. It is just not reality.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

Frustration! It's all very well aiming for a society that uses e-bikes and walks to the train station but that is not reality. To say that there is overflow parking of 22 spaces and up to 60 spaces, and the effect will be minor, is just laughable.

Take the latest development down Tawa Terrace. Three large houses. Only the owners at the front have on-site parking. The two large houses at the back of them schlep their shopping up the drive, have piles of rubbish at the end of the drive and have no washing lines. This development has changed the dynamics of the street no end. There must now be an extra 15 cars parked down the street, which has recently resulted in further yellow lines being added up one side of the street to make it safer for people trying to get in and out of that development.

All this development does not seem to result in any infrastructure upgrades either. More people just using the current weak system. We cannot even get current reported water leaks in the suburb fixed in a timely fashion!

**The decision I / we would like Wellington City Council to make is:**

I am all for additional housing. I want more people to be in their own warm comfortable homes. But be sensible for goodness sake and don't ruin our suburb. Two storeys, 12 units, on-site parking. It might be within the law to go up even higher as the application states but look at the surroundings, use some common sense and look at the Tawa Terrace development - so much smaller but what a dog's breakfast.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 1234  
**Date:** Thursday, 17 March 2022 5:47:51 pm

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## Submitter details

**First name:** Julia  
**Last name:** McHalr  
**Address:** 1 Achilles Close  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0272445185  
**Email:** fitnessheavenly@gmail.com

## Application details

**Applicant name:** Julia McHale  
**Site address:** 292 Main Road Tawa  
**Service request number:** 1234  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**  
I oppose such a large building being placed on this land.  
It is close to a river with an unstable bank.  
There is no parking provided with this building and it invades thr privacy of surrounding houses

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**  
See above

**The decision I / we would like Wellington City Council to make is:**  
Reduce the height to a 2 storey building and add parking for all units

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Thursday, 17 March 2022 6:28:57 pm

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## Submitter details

**First name:** Robert  
**Last name:** Howey  
**Address:** 30 Ngatittoa Street  
**Suburb:** Tawa  
**City:** Wellington  
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## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Rd, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
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**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**  
The lack of any off street parking provided for the Development.  
Impact of the development on to adjacent properties in respect to privacy and sunlight.

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**  
Car parking - assuming 22 cars require parking on the surrounding streets thats approx 130 meters of street taken up with cars

**The decision I / we would like Wellington City Council to make is:**  
Reduce the size of the development

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Friday, 18 March 2022 10:40:15 am

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## Submitter details

**First name:** Stuart  
**Last name:** Ashdown  
**Address:** 39 Chester Road  
**Suburb:** Tawa  
**City:** Wellington  
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**Email:** stu.ashdown@gmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
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### Aspects of the application that you support or oppose:

The main opposition relates to how parking will be dealt with in this particular location. With the proximity of the site to the main vehicle thoroughfare through Tawa and with the side street being a main junction/intersection for traffic during school times, there is no real ability for 24 household units to have cars or visitors park near this site. In addition to this, there is a bridge over the stream beside the site, which will also prevent vehicles from parking. This section of the main road does not have the width and capacity to cope with the number of cars that would likely frequent a site housing 24 household units, it would also increase the risks to those trying to use alternative modes of transport, like cycling, by making it more dangerous to navigate around parked cars and buses.

Whilst private vehicles may be something that council and society at large would like to try and move away from it is clearly not feasible at present given the poor alternative options along with their costs and public transport network reliability. Whilst I support thoughtful and well designed higher density living, this is more in the category of trying to fit as many units as possible with little thought to how this will benefit the community over the medium to longer term. There is a feeling that this is more about finances than it is about making good higher density living for people. With fewer units on this site and more space for parking on site, this could be a good addition to the built environment and even an example for others to follow.

The other area is just how little outdoor space has been afforded to these units. As we increase in density there should be higher standards in this area to ensure people have access to the outdoors with enough space to do the things that are important to ones mental and physical health. I think this is of particular importance where the public outdoor spaces available are not up to standard to support removing this from people's private living arrangements.

### Aspects of the application that you are neutral towards:

I am neutral and even supportive of higher-density living arrangements. I would like to see

this occur more often in areas near rapid public transport nodes. I support the national policy statement that is looking to achieve this.

**The reasons for my / our submission are:**

I'm passionate about the built environment and my local community. I want to see a future with quality higher density living and that starts with planning. These buildings are likely to be with our community for multiple generations and therefore I think it is well worth getting it right at the planning stages.

**The decision I / we would like Wellington City Council to make is:**

I would like the council to think through the longer-term effects of a development like this. Will such a dense development become a future slum given its current design? I would like the council to carefully consider the realistic use of private vehicles and how they will be dealt with in such a busy area of the local roading system. I would appreciate the council doing what it can to provide healthy outdoor living and indoor spaces for developments like these, ensuring there is a balance between good design and financial returns. This may mean that this site is not suitable for such a level of density and amount of household units. The site is not within the CBD and therefore it is not the same as assessing an apartment building on the Terrace. It is the very most outer suburb of Wellington city and needs more consideration to how people realistically live and move around in an outer suburb.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Sunday, 20 March 2022 3:33:32 pm

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## Submitter details

**First name:** Rodrigo / Analisa  
**Last name:** Doronila  
**Address:** 1 / 292 B Main Road Tawa  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0224754078  
**Email:** rodrigo.doronila@gmail.com

## Application details

**Applicant name:** Spencer Holmes Limited  
**Site address:** 292 Main Road ,Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** approximately 10 to 15 mins  
**If others make a similar submission:** I / we will consider presenting a joint case with them at the hearing

### Aspects of the application that you support or oppose:

I oppose the establishment and use of a four-storey building containing 24 household units in our neighbourhood.

### Aspects of the application that you are neutral towards:

NONE

### The reasons for my / our submission are:

1. The location being on the main road and a major intersection for public commuters going into the Tawa Intermediate , Tawa College School .several Tawa recreational facilities and alot more would create major hazard to all the general public commuters .
2. Being on the same neighbourhood of the proposed development,it will greatly affect the flow of traffic and again will definitely create hazard to the public.
- 3.Again,it will also affect our way of living being just 1 house from the proposed development personally because it takes out our privacy of living because of the height of the proposed development, In addition to what it would create an overcrowded environment.
- 4.The proposed development has implied on the application that they will not provide parking for the residents of the building which is basically should not to be tolerated. In this case they create congestion on the Main Road increasing the risk of accidents to the general public especially for people and their family walking down this main road in addition to that this intersection is major route going to various Tawa community establishments including schools,train stations,recreational facilities such as the Grassless reserve , Tawa pool,Tawa bowling clubs , pedestrian crossings and house around this vicinity and a lot more.
- 5.The development on the site increases the risk of flooding and soil erosion of the surrounding houses in the water stream .  
This has been evident with the ever increasing volume of flood waters that flows in the

stream located directly behind the proposed development. Our property has been affected recently and its still on going.

6. The facilities and services around the proposed site is not enough and and again it will create problem .

7. The general public using the the Bus Stop station located in front of the proposed development will also be affected including the hazard and risk it will create.

With regards to the objective of the applicant for consent on behalf of the real owner, the motivation is purely selfish and has NO regard for the Tawa Community as a whole including the affected neighbourhood which we would ask for the council NOT to allow such degree of development on the proposed site.

**The decision I / we would like Wellington City Council to make is:**

That this development should be NOT BE ALLOWED to that extent,

A development similar to that housing development near Dressmart Area on the Main Road, Tawa should be looked as an example and should've been applied to this site for housing development.

6. The facilities and services around the proposed site is not enough and and again it will create problem .

7. The general public using the the Bus Stop station located in front of the proposed development will also be affected including the hazard and risk it will create.

With regards to the objective of the applicant for consent on behalf of the real owner, the motivation is purely selfish and has NO regard for the Tawa Community as a whole including the affected neighbourhood , So we would ask for the council NOT to allow such degree of development on the proposed site.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Sunday, 20 March 2022 7:16:57 pm

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## Submitter details

**First name:** Christian  
**Last name:** Minga  
**Address:** 11 Rawson Street  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0212674716  
**Email:** chris12061@gmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

It's ok to construct new dwelling there I believe only for 2-3 units 2 story, not 4 story 24 units. That's excessive.

### Aspects of the application that you are neutral towards:

None.

### The reasons for my / our submission are:

That's a busy street and main road. 24 units is excessive, 2 to 3 units 2-story bldg is acceptable. Not enough parking, you would not expect residents to park in side street and along Main Rd, McLellan St & near streets. Yes, not everyone drives nor got a car but in reality car is a necessity, each unit may potentially have at least one car & what happens I'd they have visitors? Where will they park, main road and to point out, there is a bust stop across the street which will impede traffic. This building will be a recipe of disaster and accident. Laying/digging foundation of a 4-story bldg will destroy the earthworks of the whole site and neighborhood. It will also delay traffic when construction starts. That piece of land is not suitable to hold such building, especially its right next to a creek. That bldg will eventually collapse it wouldn't have a good stable land. Will have long term environmental effect especially its right next to creek and bridge. Sewer and other waste disposal will be an issue too, that will be too much to take. 24-unit in that small piece of land will not provide decent dwelling to the people who will live there, they will most likely stand sleeping. Finally neighborhood's privacy will be compromised. This proposal only thinks about profit, not considering the wellbeing of the neighborhood and the wellbeing of the people who will eventually live there.

### The decision I / we would like Wellington City Council to make is:

Nil

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Sunday, 20 March 2022 7:46:08 pm

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## Submitter details

**First name:** Joey  
**Last name:** Gastilo  
**Address:** 2/292B Main Road  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0221544774  
**Email:** j27gastilo@yahoo.com

## Application details

**Applicant name:** Spencer Homes Ltd  
**Site address:** 292 Main Road Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 15 mins  
**If others make a similar submission:** I / we will consider presenting a joint case with them at the hearing

### Aspects of the application that you support or oppose:

The establishment and use of a four-storey building containing 24 household units.

### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

- \* Impacts on privacy, neighbourliness and area character.
- \* Impacts on parking (the building make no provision for parking).
- \* Shading of surrounding land.
- \* Impacts on waste-water infrastructure.
- \* Falling outside of normal compliance, the design occupies the majority of the site and breaches the normal boundary recession plane.
- \* The applicant is not a Tawa residence or occupy the property so it may not know the total impact to the neighbourhood of the said application for land use consent.
- \* The applicant is only concern about profit of his/her investment. And since he or she will not occupy the property what ever the impacts for this multi unit development to the neighbourhood, surrounding land and the outcome of the area character has no consideration because he/ she will not be affected to quality of their daily life. (Peace of mind and safety cannot be price)
- \* We also concerned about the quality of life for this design will allow for. The apartment are very small and uniform in design.

#### The decision I / we would like Wellington City Council to make is:

The family living in 292A and 292B as well as in the Nathan street, to build a 4 storey building will blocking the sun. At the present state, we only enjoy during summer at our backyard til 5 pm but winter 3 pm the sun is almost gone.  
We also would like the main road not be the parking areas of 24 unit at 292 main road.

When it is schools days the road is going to be busy

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Sunday, 20 March 2022 9:42:31 pm

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### **Submitter details**

**First name:** Michael Luke  
**Last name:** Santamaria  
**Address:** 102 Oxford Street  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0212585495  
**Email:** Lukestm@gmail.com

### **Application details**

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**  
I do not want any construction at the location in Tawa.

**Aspects of the application that you are neutral towards:**  
I am against it!

**The reasons for my / our submission are:**  
It will affect the residents nearby such as increased flooding due to increased concrete and decreased trees/greeneries. The area will be damp and houses directly behind the building will lose their share of sunlight!

**The decision I / we would like Wellington City Council to make is:**  
Cancel this project!

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Sunday, 20 March 2022 9:59:15 pm

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## Submitter details

**First name:** Hazel  
**Last name:** Ancheta  
**Address:** 4a Kowhai street  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 042327726  
**Email:** hgancheta@yahoo.com

## Application details

**Applicant name:** Spencer Holmes ltd  
**Site address:** 292 main road, tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**

Hi, hope you're healthy and well getting this message. This is not a spam scam.

Need your HELP please.

What's needed: Submit objection

Due date: 12 Apr 2022, 5pm

A 2-story 2 to 3-unit only suits that piece of land. 24-unit is excessive.

Affect traffic being on main road, intersection, access to Tawa College/Intermediate & train.

Parking issue. This will congest main road and neighboring streets.

Construction will compromise the stability of land. Diggers, heavy machines creates vibrations that will affect earthworks and potentially damage neighborhood's houses.

Environmental issue i.e. sewer, rubbish.

Privacy of neighbors compromised.

**The decision I / we would like Wellington City Council to make is:**

Number of units, parking spaces

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 21 March 2022 11:06:05 am

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## Submitter details

**First name:** Margaret  
**Last name:** Keats  
**Address:** 4 McLellan Street  
**Suburb:** Tawa  
**City:** Wellington 5028  
**Phone:** 042326789  
**Email:** margaretkeats@xtra.co.nz

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I oppose the application for the following reasons:

- the proposed dwelling is completely out of character with the surrounding neighbourhood in terms of height and appearance/quality
- the number of proposed apartments and therefore residents will result in increased noise and visual disturbance to what is currently a quiet area
- the structure would obscure some of my view and also visibility when driving out of McLellan Street on to the Main Road in both directions.

### Aspects of the application that you are neutral towards:

#### The reasons for my / our submission are:

I am 94 years old and have lived in my house for almost 60 years. The area is relatively conservative with mostly elderly people and young families, who own their own homes and know each other. I would be concerned for my safety and security having a dwelling of this nature close by.

#### The decision I / we would like Wellington City Council to make is:

Limit the height of any dwelling on this site to a maximum of two storeys and increase the size of the individual dwellings within to something that will attract the sort of demographic already represented in this area.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 21 March 2022 1:51:12 pm

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## Submitter details

**First name:** Jane  
**Last name:** Langham  
**Address:** 66 Collins Avenue,  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0211895953  
**Email:** janelangham4@gmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road Tawa  
**Service request number:** 505203  
**Submission:** I / we are neutral  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I support the application to build apartments at this site, but do not support the fact that there is no parking provision.

### Aspects of the application that you are neutral towards:

3 or 4 stories high is not a problem for this location

### The reasons for my / our submission are:

The location has no opportunity for any road-side parking. Whilst many do not wish to or need to have cars, they still need a place to safely store and maintain a bicycle, moped, or mobility scooter and with so many apartments some may wish to have a car or receive visitors with cars.

### The decision I / we would like Wellington City Council to make is:

I think that the ground floor/basement should be secure facilities for bikes/motor bikes/mopeds/mobility scooters and some cars, each car park to have charging facility and also charging facility for e-bikes. Also, a couple of visitor spaces, perhaps outside the secure area. This would reduce the number of apartments to 2 or 3 floors. Ideally different sized apartments for a mixed community.

There should be lifts as well as stairs to allow for disability access.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for SR487769  
**Date:** Monday, 21 March 2022 2:19:11 pm

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## Submitter details

**First name:** Paul  
**Last name:** Clark  
**Address:** 7 Luckie street  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0272359071  
**Email:** paulclark-clark@hotmail.co.uk

## Application details

**Applicant name:** Alex Khera  
**Site address:** 292 Main Road  
**Service request number:** SR487769  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

There is no parking in the area. Any parking on the side roads would lead to congestion.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

Some thought must be given to the tenants for a floor to park safely. Why don't they include a park park. Otherwise there going to park on streets around the corner or on the main road.

### The decision I / we would like Wellington City Council to make is:

Include a car parking level.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 22 March 2022 4:33:43 pm

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## Submitter details

**First name:** Alex  
**Last name:** Koudrin  
**Address:** 10 Thomas Hook Street  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0211603104  
**Email:** alex.koudrin@gmail.com

## Application details

**Applicant name:** Spencer Home Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I'm submitting this to oppose the build at 292 Main Road, Tawa. The main reason is the intense density of the dwellings coupled with the fact no carparking is provided will mean clogged up streets throughout the neighbourhood. Another reason is the current infrastructure cannot support so many dwellings - mainly drainage and the surrounding Tawa stream. A smaller reason is the uncharacteristic height of four storey's amongst the family neighbourhood all of single storey houses, will mean a large afternoon shade for the neighbouring properties as well as just looking unsightly and out of place.

The density of 24 units in place of a single house is very high for this area. 24 units in itself may not have been a great issue, had the developer provided at least one carpark per unit on the property. However, as it stand there are absolutely no carparks on the development. Most families / individuals will have cars. This means that already narrow street will have 20+ extra cars parked around it, which will create huge issues with parking in the area. If people attempt to park on Main Road, it will create a safety hazard as Main Road does not really have enough width for the cars to park safely without sticking out into the (usually heavy) traffic.

Tawa pool, Tawa playground and several Tawa schools are very close by, which means there are a lot of kids walking at all times of the day as well as being picked up by caregivers. So aside from being an eyesore and difficulties with parking for those who live there, it is likely to create safety issues, especially for school children.

Infrastructure in Tawa, especially around Tawa stream being too shallow to take care of flood waters has long been an issue that WCC needs to address. The stream needs to be deepened throughout to significantly alleviate the chance of flooding in low lying areas. A lot of Tawa is affected by this. The proposed building will have a big impact to an already bursting drainage infrastructure. As I understand some pipes are literally bursting at the

seams in the area.

The height of the build is extreme for this area. Four storeys amongst houses that are all single storey. This might be appropriate somewhere at the very centre of Tawa, such as around New World, but I feel it is not appropriate around quiet streets with houses that have families with back yards in them. Shade created by the building will block out the afternoon sun for a number of properties too. Basically, such buildings needs to be built in areas carefully planned for such intensity, where they would not look out of place.

If the proposal goes ahead with its current form, I feel it will start a very bad trend in the area, where neighbouring houses will start and will continue to lose value. Developers would likely snatch those up and build more of these cheap units. In 5-10 years time we may see a run down area similar to Cannon's creek, where no families will want to live and perhaps would be home to drug dealing individuals and crime - one word it may turn to first world slums. I don't think the residents of Tawa would want to see such builds going up organically, instead they should be strategically planned with placement, infrastructure and parking top of mind.

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**

**The decision I / we would like Wellington City Council to make is:**

Reduce the height and density of the build and have provisions for parking.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Wednesday, 23 March 2022 7:29:40 pm

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## Submitter details

**First name:** John  
**Last name:** Burnet  
**Address:** 21 Kiwi Crescent, Tawa  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0274379062  
**Email:** johnburnet@xtra.co.nz

## Application details

**Applicant name:** John Burnet  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**  
There is no provision for off road parking

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**  
All residents are likely to own cars or have visitors using a car. Neighbouring streets particularly Tawa's Main Road can not easily accommodate likelihood of 24 additional cars.

**The decision I / we would like Wellington City Council to make is:**  
On-site parking for all residents living at this address is essential.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Thursday, 24 March 2022 7:48:01 pm

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## Submitter details

**First name:** nicola  
**Last name:** carvey  
**Address:** davidson crecent  
**Suburb:** tawa  
**City:** tawa  
**Phone:** 10210343203  
**Email:** nicolacarvey5@gmail.com

## Application details

**Applicant name:** spencer holmes  
**Site address:** 292 main road tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

i oppose the extra cars that will be on the road also the parking of cars on the side roads and on main road this is because of close proximity to a pedestrian crossing and also a intersection which is and can be at times very hard to get out of

### Aspects of the application that you are neutral towards:

there are none

### The reasons for my / our submission are:

i am concerned that this development will cause more traffic accidents and a lot of parking problems for the residents living in walking distance to this site

### The decision I / we would like Wellington City Council to make is:

that this development does not go ahead to protect the wider community i also believe that this development in years to come will create possible erosion and as it is right next to a stream which can also cause flooding which in turn will create further issues for residents that this development back on too

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Friday, 25 March 2022 9:33:25 am

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## Submitter details

**First name:** Shirley  
**Last name:** Brosnahan  
**Address:** 31 Beauchamp Street, Tawa  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 0272429812  
**Email:** sbrosnahan@xtra.co.nz

## Application details

**Applicant name:** shirley Brosnahan  
**Site address:** 292 Main Rd Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I oppose the decision to have no parking facility for a 24 unit block and having a four story high building in suburban area.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

I live in a nearby street and as there will be no parking on the property the streets are going to be very congested.

### The decision I / we would like Wellington City Council to make is:

There needs to be provision for car parking.

The limit on height should be maximin two story high especially as the balcony's are all facing to the north looking over peoples backyards

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Friday, 25 March 2022 1:36:02 pm

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## Submitter details

**First name:** Hayden  
**Last name:** Wallace  
**Address:** 326 main road  
**Suburb:** tawa  
**City:** wellington  
**Phone:** 0276406620  
**Email:** wallacejr@hotmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** no idea  
**If others make a similar submission:** I / we will consider presenting a joint case with them at the hearing

### Aspects of the application that you support or oppose:

size and height of project is totally unsuited to site and area. very busy intersection that backs onto steam and bridge prone to flooding. nil parking for such a busy area is a large safety concern. pedestrian health and safety also a concern.

### Aspects of the application that you are neutral towards:

we need housing in tawa and wellington

### The reasons for my / our submission are:

i feel the project size is concerning for all aspects of build

### The decision I / we would like Wellington City Council to make is:

reconsider size of project and parking purely based on location of intersection. if this was in city i would understand

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Friday, 25 March 2022 5:43:49 pm

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## Submitter details

**First name:** Sue  
**Last name:** Keats  
**Address:** 62 Evans Bay Parade  
**Suburb:** Roseneath  
**City:** Wellington 6021  
**Phone:** 6421608245  
**Email:** suekeats@xtra.co.nz

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**  
I oppose all aspects

**Aspects of the application that you are neutral towards:**  
None

**The reasons for my / our submission are:**  
My family home is close to this proposed development and my 94 year old mother still lives there.

While I appreciate that there is a demand for housing, strongly believe that a dwelling of this nature in this location is not a viable or practical solution and will have multiple negative impacts on the health, safety and wellbeing of the surrounding community. It may solve some problems however it will create others.

While I note that the proposal claims to be a "quality development and aimed at the middle area of the market" I do not believe that this will be borne out in reality. The complex looks cheap and nasty, the tiny two-bedroomed apartments will not appeal to the middle area of the market and the lack of parking (other than for scooters) will result in the surrounding streets being inundated with tenant's vehicles.

The photographs taken of the surrounding streets at 8pm on a Wednesday night and 10am on a Sunday morning are not representative of usual traffic flow on roads that are the main access to two schools, a children's playground, a bowling club and a swimming pool. It is already difficult to turn out of McLellan Street on to the Main Road in either direction due to a lack of visibility and a large building on the corner will only exacerbate that situation. The area is currently mainly inhabited by older people and young families so more traffic will increase the danger for both pedestrians and drivers. The McLellan Street bridge is

already compromised to the point where it is sagging and appears to need urgent strengthening.

Despite the proposal noting that the proposed dwelling well located for a range of transport options, the only viable public transport is the bus service as the train station is a 10 minute walk away.

The current neighbourhood is relatively quiet and conservative - are currently no other four-storey complexes in the Tawa/Linden area. A building of this height and volume of apartments will impact the privacy of the surrounding residents and create noise issues with potentially bright balcony lights causing disturbances after dark. It will turn an attractive area into something that is slum-like.

I am also concerned about the impact on the surrounding environment particularly the stream – the artist "impression" does not represent reality; this stream regularly floods and how will the wildlife (ducks and eels) be cared for during this process?

There have been multiple landslips on the Main Road over the years (I can remember a huge one that went on to this property back in the 1970's). With the stream on one side and an unstable bank on the other this is a really questionable location for such a large structure.

**The decision I / we would like Wellington City Council to make is:**  
Decline this application in its entirety.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Friday, 25 March 2022 10:21:07 pm

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## Submitter details

**First name:** Noha  
**Last name:** Ibrahim  
**Address:** 1/25a Olivia crescent  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0274592158  
**Email:** nohamkhalil@gmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

Lack of parking or drop off  
Impact on traffic during construction  
Impact of construction on stream  
Building too close to stream  
Lack of sufficient green open space  
Building too high: affects privacy of neighboring houses and is aesthetically unpleasant

### Aspects of the application that you are neutral towards:

**The reasons for my / our submission are:**

**The decision I / we would like Wellington City Council to make is:**

Impose parking and buffer area around building

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Sunday, 27 March 2022 6:36:30 pm

---

## Submitter details

**First name:** Rocelle  
**Last name:** Obaldo  
**Address:** 19 Ordley Grove  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 042327848  
**Email:** rocelleobaldo@yahoo.com

## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**

1. Affect traffic being on main road, intersection, access to Tawa College/Intermediate & train.
2. Parking issue. One person argued, not everyone drives but in reality, it's a necessity so there will be at least 1 car per household. This will congest main road and neighbouring streets.
3. That piece of land is unlikely to hold a 4-story building. May eventually collapse right next to creek.
4. Construction will compromise the stability of land. Diggers, heavy machines creates vibrations that will affect earthworks and potentially damage neighbourhood's houses.
5. Environmental issue i.e., sewer, rubbish.
6. Will not give future dwellers decent place to live. Imagine they will live in a matchbox.
7. Privacy of neighbours compromised.

**The decision I / we would like Wellington City Council to make is:**

I oppose to this proposal. I believe 2-story and 2 to 3-unit per floor will only suit that piece of land. 24-unit is too excessive.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Sunday, 27 March 2022 6:40:40 pm

---

## Submitter details

**First name:** Rhodora  
**Last name:** Zurbito  
**Address:** 19 Ordley Grove  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 042327848  
**Email:** doriemhz@yahoo.com

## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**

1. Affect traffic being on main road, intersection, access to Tawa College/Intermediate & train.
2. Parking issue. One person argued, not everyone drives but in reality, it's a necessity so there will be at least 1 car per household. This will congest main road and neighbouring streets.
3. That piece of land is unlikely to hold a 4-story building. May eventually collapse right next to creek.
4. Construction will compromise the stability of land. Diggers, heavy machines creates vibrations that will affect earthworks and potentially damage neighbourhood's houses.
5. Environmental issue i.e., sewer, rubbish.
6. Will not give future dwellers decent place to live. Imagine they will live in a matchbox.
7. Privacy of neighbours compromised.

**The decision I / we would like Wellington City Council to make is:**

I oppose to this proposal. I believe 2-story and 2 to 3-unit per floor will only suit that piece of land. 24-unit is too excessive.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 29 March 2022 1:15:52 pm

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## Submitter details

**First name:** Rob  
**Last name:** Edgecombe  
**Address:** 1 Beauchamp St  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0223099713  
**Email:** rob.edgecombe@gmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**  
Parking

**Aspects of the application that you are neutral towards:**

### **The reasons for my / our submission are:**

The photos taken are misleading as they were taken at quiet times. Both the Main Road and McLellan St are busy roads, especially during school drop-off times. This this must be taken into consideration but it has not been. It is not feasible to park on either of these two streets during school hours, let alone 24 cars. Residents will quickly figure this out and be forced to park quite a long way away from their house.

### **The decision I / we would like Wellington City Council to make is:**

Firstly, take photos of the exact same streets at 8:30am on a school day (noting that both Tawa College and Tawa Intermediate are just down the road). Secondly, after finding out that the streets are significantly more busy than the current photos suggest, force the developers to come up with a solution to provide off-street parking.

Thirdly, on realisation that the developers cannot come up with such a solution, reject the proposal and tell them to build a building that is in keeping with the rest of the area.

# Submission on resource consent application

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

## Notes for the applicant

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If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or hand it in to us at:

**Resource Consents**  
**Wellington City Council**  
**PO Box 2199, 12 Manners Street, Wellington**

## Submission details

Name of applicant: Spencer Holmes Ltd

Site address: 292 Main Road Tawa

Proposal: 292 Main Road, Tawa

Service request number: 505203

Support the application       Oppose the application       Neutral

## Submitter details

Name of submitter: Tony Law

Address of submitter: 5a Mclellan Street, Tawa, Wellington

Phone (day): 044985091

Mobile: 0212438820

Email: [tonylaw@xtra.co.nz](mailto:tonylaw@xtra.co.nz)

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

I have concern of this development. Main one is 24x units with no car parks. This will lead to potential 24x cars park all around the area, including my house. Mclellan Street is a main road for Tawa Intermediate and High School. During schools hours, it is pack with traffic and Mclellan Street is no where near wide enough for both side to be use as car park. I fear this project will end up like leaky homes where we are creating a hugh problem later on and no one is responsible.

Also the plan drawing doesn't seem to include the river next to it. Having such a high building right next to a river could also be harmful to environment.

**The reasons for my submission are:**

Concern with future impact.

**The decision I/we would like Wellington City Council to make is  
(include any conditions of consent you would like to see imposed):**

24x units is far too many units with no off street parking.

**Note: \*Select one.**

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

I/we wish to speak in support of the submission

I/we do not wish to speak in support of the submission

If others make a similar submission, I will consider presenting a joint case with them at the hearing

Signature(s) of submitter(s) or agent of submitter(s)\*



Date

31/03/22

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 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.

**Privacy information**

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

**How do you wish to be served with any correspondence**

via email (please ensure you have provided your email address on page 1)

via post, ie hardcopy

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Saturday, 2 April 2022 3:15:17 pm

---

## Submitter details

**First name:** jodie  
**Last name:** crooke  
**Address:** 7A Luckie Street  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 64210648788  
**Email:** jodiecrooke@hotmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

Support: Multiply units on a space not used now.

Oppose: No parking as cannot see how the roads around will be able to support the number of vehicle, as there are bus stops on both sides of the main road so no parking, a bridge and it is a busy corner for turning. The footpath on the opposite side of the main road is only really walkable because very few cars park on that side due to the hillside, it is unsafe to walk on a path which is below a hillside that could come down when cars are parked all the way along the road side. The roads in the area work well because of people parking their vehicles on their property. Also Tawa has an issue with vehicles been broken into so it seems wrong to be making a bigger issue for the police.

I can see bike sheds on the plans but no where for other storage outside the unit and with all those stairs people won't want to always take stuff up them.

### Aspects of the application that you are neutral towards:

Landscaping looks nice.

### The reasons for my / our submission are:

I feel the place is been built not for people to live in, we haven't moved to a society that doesn't use cars and therefore having no parking is just making the neighbour poorer. I also don't think it should be the norm that the council will supply the parking on the street. You only need to go along other street in wellington to see how hard it is for buses when there isn't off street parking. Also the issue had in Tawa when the Main Road was closed and buses had to go other routes.

I don't think that enough is shown that these units will be fully access able within the unit. I would rather the height of the building was only 3 stories high as I really do think it will overwhelm the neighborhood and the stream for the birds.

**The decision I / we would like Wellington City Council to make is:**

I would like you require parking, at least one space per unit but two would be better. That the units can allow a wheelchair user to use the bathroom and the unit as a full. If you do allow this to go ahead parking is only allow on one side of the street for main road and all the streets around and no parking on the bridge.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Saturday, 2 April 2022 4:52:23 pm

---

## Submitter details

**First name:** Neil  
**Last name:** King  
**Address:** 11 nathan st  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 02040641454  
**Email:** jahmen1967@gmail.com

## Application details

**Applicant name:** Alex Khera  
**Site address:** 292 Main Road Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

Privacy  
Parking  
Size / Open space

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

Privacy  
in the document "10-response-to-s92-updated-plans-292-main-road-sr505203.pdf"  
in section RC06.1 and RC07.1, the applicant states that "

THERE IS EXISTING PLANTING AND  
FENCING ALONG STREAM FOR PRIVACY -  
and

1 NATHAN STREET'S EXISTING  
ESTABLISHED PLANTING AND  
FENCING ALONG MCLELLAN  
STREET AND STREAM FOR  
PRIVACY

The applicant shows that their neighbour values their privacy in their own documentation and then completely destroys that privacy with 16 balconies directly overlooking their backyard the lowest of which is at a level higher than the privacy screening

### Parking

In the document "5-councils-s92-request-292-main-road-sr505203.pdf"  
the council and the applicant state "that the effects are minor regarding parking spaces. "

They state that:

"the average vehicle ownership for 2-bedroom facility is 0.9. So,  $(24 * 0.9 = 22)$  22 car park spaces"

car parking on the main road would nullify the usefulness of the cycle lanes that exist on both side of the road. it would block visibility of the intersection with McLellan st and the bus stops

it would likely be restricted in the future as stated in this document

McLellan st.

As the council states "There are few locations along McLellan Street which is unsuitable for parking"

There are 4 intersections, a rail crossing and a bridge in the 1st 500 meters here plus approximaetly 10 residential driveways limiting parking on this steet.

Nathan st.

Is a narrow 2 way residential street. If two cars are park on both sides of the road opposite each other, it becomes a single lane street.

Nathan st has 23 houses on it. That is one car, from the applicant's development, outside every house, turning the street into a single lane slalom track.

At the moment 4:48pm on the 22 march there are 10 cars parked on Nathan st.

Luckie st.

Is even narrower than Nathan st, due to the construction of the Tawa cycle path along the side of it.

There are 12 houses in this street and currently there are 2 cars parked on the side of the road

Additional cars on this street would also turn it into a one way road.

Luckie st is also an access way to the carpark for the Grassleas reserve and children's playground,

and so carries more than just residential traffic.

The effects on local streets are far from minor.

it appears the councils opinion is based on assumptions and not investigation.

it appears the applicants opinion is based on their self-interest and not the welfare of surrounding residents.

Size and Open Space

The building is just to big

13-response-to-s92-residential-design-guide-assessment-292-main-road-sr505203.pdf

This document states:

"1.6. Plan dimensions and siting

G1.7 Relate to the existing pattern of building dimensions, frontage widths and spaces between buildings

The siting of the building towards the road boundary on this corner site attempts to maintain a balance between amenity and setbacks for the neighbouring sites whilst allowing for increased height. This is achieved through a balance of increasing density which fulfils future policy direction but maintaining site coverage to 45%, leaving the remaining 55% of the site for open spaces.

In summary, the proposed building respects the existing development in the area however seeks to introduce an increased density of the building which responds to housing demand in this popular and well located area for transport options.

G1.8 Reference established side yard patterns in situations where new buildings can be

built to the side boundaries but patterns of side yards remain important.

The location of the building and parking areas towards the road boundary, along with landscaping of the road reserve area, seeks to maximize the setbacks from the northern and eastern boundaries whilst also maximizing areas of private ground floor and upper floor open space. We consider a good balance is achieved on the site."

This section is an excellent example of political hyperbole, turning a design decision forced on them, by the presence of the Porirua stream, taking up a sizable portion of the available land.

the building has not been placed at the front of the section "to maintain a balance between amenity and setbacks for the neighboring sites"  
It's because there is a stream at the back of the section

The building has not been placed at the front of the section "maintain site coverage to 45%, leaving the remaining 55% of the site for open spaces"  
there are no open spaces, there is a stream at the back of the section

Also if the open spaces are for the benefit of the residents, why is there no access from the back of the building to those spaces?

Why is there no access from the ground floor decks to those spaces?

Why is there no access from the front of the building to those spaces? (pathways, steps etc.)

Their open space also violate the site incline rule of 45 degrees for 2.5 meters by more than double

the allowable limit

Section 3.4 of "2-assessment-of-environmental-effects-292-main-road-sr505203.pdf"

Describes this building as "set in a park-like green space along the river boundary."

and in section 3.6.1 it states "The proposed outdoor space provision satisfies the outdoor space needs of residents"

a park that is not accessible

A park that is prone to flooding

a park that is sloped at more than 45 degrees, where, if you lose your footing, you are falling into a stream. Great Park, let's take the kids.

If the definition of open space mentions or implies "an area for use by residents", then this is not an open space

they also seem to think that the 45% /55% ratio is a plus when it actually violates the 42% discretionary limit for site coverage

if you removed the unusable land from the equation this ratio would be close to 60%/40%

They state that "the proposed building respects the existing development in the area" if it did why do they need a land use consent?

all other residences respect the maximum height rule (Max Bldg Height 5.6.2.5)

all other residences respect the 3m corner frontage rule

all other residences respect the building line rules

all other residences respect the used space / free space ratio

all other residences respect the open space rule (Open Space 5.6.2.3.1 -5.6.2.3.5)

the lower decks do not count as open space as they are more than 1 meter high

all residence respect the 10 meters from the stream rule (General Yards 5.6.2.2.11-13)

all residence respect the site slope rule (Building Recession 5.6.2.8)

so no, it does not respect the existing development in the area.

it would appear that rather than designing a building to fit the environment, the applicant

had a building and needed somewhere to put it.

also

their summary in section 3.4 of "2-assessment-of-environmental-effects-292-main-road-sr505203.pdf" makes no sense whatever.

They admit that their building is a departure from numerous rules designed to limit adverse effects on the environment and because of this it will result in a building which has minor effects on the environment.

With so much hyperbole, misinformation and misrepresentation, I cannot believe the applicant

Is applying for the variance in good faith.

**The decision I / we would like Wellington City Council to make is:**

Have the development adhere to the site coverage limitation with an open space that is accessible and usable by the residents.

1 onsite carpark per residence

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Wednesday, 6 April 2022 12:54:33 pm

---

## Submitter details

**First name:** Graham  
**Last name:** Savell  
**Address:** 18A Nathan Street  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 042326979  
**Email:** graham.savell38@gmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

1. The height of the Building which I understand to be 14.7m high.
2. The location within the site and being closer than 10m from the Porirua Stream.
3. The large amount of earthworks being so close to the Porirua Stream.
4. The Traffic Report that under estimates the traffic volumes in this area.
5. The absence of a disability car park outside the Building.
6. The absence of a drop off park space for deliveries.
7. Insufficient outside space for a building of this size.

### Aspects of the application that you are neutral towards:

A new building that complies with the current District Plan.

### The reasons for my / our submission are:

1. Building height - the current district plan height limit is 8 metres and this application far exceeds that. Even later when the Spatial Plan 2021 comes in, the height could be for 2-3 stories Type 2 or 3, the proposed height of 14.7 greatly exceeds whatever these max heights could be. At 14.7 metres this greatly exceeds anything in the surrounding area and is totally beyond the character of the area.
2. Location to the Porirua Stream. My understanding is that the Building has to be at least 10 metres from the Porirua Stream. This is a Stream that has a past (and current) history of stream bank damage. Many parts of the stream have banks that are supported by driven in wooden piles as well as the vegetation. You don't have to look far to see what has been needed to support the banks from causing plenty of damage. Just downstream from the site (13 and 15 Nathan St) there is very recent damage. Many of property owners in Nathan St are responsible for retaining their own stream banks and removing fallen trees. 9 Nathan St is an example of a recent fallen tree.
3. Earthworks close to Porirua Stream. It seems that maybe 697 cubic metres is involved. I don't know what the limits are but this is a massive amount so close to what has been a

problem stream for many residents who live closeby to the Porirua Stream and further down.

4. Traffic Report. Main Road and McLellan St are amongst the biggest traffic flows within Tawa. This is caused by the flow to Tawa College, Tawa Intermediate, Tawa Pool, and the Main Road/McLellan intersection, and the Rail crossing that has 100+ rail movements each day - that is every 10 minutes. As well as McLellan Street, Nathan & Luckie Sts will require some parking restrictions to allow easier traffic movement when cars parked from 24 apartments are added. Also, Main Road, Tawa has very high traffic flows and may be parking from the 24 apartments will have to be restricted to 1 side of Main Road only.

5. Disability Car Park. Has not been mentioned in the application but surely at least 1 will be needed. 24 apartments may even have a disabled person and a similar visitor will occur.

6. Drop park space. Not included in the Plan but surely 24 Apartments will have Courier and other deliveries on a daily basis.

7. Outside space. I don't know what the requirements under the District Plan are but the space mention does not seem to be enough.

**The decision I / we would like Wellington City Council to make is:**

Decline the application for the 4 storey 24 apartment building under the current District Plan.

If a new application or this one revived when the District Plan is changed, that we get the opportunity to review and submit again.

If this application is revived again, I think closeby residents should be consulted again over car parking arrangements. On a normal day Nathan St already has 20-30 cars parked in it over night. McLellan St is high volume at School times and will need some changes implemented.

# Submission on resource consent application

## Notes for the applicant

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Send the completed submission via email to [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or hand it in to us at:

**Resource Consents**  
**Wellington City Council**  
**PO Box 2199, 12 Manners Street, Wellington**

## Submission details

Name of applicant:

Site address:

Proposal:

Service request number:

Support the application

Oppose the application

Neutral

## Submitter details

Name of submitter:

Address of submitter:

Phone (*day*):

Mobile:

Email:

## Submission statements *(use additional pages if required)*

The aspects of the application that I support/oppose are:

**The reasons for my submission are:**

**The decision I/we would like Wellington City Council to make is  
(include any conditions of consent you would like to see imposed):**

**Note: \*Select one.**

I request/ do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

I/we wish to speak in support of the submission  
I/we do not wish to speak in support of the submission

If others make a similar submission, I will consider presenting a joint case with them at the hearing

Signature(s) of submitter(s) or agent of submitter(s)\*

Date

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
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- it is frivolous or vexatious
- it contains offensive language
- it discloses no reasonable or relevant case
- 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.
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further

**Privacy information**

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**How do you wish to be served with any correspondence**

via email (please ensure you have provided your email address on page 1)

via post, ie hardcopy

To Krystal Leen

[Krystal.leen@WCC.govt.nz](mailto:Krystal.leen@WCC.govt.nz)

From Bruce Murray

Submission- for 292 Main Road – 505203 from Bruce Murray

I am aware that, due to a change in Government regulations, a proposal such as this one does not require the builder to provide off-road parking for the residents who may/will live in the 24 household units it is proposed to build on the site of 292 Main Road. I also understand that it is hoped that residents who will live in this complex will be encouraged, by the lack of off-street parking, to use public rather than private transport in undertaking any journeys from their home.

I assume that those who will sell or rent any of the 24 household units will not make it a condition of the sale or renting of any of these units that the purchaser/renter will not own or possess a motor vehicle for their use. If I am incorrect in my assumption, then what follows may be set aside.

Firstly, I note that 292 Main Road is on a very busy corner. The Main Road which runs north/south through Tawa is constantly busy, as WCC traffic counts taken over the years will confirm. McLellan Street, which runs east/west across the Tawa valley, offers one of only three crossing points within Tawa at which both the North Island Main Trunk

Railway line and the Porirua Stream may be crossed to get to and from the Main Road. So McLellan is also a busy street. It is made busier by the fact that it is a direct access to both Tawa College and Tawa Intermediate School, so between 8.30-9.00am and 3.00-4.00pm it is heavily used.

Secondly, the access from McLellan Street on to the Main Road is quite rightly governed by a give-way sign. It is difficult, as it currently is, to make a safe exit from McLellan Street when turning right to proceed north along the Main Road. It is difficult for two reasons:

(a) the view to the north is limited by a curve in the Main Road 50 or so metres beyond McLellan Street; and

(b) the numbers of vehicles who do not indicate early enough that, having the right of way, they plan to turn right into McLellan Street.

Either of these two reasons can make drivers waiting at the give way sign, and noting the queue of vehicles lined up behind them, take risks in turning on the the Main Road.

Thirdly, the whole situation at this Main Road/McLellan Street intersection is further complicated by there being a pedestrian crossing placed from the south side of the intersection across the Main Road. It can rightly result in sudden halts in traffic caused by hasty accessing of the crossing by both children going to or coming from school, and by adults at other times of the day. This situation makes a difficult situation worse at this busy intersection.

Fourthly, the bus companies which serve Tawa have quite rightly placed bus stops on both sides of the road just north of this intersection. They have presumably done so because of:

(a) it is the nearest point for pick up/drop off for students coming from outside Tawa to the College or the Intermediate School;

(b) it allows quick access to the bus stops from those who live on the west of the Main Road, and use the lengthy steps from the Fyvie Avenue/Davidson Crescent area, which emerge from the hills above the Main Road on to the intersection.

These bus stops contribute to the dangers of this intersection area, and they operate during times when the intersection is currently heavily used.

Fifthly, if a further 24 household units are to be erected at 292 Main Road (where there is currently ample off-street parking) and those who live in them possess cars which they want to use (most probably on a daily basis) then the parking of those cars in that vicinity is going to inevitably produce a number of problems:

(a) I note that already, long before a 24 household unit building is erected, there are times when cars are parked on the western footpath of the Main Road between McLellan Street and Fyvie Avenue. People who thus park are already recognising that the Main Road is both busy and not wide enough to comfortably allow cars to park opposite one another on the Main Road. Those who walk along the western side of the Main Road must there step out on to the busy Main Road to continue their journey.

(b) Where will the residents who will live in the 24 units park their cars? Their only options are limited.

They could park on the Main Road, but that will clearly contribute to the dangers already present on the Main Road and on the Main Road/McLellan Street intersection.

They will probably be prohibited from parking on the McLellan Street bridge across the Porirua Stream, for it would bring about real danger to those using it.

They are therefore left with the alternatives of parking further east on McLellan Street (on either side?), or parking on the quieter Nathan Street. I am sure the residents of Nathan Street would not be best pleased if that were to eventuate. It is already a narrow street, completely unsuitable for having cars parked on both sides of the road.

Sixthly, the WCC will need to:

(a) Clearly mark, with the usual yellow lines, the area set aside at the Main Road bus stops where cars may not park at any time; and

(b) mark with yellow lines which forbid parking on one side of the Main Road, and McLellan Street, and Nathan Street so that cars will be unable, through parking, to narrow the area of road able to be used safely by the drivers of vehicles.

(c) recognise that, from time to time, an accident occurring on the Motorway between Porirua and the south Tawa exit from the Motorway will continue to see traffic diverted through Tawa along the Main Road. Difficulties created by badly/poorly/illegally parked vehicles on the main Road

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Wednesday, 6 April 2022 3:11:33 pm

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## Submitter details

**First name:** David  
**Last name:** Barnard  
**Address:** 20 Nathan Street  
**Suburb:** Tawa  
**City:** Tawa Wellington 5028  
**Phone:** 6421626684  
**Email:** godivadh@actrix.co.nz

## Application details

**Applicant name:** SpencerHolmes Ltd  
**Site address:** 292 Tawa Road Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**  
Scale of development on this site

**Aspects of the application that you are neutral towards:**  
Appropriate lower scale development

**The reasons for my / our submission are:**  
See attached submission

**The decision I / we would like Wellington City Council to make is:**  
Reject proposal in its current form

I have examined the application documents and make this submission.

### **General Comment:-**

I consider most Wellington ratepayers would view the proposal to generate a 4 storey structure with 24 dwelling units on a single plot currently containing 1 dwelling, to be an unacceptable intrusion in their neighbourhood. The Government regulation, recently introduced, with particular emphasis regarding height and no provisions for parking vehicles, is clearly behind the proposal. To stretch the development rules to this extent is an unacceptable situation.

I am not against the development of the site to provide an increased level of accommodation but the scale of the present proposal is well out of character with the local community.

**Specific Comments** relating to the Council's S92 request and to Spencer Holmes replies are as follows:-

- 1.Shading** The provided plans show various encroachments under current rules.
- 2.Sunlight** No further comment
- 3.Sections** No further comment

### **4.Residential Design Guide**

Spencer Holmes response – reference to my General Comments illustrate that much of their response would be unacceptable, particularly the submission in Clauses 1.1, 1.2 and Conclusion.

**5 -19** No further comments

**Preliminary Note from Urban Design** Broadly support their comments

### **Preliminary Note from Wellington Water Ltd**

No comments **except** clearly this size of property needs some firefighting consideration

### **Preliminary Notes Waste Collection**

This illustrates the impractical nature of trying to fit a development of this size on the site. ie 24 bins on the Main Road and at the same time avoiding the bus stop.

**Transport and Traffic**  
“minor” are incorrect.

The comments describing the parking needs as

The applicants Traffic Engineer calculates that 22 car spaces are likely to be needed. This **does not** take into account any visitor parking and in any case could be regarded as “low”. Allowing for visitor parking, the car parking requirement could be say 25 cars. This equates to 125 metres of lineal kerb length.

Where is this going to be found with 50 metres of the development?

The size of the development again creates an out of proportion disruption to the existing community. Nathan Street would be turned into a parking lot.

The photographs submitted by Spencer Holmes regarding the overall traffic situation are just unrealistic in the extreme, being taken at **non peak times**. They are, at the least, mischievous and misleading.

The McLellan St/ Main Road junction is significantly busy with a marked right turning lane from Main Road into McLellan Street. This along with the bus stops and pedestrian crossing creates a difficult traffic junction at peak times.

## **Summary**

The proposed development of 24 Household Units on this single site is too large for the existing community to absorb the impacts created by the proposal.

David P. Barnard

6<sup>th</sup> April 2022

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Friday, 8 April 2022 11:41:18 am

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## Submitter details

**First name:** Robyn  
**Last name:** Parkinson  
**Address:** 31 Collins Ave  
**Suburb:** Tawa  
**City:** Wellington  
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**Email:** rparkinson.nz@gmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we are neutral  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

Oppose:

(1) insufficient and inadequately secure storage spaces for residents' bicycles, e-bikes, motorcycles, scooters, or mobility scooters/bikes

The plans appear to show tightly packed unlocked parking space for 16 regular size bicycles and 4 scooters / motorcycles. This is less than the 1 per residential unit that would be required under the Draft District Plan and is particularly problematic when no offstreet parking is provided.

Residents with mobility scooters or larger cargo-style bicycles would struggle to find space at all. Residents with more expensive bicycles such as e-bikes may balk at storing their means of transport in an unlocked, uncovered tiny fenced area. Better provision for these alternative transport methods would encourage owners/tenants to use these rather than rely on private cars which would require parking on the surrounding streets.

(2) insufficient allowance of space for recycling bins. The plans show space for 10 bins only. Assuming these are for recycling and that residents use rubbish bags kept in their units, there is less than one per unit and no provision apparent for multiple recycling streams such as glass crates, or future likely bins for organic/food scrap waste.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

I support in principle the provision of more and denser housing in the area, in particular near public transport routes and facilities. However such housing needs to provide adequately for residents' transportation needs other than private cars, and for their waste and recycling management needs. Given the tight use of space on this site these are provisions that cannot easily be made later on and must be present from the start in order

to minimise the impact of density on the surrounding area and to provide adequate transport options for its residents

**The decision I / we would like Wellington City Council to make is:**

Increased space and security for bicycles and other micro mobility devices of a range of sizes

Increased space provision for waste management and recycling

# Submission on Development at 292 Main Road, Tawa

## Service Request No. 505203

### Submission Details

Name of Applicant – Spencer Holmes Miller on Behalf of 292 Main Road Development Ltd

Site Address - 292 Main Road Tawa

Proposal – Land Use Consent

Service Request Number - 505203

### Submitter Details

Name – Tim Davin BE (Civil), FEng NZ, MPP

Address - 5 Davies Street, Tawa, Wellington

Phone Number - 027 204 9536

Email - davinfamily49@gmail.com

### Submission Statements

#### Capacity of Adjoining Roading Network for Parking

The urban roads in Tawa on the floor of the valley probably had kerb and channel installed post-war – the 1950s and 1960s – to the standard of the day of the Tawa Borough Council. The design philosophy that has underpinned road design up until recently is that local roads cater for overflow parking from the onsite parking requirements. Generally, these road widths have been wide enough to accommodate parking on one side and two lanes of traffic.

Depending on the design traffic volume and hierarchy of the road, the standards required wider roads for higher volumes of through traffic – viz. sub collectors, collectors, principal and arterial roads. These standards accommodated parking on both sides of the road and typically have two 3 to 3.5 metre traffic lanes.

**Luckie Street** is 6.1 metres wide – with two 2 metre parking lanes the remaining width is 2.1 metres, and this is insufficient for one lane of traffic. Therefore, Luckie Street can only accommodate parking on one side and with that it becomes a one-way road.

**Nathan Street** is 7.4 metres wide – with two 2 metre parking lanes the remaining width is 3.4m and is sufficient to accommodate only one lane of traffic. In other words, with parking on both sides Nathan Street becomes a one-way road.

**Beauchamp Street** is 7.9 metres wide – with two 2 metre parking lanes the remaining width is 3.9 metres and again is sufficient to accommodate only one lane of traffic – i.e., it also becomes a one-way road.

**McLellan Street** (2,910 vpd – WCC email) is 8.0 metres wide - again with two 2 metre parking lanes the remaining width is 4.0 metres and again is sufficient to accommodate only one lane of traffic – i.e., it also becomes a one-way road. However, McLellan is a Collector Road and is the main access to Tawa’s two major schools – Tawa Intermediate and Tawa College. At peak times – morning and mid-afternoon, this street and adjoining streets are congested. To have this Collector street as a one lane road will create major congestion and delays at these times.

**Main Road** is 10.5 metres wide and is a Principal Street (14, 750 vpd). Its major function is to accommodate through traffic and to be cycle route – particularly faster cycles that are too fast for the recreational cycle route through Tawa. With two 2 metre parking lanes the remaining width is 6.5 metres - just sufficient to accommodate two 3.2 metre lanes. This is a little narrow – normally a through traffic lane is 3.5 metres wide. Road marking for parking on both sides would require the removal of the current flush median and the current white edge lines – which are presumably intended as cycle lanes. This also creates major issues at the McLellan Street intersection that are discussed below.

The applicant’s engineering consultants (Traffic Concepts) claim that the parking demand on the adjoining streets will be 22 vehicles and that the parking capacity within 200 Metres of the development is 60 vehicles. We note that in the Wellington City Council “Request for Further Information” (to the Applicant) they ask for information on parking capacity up to 50 metres for the edge of the road boundary of the development. Main Road will have zero parking capacity within these 50 metres because of the through traffic function of Main Road, its place in the hierarchy, and the proximity to the intersection.

The assessment by the applicant’s consultants (Traffic Concepts) has only made a superficial assessment of the existing parking capacity and has not considered the through traffic implications of parking on both sides of the road. Based on my assessment above I believe that the parking capacity is well below the 60 assessed by the consultants (within 200 metres of the development) because the parking on both sides on the above roads will make them one-way roads. 30 carparks or less is a better estimate of available capacity.

In summary the major parking from this development can only be on one side of Luckie St – which makes it a one lane road. For Nathan Street, Beauchamp Street, and McLellan Street I expect that parking from this development will occur on both sides of the road and will make them one lane roads. It is untenable that McLellan Street become a one lane road given its important role in the hierarchy – a collector road.

Accordingly for the residents of these streets, parking demands generated by this application will have significant adverse effects that cannot be avoided, remedied, or mitigated.

### **The Main Road/McLellan Street Intersection**

This intersection of a Collector Street (2,910 vpd) and a Principal Street (14,750 vpd) is a complex and busy intersection. It can be expected that the traffic volume on Main Road has recently increased above the 14,750 vpd due to Tawa traffic travelling to and from the Kenepuru access ramp to Transmission Gully.

At the times the schools get out there is a long queue of traffic along McLellan Street as right turning traffic at this intersection attempts to turn into the very busy Main Road. The site distance to the north when exiting McLellan Street is inadequate, as there is a curve in the road on the frontage of the proposed development. There is also a pedestrian crossing (very busy during school times), a refuge island, a right turn bay, and a bus stop nearby.

Information from the Wellington City Council indicate there have been four crashes (three non-injury and one minor injury) within the past six years at this intersection – a relatively high accident rate.

The Applicant's engineers (Traffic Concepts) have not considered the intersection issues in their assessment.

This intersection needs a full analysis by qualified traffic engineers – but it is clear there needs to be no stopping lines all around this area – and certainly on the Main Road frontage of this development. Currently there are none anywhere in the vicinity.

On the Main Road frontage of this development there will be many occasions when the occupants will need to temporarily stop outside the development – refuse collection, furniture vehicles, dropping off children with prams, shopping drop offs, tradespeople etc. The development, on its north side, has a parking bay for one vehicle – such as the rubbish truck. However, any vehicle using his bay will have to back out into the high traffic volume on Main Road – a perilous manoeuvre. To do this, even briefly, will also significantly compromise the already limited sight distances at the intersection for traffic turning right out of McLellan Street.

To improve safety for these pick up/drop off activities the development needs a full pull over area on site so that a vehicle can pull over to the left and then drive forward to exit the bay onto Main Road.

As it stands this proposed development will compromise traffic safety and significantly increase the crash rate at the Main Road/McLellan Street intersection.

Accordingly, the effects of this development on this intersection will be significant and adverse and the effects cannot be fully avoided, remedied, or mitigated.

### **The Reasons for my Submission are:**

There is inadequate parking on adjoining streets without a major impact on their current functions and will increase the accident rate at the Main Road/McLellan Street intersection. Therefore, this development will have significant adverse effects that cannot be avoided, remedied, or mitigated.

### **The Decision I would like Wellington City to Make**

To decline the Application for this Development

**I do not wish to speak in support of my Submission**

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Friday, 8 April 2022 5:36:10 pm

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## Submitter details

**First name:** Ian  
**Last name:** Robertson  
**Address:** 11 Fraknlyn Road  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0274266245  
**Email:** ian.robertson24@gmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I am concerned that there is inadequate active mode storage on site (24 bike racks) for the number of bedrooms (48), and potential occupant numbers (96). Bike storage needs to be significantly larger capacity, as well as consideration of the size of each space.

The road environment outside of the development would be unsafe for the increased on-street parking demand. McLellan Street outside of the development is approximately 14 m wide at the existing pram-ramps, which is a very long distance to cross without considering the impacts of increased parked vehicles obscuring sight lines to and from pedestrians. The Porirua Stream Bridge on McLellan Street is narrow and not suitable for parking of vehicles, this is not currently restricted because of lack of need at this stage, however this development is likely to result in private vehicles being stored on a public area. Just one vehicle per dwelling (the average is considerably higher), would result in large extents of parking on the Main Road, McLellan Street, and other local roads. Parked vehicles in existing shoulders would increase cyclist risk by shifting cyclists into the traffic lane, and discourage cyclists by cutting access to Ara Tawa shared path. The Main Road is a popular route with confident cyclists, and McLellan Street & Main Road is a key link to the shared path for less confident cyclists.

I am also concerned that unit 4.05 on the updated plans lacks a door into the hallway, there is a risk of serious injury for climbing up the building the 3rd floor.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

I am a user of the Main Road, I walk, I cycle, and I drive on the Main Road past McLellen Street.

**The decision I / we would like Wellington City Council to make is:**

I would like to see a reduction in the number of units proposed or an increase in the size of the building so that better facilities for active mode storage are provided.

I would also like to see developer contributions to improve the safety of the McLellen Street intersection and the Main Road as a result of increased on-street parking demand and extend parking restrictions where parking is inappropriate but not been restricted due to lack of demand.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Sunday, 10 April 2022 8:03:24 pm

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## Submitter details

**First name:** Angus  
**Last name:** Crawford  
**Address:** 4 Nathan Street, Tawa  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 0272477668  
**Email:** annie\_angus@slingshot.co.nz

## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

The development is a considerable size for the location. It over looks the surrounding area as it is a four story building. This will impact the privacy of a number of properties. Ours a little bit but our neighbours quite considerably. A building of that height is also out of place in this area with no others similar to it. However our main opposition to the building is it has no provision for parking and for 24 apartments that will have a major impact on the surrounding area. Even if most residents of the building don't have cars it is very likely with so many apartments some will and with very limited areas to park adjacent to the building it is certain that will impact our street. The main road has some parking to the north of the building. The stretch of road to the south of McLellan isn't marked no parking but the space to park a car is nowhere near enough. People will start parking here as it will be close to the building but this will be very dangerous. There just isn't enough space here but it will be used as things currently stand.

### Aspects of the application that you are neutral towards:

We are not adverse to having a building here at all (just not a building of these dimensions)

### The reasons for my / our submission are:

We believe that this building will have a negative impact on our property value as well as safety in the area.

### The decision I / we would like Wellington City Council to make is:

We are happy to have a building here but it should not be four stories and it must have parking on site for the apartments

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 9:17:29 am

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## Submitter details

**First name:** Carlo  
**Last name:** Jaminola  
**Address:** 318A Main Road  
**Suburb:** Wellington  
**City:** Wellington  
**Phone:** 64210527497  
**Email:** carlo.jaminola@yahoo.com

## Application details

**Applicant name:** Carlo Jaminola  
**Site address:** 292 Main Road Tawa  
**Service request number:** 505203  
**Submission:** I / we are neutral  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

1. Bring new dwelling in Tawa
2. Improvement of site
3. Access to better apartment

### Aspects of the application that you are neutral towards:

1. Visual impact
2. Impact of traffic
3. Impact to public transport

### The reasons for my / our submission are:

Can you also consider my comments to your decision making process

1. Low visual impact of the build to motorist
2. The new dwelling must have excess parking bay for visitors
3. No off street parking by putting yellow markings from 292B to 292 Main Road Tawa.
4. Relocated bus stop at 292B and move closer to Grassless Reserve
5. Make sure that the Porirua Stream are not impacted during the build
6. Improve the flood control in Porirua stream
7. New dwelling will not impact the privacy of houses at 292A Main Road and 1 to 8 Nathan Street
8. Put manually push button traffic light between McLellan and Main Road

### The decision I / we would like Wellington City Council to make is:

Action on item 1 to 8.

# Submission on resource consent application

**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

## Notes for the applicant

Use this form to make a submission on a resource consent application you support or oppose. You can also make a submission online, visit [wellington.govt.nz/have-your-say/public-notice](http://wellington.govt.nz/have-your-say/public-notice).

If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or hand it in to us at:

**Resource Consents  
Wellington City Council  
PO Box 2199, 12 Manners Street, Wellington**

## Submission details

Name of applicant: 292 Main Road Limited

Site address: 292 Main Road  
Tawa

Proposal: Establishment & Use of a 4-storey building containing 24 household units

Service request number: 505203

Support the application  Oppose the application  Neutral

## Submitter details

Name of submitter: Richard and Vicki Jones

Address of submitter: 8a Nathan Street  
Tawa 5028

Phone (day): Mobile: 0272323855 (Richard) 0274690627 (Vicki)

Email: [rvjones136@xtra.co.nz](mailto:rvjones136@xtra.co.nz)

## Submission statements *(use additional pages if required)*

The aspects of the application that I support/oppose are:

Please see attached word document, 292\_Main\_Road\_Submission (4 pages)

**The reasons for my submission are:**

Please see attached word document, 292\_Main\_Road\_Submission (4 pages)

**The decision I/we would like Wellington City Council to make is**  
*(include any conditions of consent you would like to see imposed):*

To reject the proposal and recommend that the development of the site is in keeping with the surrounding community and does not impact the Porirua Stream and the local major arterial roads.

**Note: \*Select one.**

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*

Date

5-April-2022

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 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.

**Privacy information**

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

**How do you wish to be served with any correspondence**

- via email (please ensure you have provided your email address on page 1)  via post, ie hardcopy

### Proximity to the Stream

- The District Plan requires that buildings be erected no closer than 10 metres from the Porirua Stream. The application puts the building at 8.1 metres from the stream, and the proposed deck structures are between 2.46m and 5.0 m from the stream.  
**These distances are non-compliant.**
- As residents of Tawa all our lives and having lived the last 20years in Nathan Street we believe that any building beside the stream of this size and that is erected closer than the recommended 10 metres from the stream will have a detrimental impact on the stream, its ecosystem and all properties that border the stream, both up and down stream.
- A significant rain event in 1996 saw the Nathan Street properties that border the stream having to sandbag to protect their houses when the significant rain event coincided with a high tide in Porirua Harbour. These events are becoming more frequent and it is now common to have a high tide in Porirua Harbour cause areas such as the seating in front of Porirua Station to be under water when it is also raining, which also pushes higher water levels back up the stream past McLellan Street bridge.
- Climate change means that there has been an increase in significant rain events and this has led to many high-water level events in the stream. The most recent events saw debris such as logs hitting the sewage pipe that crosses above the stream behind 7 Nathan Street. Further along the stream at Linden Ave the water level was above the stream viewing seat which is around 2 metres above the stream at usual
- A walk of the stream from Grasslees Reserve to Linden Ave show many slips along the stream already impacting the properties that border the stream. Our concern here is not only the impact such a large building will have on the stream but also the impact and potential for damage to properties on the stream during earthworks at the land.

### Traffic and Parking

- It is a major concern that there is not a carpark for each unit and that the surrounding area would be expected to absorb any carparking requirements. Even at the suggested 0.9 vehicles per 2 bedroom property, this is 22 vehicles to accommodate.  
We would like a comprehensive independent traffic report, particularly during school drop-off and pick-up times, that takes into consideration the impact of Covid on the local schools. Tawa College and Tawa Intermediate have over 2000 students between them but due to Covid they have changed the number of students attending each day, however these adjustments are temporary.
- The Main Road and McLellan Street are local arterial roads, not suitable for parking. Any parking on these roads causes unsafe roads and increases the risk of accidents and injuries.
- The Main Road and McLellan Street is a major intersection. We are concerned that there will be a decrease in visibility due to the size of the building.
- Pedestrians crossing McLellan Street at the top of the bridge when going along the Main Road will be at risk due to the impact of the structure on the view down the Main Road, extra vehicles parked and the shading impact of the building.
- There are no pedestrian crossings on McLellan Street and it also has a train level crossing on it. This increases the volume of cars on the street during busy periods.
- Parking on Luckie Street and Nathan Street will make these streets single lane.

Submission on service request 505203  
Richard and Vicki Jones, 8a Nathan Street, Tawa, 5028

- Parking on Fyvie Ave will mean that people will have to walk up and down around 200 stairs so seems unlikely and really is misleading in the document to suggest that area as an option for car parks.
- This building is not near supermarkets and about 500 metres from the nearest train station. It is naive to believe that this building will not require significant vehicle traffic. It also has no EV charging points so would not accommodate full EV tenants.

## Scale of Building

### Height

- The proposed height of the building is a non-compliant 14.7m, while the District Plan states a height limit of 8m. **This is not compliant.**
- Based on the notes from Wellington Water on flood modelling and the minimum floor levels indicate that the floor levels may need to be raised, pushing the building even higher.
- The height of the building will shade the west bank above the Main Road. The concern is that the bank will not sufficiently dry between rain events making it unstable and likely to slip. This year a significant rain event led to a large slip across the Main Road causing it to be closed for 1 ½ weeks whilst it was cleared. It was lucky that no cars or people were injured when the slip came down and no housing was impacted.
- There are no other buildings in Tawa of this size, it is not in keeping with the suburb.

### Building Recession Planes

- The building exceeds the permitted recession planes by more than 3m. **This is not compliant.**
- The analysis of shading showed that there was no time of the year at which extra shading was not present in some degree on the properties of 1, 3 and 5 Nathan Street. During the spring equinox the amount of shading over the yard, stream bank and the dwellings at 1 and 3 Nathan Street is described as significant
- Shading of the stream bank is a concern as it needs to be able to dry between rain events otherwise it will become unstable and prone to erosion which will impact the stream ecosystem.
- The building will shade the west bank above the Main Road. The concern is that the bank will not sufficiently dry between rain events making it unstable and likely to slip.

### Site Coverage

- **The degree of site coverage is non-compliant.**
- The outdoor space for each unit is stated as being 5-6m<sup>2</sup> on the levels 2, 3 & 4 which is significantly less than the 50 GLOS required for the sub-division we undertook 3 years ago.
- The lower level's outside areas is very close to the stream, raising proximity and safety concerns.
- There are only 10 bins shown as provisioned on the plans for the 24 dwellings.  
Are these all the bins for the building?  
Are they only rubbish or a mix of rubbish and recycling?

How are they to be collected? If they are to be placed kerbside is there sufficient space for these to be placed without impacting on the bus stop and pedestrians?

Our view is that recycling is very important to a sustainable world and that it should be a priority in the design of all buildings.

### Earthworks

- **The extent of the earthworks is non-compliant**, having a disturbed area of 697m<sup>2</sup> rather than the permitted 250m<sup>2</sup>.
- What additional provisions are being applied to protect the stream and its ecosystem during the construction of this building?
- It has been indicated that the construction of the building is likely to take 18months, what additional measures are being taken to ensure that there are no impediments to the stream's water flow and on the residents in the nearby properties?

### Infrastructure: Wastewater, Stormwater and Sewage

- The building does not appear to have a water abatement system. All new dwellings, particularly infill housing, are required to have a water abatement the size of which is determined by the size of the roof to ensure that the stormwater system is protected during significant rain.
- There has been no upgrade to infrastructure in this area for some time. What is the plan to ensure that this building and its residents do not overload the system?
- In recent years the sewage system has required maintenance due to the build-up of waste matter causing blockages. During this maintenance there is a risk of sewage being pushed back into houses and residents are advised to ensure their toilet seats are down. A significant increase in properties will put further strain on an already stressed system.
- There have been a number of times that Wellington Water has been required to intervene with the waste water system down Nathan Street. We have been advised by the Wellington Water workers that here are many "fat bergs" in this system.
- There is a sewage pipe, with a noticeable dent in it, that crosses above the stream from the Main Road between 3 and 5 Nathan Street.  
We are concerned that this pipe will not be able to handle the increased usage and that a significant rain event will cause it to rupture. What additional provisions are being taken to ensure that this building does not impact the sewage system negatively?

### Building Design

- The application does not state whether all the apartments meet the minimum requirements defined under Housing Improvement Regulations.
- The units do not appear to have laundry facilities, inside the unit or within the complex. There is also no provision for outside clothes lines for the drying of laundry.  
How are the residents expected to do their laundry?

- The outdoor open space requirement for each apartment does not appear to meet the current rules nor the new rules for density housing.  
Can it be confirmed that the units meet the rules for density housing.
- The units on the Main Road side of the building will get very little sunlight due to the proximity of the bank. Would they be compliant?
- There are only 16 bike spaces provisioned for the 24 units capable of holding 4 persons each or potentially 96 bike spaces being required. The 16 bike provision space seems very inadequate and given the site coverage there is little space for additional bike parking to be provided.

### **What Would We Suggest**

- That the current proposal for 292 Main Road be rejected as the building is non-compliant in multiple areas.
- Surely the objective for Tawa should be to achieve a goal of quality, medium density housing appropriate to the site and suburb.
- There have been several higher density projects already undertaken in Tawa that have been in keeping with the Tawa community ethos. An example of this is the development of 23 Hinau Street, Linden 5028, here 5 dwellings have been erected on a section that previously held 1 dwelling. This is also right next to a park, very close to the Linden railway station and closer walking distance to a convenience store (although still quite a way from the nearest supermarket), the properties have water abatement systems and room for rubbish and recycling bins.
- We are concerned about the upkeep of the Porirua Stream and the impact of property development beside it. With climate change meaning the increase of significant rain events there is real concern for the existing properties beside the stream and the risk of flooding.

# Submission on resource consent application

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

## Notes for the applicant

Use this form to make a submission on a resource consent application you support or oppose. You can also make a submission online, visit [wellington.govt.nz/have-your-say/public-notice](http://wellington.govt.nz/have-your-say/public-notice).

If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or hand it in to us at:

**Resource Consents**

**Wellington City Council**

**PO Box 2199, 12 Manners Street, Wellington**

## Submission details

Name of applicant: *Spencer Holmes LTD.*

Site address:

*292 Main Road Tawa*

Proposal: *four story building - containing 24 units*

Service request number: *505203.*

Support the application

Oppose the application

Neutral

## Submitter details

Name of submitter: *Trevor Smith.*

Address of submitter:

*15A Nathan St Tawa.*

Phone (day): *04-2328921*

Mobile: *027 936 9016*

Email: *trevorMark.smith@gmail.com*

## Submission statements (use additional pages if required)

The aspects of the application that I ~~support~~ oppose are:

*The height of the building of 4 stories is too high for the area in question to be sited on the Main Road and corner of McHellan St*

*I am concerned with the high number of people living there on such busy roads, this could be of safety concern.*

*There is to be no parking available so cars will be parked in side streets eg McHellan, Nathan St these are narrow roads and will lead to parking issues with householders.*

**The reasons for my submission are:**

This will have an impact with building height and parking in the area.

**The decision I/we would like Wellington City Council to make is  
(include any conditions of consent you would like to see imposed):**

Review height of building, and provide some parking for cars.

**Note: \*Select one.**

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*

*J. L. Smith*

Date

7/4/2022

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 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.

**Privacy information**

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

**How do you wish to be served with any correspondence**

- via email (please ensure you have provided your email address on page 1)  via post, ie hardcopy

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 11:17:56 am

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## Submitter details

**First name:** Steph  
**Last name:** Knight  
**Address:** 37 Sunrise Boulevard  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0275319161  
**Email:** steph\_nite@hotmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

Very concerned about the lack of space for car parking; the pressure that the extra housing/traffic will put on the intersection that is already congested at peak times (several schools nearby with a lot of traffic too and from); and the pressure that will be put on the nearby stream.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

We live locally, and I drive down the main road to work at Kenepuru every day. The traffic at that intersection can be congested on a good day, let alone with that many additional vehicles parked on the street.

### The decision I / we would like Wellington City Council to make is:

WCC should ensure the development provides adequate parking space, and ensures the stream is protected.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 11:26:35 am

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## **Submitter details**

**First name:** GRAHAM  
**Last name:** ELLETT  
**Address:** 2 Nathan Street  
**Suburb:** Tawa  
**City:** WELLINGTON 5028  
**Phone:** 2326488  
**Email:** ellettgraham@gmail.com

## **Application details**

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road, Tawa, Wellington  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:**  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**

**The decision I / we would like Wellington City Council to make is:**

2 Nathan St  
Tawa  
Wellington 5028

11 April 2022

Wellington City Council,  
PO Box 2199,  
Wellington 6140

In respect to:

**Application for Resource Consent – 292 Main Road, Tawa**

Attached is my submission to in respect to the above application.

Regards

A handwritten signature in black ink, appearing to read 'G. Ellett', written over a horizontal line.

Graham Ellett

04 232 6488

Attachment: Submission

Form 13 Submission on application concerning resource consent by a  
consent authority

*Sections 41D, 95A, 95B, 95C, 96, 127(3), 136(4), 137(5)(c), and 234(4), Resource Management Act 1991*

**To** Wellington City Council

Name of submitter: Graham Frank Ellett

This is a submission on an application from Spencer Holmes Ltd for a resource consent:

Location: 292 Main Road Tawa Wellington  
Type Land use  
Description Establishment and use of a four-storey building containing  
24 household units  
Service Request No 505203

I am not a trade competitor for the purposes of [section 308B](#) of the Resource Management Act 1991.

My submission relates to the following:

**The application as a whole**

I oppose the application for the following reasons

Although 292 Main Rd is inside the area indicated in the Spatial Plan for Northern Outer Suburbs for multistorey development (but is outside the area assigned to multistorey development in the plan NPS-UD Implications - Northern Outer Suburbs; Vol 3 Map 15), it is on the periphery and therefore should be subject to review. This is especially true while initial multi storey proposals are being considered.

- Access to community facilities is particularly important when future residents have restricted transport options.
- The site is over 600 metres from Linden Station.
- There are no shops within a reasonable walking distance. The convenience shops (dairies, greengrocers, even fast food) at Linden are more than 700 metres away.

Under these circumstances it is inevitable that future occupiers will see owning a motor vehicle as being a solution to their problems. This will result in semi-permanent parking in Nathan St, a narrow street not designed for long term parking. I would be concerned about Fire responders being able to access a fire in a property in Nathan St. if it became a favourite long term parking location.

- The site is next to the intersection of Main Rd and McLellan St. The traffic consultant was clearly unaware that McLellan St is major access to both Tawa Intermediate and Tawa College and that this can be a busy intersection at times.

There are heavy traffic flows each school day with cars frequently delayed turning off Main Rd. This is made worse when the barriers are down at the train crossing.

Similar issues occur after school with a stream of cars attempting to turn either left or right onto Main Rd. If the weather is unsettled, the situation becomes worse.

Access to and from the site at 292 Main Road would be virtually impossible at these times.

- Regarding the specific design. all units are very small, with no variety. Such accommodation will be suitable to a small subsection of the population and is likely to be mainly short term. This is not conducive to community building and social issues are almost certain to occur.

Insufficient consideration has been given to the needs and aspirations of future tenants apart from providing a roof over their heads.

**I do not support the application for Resource Consent for this project.**

I seek the following decision from the consent authority:

**That the application for Resource Consent for the project at 292 Main Road, Tawa be declined.**

I do not wish to be heard in support of my submission.

If others make a similar submission, I will consider presenting a joint case with them at the hearing.

I do not request, pursuant to [section 100A](#) of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.



G F Ellett

[ellettgraham@gmail.com](mailto:ellettgraham@gmail.com)

11 April 2022

04 2326488

2 Nathan St

Tawa

WELLINGTON 5028

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 12:22:53 pm

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## Submitter details

**First name:** David  
**Last name:** Smith  
**Address:** 350 Main Road  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0276547779  
**Email:** d.smith.binfsc@gmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I oppose this building as there has been no consideration for the car parking. This is on the corner of a very busy intersection and main road, there is already a lack of on space for on street parking. The "parking survey summary" provided has no detail other than 2 photos, and there is not enough space for 24+ cars (assuming each household has 1 car). As well as this, it will have a negative impact on the wildlife in the stream adjacent to the property. It may also have an impact when the stream is in flood.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

This will be unsafe and will result in accidents, as well as being inconvenient for other residents

### The decision I / we would like Wellington City Council to make is:

This resource consent should be denied, or new plans containing on site parking developed.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 1:04:45 pm

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## Submitter details

**First name:** John  
**Last name:** Pitchford  
**Address:** 16 Lyndhurst Road  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0211918207  
**Email:** [pitchey@xtra.co.nz](mailto:pitchey@xtra.co.nz)

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

Whilst I can appreciate that more housing is required, I believe that a 4 level building on this site is inappropriate.

### Aspects of the application that you are neutral towards:

N/A

### The reasons for my / our submission are:

Whilst I can appreciate that more housing is required in the Wellington District, having a 4 level building of this size with no off-street car parking available will cause issues for the surrounding residents. I can appreciate that some people may take the train or bus, but that is not All the people who may reside there. My concerns are that, with the potential for up to 24 families residing there, the sudden influx of vehicles will cause a large amount of congestion (parking wise) on Main Road and the surrounding roads (McLellan St, Luckie St, Davies St etc.) which will have a flow on affect on the likes of commuters, cyclists, emergency services responses etc. Additionally, will the councils infrastructure (drinking and waste water systems specifically) be able to stand the load of this additional usage?

### The decision I / we would like Wellington City Council to make is:

I would prefer that this building be restricted to a 2 level building. (Ground and 1st Floor). This will then provide good housing opportunities but without the issues that I have described above.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 3:06:17 pm

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## Submitter details

**First name:** Trent  
**Last name:** Smith  
**Address:** 59 Fyvie Avenue  
**Suburb:** Tawa  
**City:** Tawa  
**Phone:** 0272229414  
**Email:** tesmith@xtra.co.nz

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road Taw  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

Tawa is always bad for on street parking. With no parking available for this complex, it will make the Main Road, McLellan Street and surrounding Streets a nightmare. I oppose this application.

### Aspects of the application that you are neutral towards:

None

### The reasons for my / our submission are:

As Above, I feel it will not be safe.

### The decision I / we would like Wellington City Council to make is:

I would like to see the Council not Grant permission for the project to go ahead. We need housing, but not houses without parking. As I said, many of Tawa's streets are bad with parked cars, trucks and vans now and this will only make it worse.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 3:57:31 pm

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## Submitter details

**First name:** Kerryn  
**Last name:** Palmer  
**Address:** 14 South Street  
**Suburb:** wellington  
**City:** wellington  
**Phone:** 6448970033  
**Email:** kerrynlisa@hotmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

There are way too many houses being proposed on this site.  
24 tiny two-bedroom apartments on a small site. Why not 12?  
The building of which, necessitates invasive earthworks on a small site that is next to the flood-prone Porirua stream. The most recent heavy rain which saw half of the bank dissolve into the stream further up from proposed site. There is no parking for 24 houses- where are people going to park? It is way too high. I am supportive of more living accommodation going in, but please do it in a way that is sustainable and won't destroy the stream area surrounding it.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

### The decision I / we would like Wellington City Council to make is:

Limit this to 12 dwellings of less- with parking and with correct landscaping that will protect the Porirua Stream.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 4:09:49 pm

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## Submitter details

**First name:** Joao  
**Last name:** Gavazzi  
**Address:** 286A Main Road, Tawa  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 02102227875  
**Email:** joao.gavazzi@gmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** Spencer Holmes Ltd, PO Box 588, Wellington 6140  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I support the idea of increasing densification around Tawa especially due to the good public transport around the site, however, I cannot see how not having a car park for the least part of the 24 units will be sustainable. It is true that not everyone drives, but is also true that not everyone does not drive, so it is fair to assume that the least part of the families moving in will have one or two cars, which might cause the cars to park on the Main Road which on its turn might cause it to obstruct the bicycle lane and force cars to use the medium flush to transit in the area.

That site has less than 500sqm, now we can imagine the sustainability of the proposal extrapolating the same density for the sites nearby (mine has 500sqm, my neighbour is about 900sqm and on our back, the site is close to 1000sqm), imagine how many units could be built in here (all those prime sites are about 400m from the proposed units) and if we follow with the requirements of no parking I'm unsure what will happen and where those cars will be parked when the time comes. The lack of parking might even overflow to the nearby park and ride defeating its purpose.

### Aspects of the application that you are neutral towards:

I'm neutral in regards to the height of the building.

### The reasons for my / our submission are:

Opposing partially the application due to the lack of forethought in regards to parking requirements and what that means for the Main Road and nearby streets.

### The decision I / we would like Wellington City Council to make is:

I would like to suggest changes to the plan to include parking for at least some units once if we imagine the same densification for nearby sites and the chaos that it will cause on

Main Road obstructing cycling lanes and forcing cars to transit on the medium flush we need to act on this instance.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 5:48:50 pm

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## Submitter details

**First name:** Richard  
**Last name:** martin  
**Address:** 3 Nathan Street  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0276367591  
**Email:** martinclan05@gmail.com

## Application details

**Applicant name:** Spencer Holmes ltd on behalf o 292 Main road ltd  
**Site address:** 292 Main Road Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

#### a. Proximity to the Stream

- The District Plan requires that buildings be erected no closer than 10 metres from the Porirua Stream.
- The application puts the building at 8.1 metres from the stream, and the proposed deck structures are between 2.46m and 5.0 m from the stream. These distances are non-compliant.
- o the stability of the site streambank with a building of this size, or erosion of the streambanks of neighbouring properties if the site streambank is altered.

#### b. Traffic and Parking

- The Traffic Report states that there is parking on both sides of the Main Road, though WCC has responded by saying that Main Road is not suitable for parking.
- The Traffic Report makes no mention of Tawa Intermediate and Tawa College, the level-crossing, and the busyness of McLellan Street and Main Rd at key times of the day. Its photographs were taken on Saturday and Sunday mornings, and Wednesday evening and they show empty roads.
- The Traffic Report states that there are 60 available car parks within a 200m walk of the proposed new building, and that the new building will need at least 22 car parks.
  - o 200m is already a decent distance to walk to a car if people have children, shopping, or are elderly, etc, and that there are simply not that many available car parks within that distance if you avoid parking on Main Road or McLellan Street.
  - o focus more on traffic safety rather than parking, there is existing congestion on McLellan Street, with the local schools and the presence of the level crossing.
  - o narrowness of Luckie St (plus cycle lane), and the fact that parking on both sides of Nathan St would reduce the street to one lane, and create a congested south end of Nathan St at busy times.

### c. Scale of Building

#### i. Height

- Proposed height of building is a non-compliant 14.7m, while the District Plan states a height limit of 8m.
- The notes from Wellington Water on flood modelling and the minimum floor levels also indicated that the floor levels may need to be raised, pushing the building even higher.

#### ii. Building Recession Planes

- The building exceeds the permitted recession planes by more than 3m.
- The analysis of shading showed that there was no time of the year at which extra shading was not present in some degree on the properties of 1, 3, and/or 5 Nathan Street. During the Spring Equinox, the amount of shading over the yard, streambank, and dwellings at both 1 and 3 Nathan Street is described as significant.

#### iii. Site coverage

- The degree of site coverage is non-compliant.

#### iv. Earthworks

- The extent of earthworks required is highly non-compliant, having a proposed disturbed area of 697m<sup>2</sup> rather than the permitted 250m<sup>2</sup>.
- o this building is non-compliant in multiple areas. is a building of this size necessary to achieve the goal of quality, medium-density housing appropriate to this site.
- o impacts on neighbourhood character, privacy, noise level.

#### v. Infrastructure: Wastewater and Stormwater

- The Council has clearly flagged questions around wastewater and stormwater, many of which seem as yet to be unanswered.
- o this this area being in a flood zone and the waste water and storm water being positioned beside this property this will add additional strain a pressure to an area that regularly floods.

#### vi. Building design

- We have been advised that the apartments are to be for rental, not sale.
- The apartments are all 2-bedroom, and 56m<sup>2</sup>.
- The application does not confirm whether all apartments meet the minimum requirements for sun in the main living area..
- The outdoor open space requirement for each apartment has not been met, and is thus non-compliant. 50m<sup>2</sup> is required per unit, compared with the current 15m<sup>2</sup> – 27m<sup>2</sup> for the upper level decks, and 5-6 m<sup>2</sup> for the lower level decks

### **Aspects of the application that you are neutral towards:**

#### **The reasons for my / our submission are:**

As local residents and that this extremely large property is intended to over look our family home it will have a major impact on ur privacy and quality of home life.

#### **The decision I / we would like Wellington City Council to make is:**

request a more comprehensive traffic report from someone who has clearly spent time in the area observing traffic patterns.

Consider the emotional impact of building this number of appartments will have on the emotional quality of life and the privacy for the families in this area.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 6:33:50 pm

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## Submitter details

**First name:** Anna  
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**City:** Wellington  
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## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I oppose the application in its current state, primarily because of the impacts on surrounding traffic caused by no on-site parking provision. While neighbouring streets may appear to provide adequate parking, I believe the volume of vehicles will become heavily concentrated on the corner of McLellan/Nathan, and part of Luckie Street. Street parking is limited outside 292 Main Road because the bus stop is on both sides and parking lines narrow approaching the corner of McLellan Street. At the entrance to Nathan Street, residents already park on either side of the road (at least 4-6 cars). McLellan also becomes very busy during school peak hours and traffic can back up to the railway line. By 292 Main Road, I would say only 2-3 cars can park on the road within the section boundary. This will cause flow on impacts to neighbouring streets/properties having to accommodate potentially 20+ cars.

Tawa also has a disturbingly high occurrence of vehicle damage and thefts that is frequently reported on the Tawa Community Facebook page and to police. With more vehicles being parked on surrounding streets, this potentially makes the area an easy target for crime, vehicle damage and theft.

The proposed building also impacts on privacy, neighbourliness and the aesthetic character of the area because of the building scale is so large. I do not believe the current design is appropriate or enhances the character of the area. The design may set a precedent for other developers to build huge complexes packed with small apartment units for profit without considering the quality of life the design will allow for.

The developer has also expressed the apartments will be rentals only and we are concerned this may negatively impact the neighbourliness of the area with people coming and going over tenancies.

**Aspects of the application that you are neutral towards:**

**The reasons for my / our submission are:**

Resident of Nathan Street.

**The decision I / we would like Wellington City Council to make is:**

I would like the Council to:

- 1) reduce the building height to 2-3 storeys, and include a provision to include parking for at least 10 vehicles on the section.
- 2) further examine the effect of extra traffic and parking on the surrounding street network. A parking assessment could be done at school peak times to show normal traffic flow down McLellan and Main Road.
- 3) If building consent is granted, paint yellow lines for some areas on McLellan Street and Main Road.
- 4) The proposed building's boundary is by the stream, adequate controls should be imposed to ensure no environmental damage to the waterway occurs during construction.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 7:24:17 pm

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## Submitter details

**First name:** Tricia  
**Last name:** Jennings  
**Address:** 10 Kilkelly Close  
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## Application details

**Applicant name:** Spencer Homes Ltd on behalf of 292 Main Road  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

The height of the application being four stories is completely out of keeping with the surrounding area and will have an adverse effect on neighbours. As bad as this is though, the fact that there is no car parking beggars belief. How on earth could you consider allowing 24 apartments with no off-street car parking. Assuming each apartment has one or two cars (possibly in some cases three), where do you think those cars are going to park? It would be negligent to allow this application to proceed on that basis alone. Each apartment should have at least one or two car parks and I don't know how you could sleep at night if you allow this to proceed.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

As above. There needs to be some allowance for car parking, say one or two car parks for each apartment, and also the height of the building is way too high for a residential area. Every other house in the area is one or two levels high. It's absolutely crazy to allow a development of four levels with no car parking. The developer would still get a good return on investment if this was restricted to a smaller development, with two levels and car parking.

### The decision I / we would like Wellington City Council to make is:

Request that the plans be amended to provide for two levels maximum height, with provision for off-street car parking for at least one or two cars per unit.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 7:25:00 pm

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## Submitter details

**First name:** Adele  
**Last name:** Murray  
**Address:** 7 Nathan Street, Tawa  
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## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

Impacts on privacy for neighbours.  
Impacts on our waste water infrastructure.  
The design occupies the majority of the site.  
Impact on parking for neighbours.  
The size and number of the dwellings.

### Aspects of the application that you are neutral towards:

Building an apartment block on that piece of land is a good idea - just not so many and not so small. I support the creation of quality, long term housing.

### The reasons for my / our submission are:

A four-storey dwelling, on land that is higher than it's neighbours (across the stream) will impact on the privacy of it's neighbours.

24 dwellings could mean 24 vehicles, or more. There will be limited parking on Main Road, which will mean vehicles will need to park on McLellan Street, or Nathan Street. These streets already have vehicles parked on them (photos do not accurately capture McLellan St, and none were taken on Nathan Stree.) At school drop off times, McLellan St is extremely busy. When cars are parked on either side, the street becomes one lane only. The train crossing also contributes to a build up of traffic. Children from Nathan Street heading to Tawa Intermediate have to cross this busy street.

Pulling out of McLellan Street onto Main Road is already difficult due to limited visibility to the North (the street curves). If extra cars are parked in front of the proposed building, it will become dangerous.

Porirua Stream is prone to flooding, as we have seen this year already. One large tree has

been brought down in a stream earlier this year. A building built so close to the stream seems dangerous.

A four storey apartment block is not in keeping with the character of the area.

**The decision I / we would like Wellington City Council to make is:**

Smaller footprint.

Two stories maximum, with larger dwellings.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 8:20:33 pm

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## Submitter details

**First name:** Helen  
**Last name:** Annear  
**Address:** 1/13 Luckie Street  
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## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

Four stories is too high for the surrounding area. It is not the right site for this type of development. What about the impact on the stream? Cars will be parking on the surrounding roads as no on site parking is required by the recent mandate.

### Aspects of the application that you are neutral towards:

None

### The reasons for my / our submission are:

To prevent this development on the site.

### The decision I / we would like Wellington City Council to make is:

Not to grant resource consent.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 9:05:38 pm

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## Submitter details

**First name:** Robert  
**Last name:** Tofts  
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## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I oppose the size of the structure  
The proximity to the porirua stream  
The size of the dwellings  
That the dwellings lack laundry facilities  
Lack of off street parking

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

As a Tawa resident I would like any development to add to the aesthetics of the community. I see no positives that would benefit Tawa in this development. The structure is too big for the environment that surrounds it and would add to congestion at an already busy intersection. The build will further restrict the view of traffic as you leave McLellan St and enter the main rd. this is already a dangerous and busy intersection. I cannot see how the building will affect the porirua stream in positive way. The stream is bustling with flora and fauna. lots of native species have a home in and along the banks of this beautiful stream. My children regularly feed the eels and some of them are truly massive. The construction process will have a adverse affect on the stream. A four story concrete structure will need some large foundation work which concerns me as it will be right up to the stream. As the river is below the site i cannot see how there wont be subsidence especially as tree removal will need to take place judging from the locations of the ground floor balconys. I feel the building is too close to the boundrys which is aknowleged in the consent application that we have viewed. The building will block sunlight from to number of neighbouring properties. The massive influx of vehicles to the neighbourhood with no off street parking will congest the area with parking already restricted along the main rd by

the two bus-stops and along McLellan St where obviously the bridge would be a no parking area. With cars parking on both sides of McLellan and Nathan St this would make both streets too narrow for two cars to pass safely. McLellan is main artery route of the Tawa District to access both the schools and pool.

**The decision I / we would like Wellington City Council to make is:**

I would like to see a building that has facilities for off street parking. Respects the boundry consent requirements and is no larger than 3 storys. Asol I would like there to be a setback from the stream so as not to have a detremental affect on the habitat of the flora and fauna. 10m from centre of the stream I believe is a council protected area anyway. I understand that a building needs to be developed on this site but could it be something that adds to Tawa not detracts from it?

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 9:13:24 pm

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## Submitter details

**First name:** Vidhiya  
**Last name:** Damodaran  
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## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**  
We oppose the site not containing any off-road parking.

**Aspects of the application that you are neutral towards:**  
We are neutral towards the rest of the proposal.

### **The reasons for my / our submission are:**

This site sits on the corner of two very busy streets. These streets are both the main road of Tawa (Main Road) and the main street used to get to many schools from the Main Road (McLellan Street). Adding parking to either of these streets would create a hazard for drivers on both roads as parked cars on the road would obscure vision (especially when in a car rather than a larger vehicle like an SUV or Ute). Cars parking on the Main Road or the McLellan Street bridge would also create significant congestion on both streets at peak times.

Cars parking on these main streets would also reduce the road space available to cyclists who already have to share to road with cars. This could result in more incidents as cyclists need to avoid both parked cars and vehicles on the road.

If the proposal included off-street parking, we would support it.

### **The decision I / we would like Wellington City Council to make is:**

We would like to see the requirement for off-street parking to be created as a condition of consent. Ideally this would be one parking space per unit.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 10:08:38 pm

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## Submitter details

**First name:** Rachel  
**Last name:** Fogarty  
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**City:** Wellington  
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## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

The number of apartments.  
Lack of parking.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

I live in nearby Davies Street and witness traffic jams especially around school start/finish around McLellan Street and getting on and off the Main Road. My concern is that with the large number of apartments without off street parking, the residents/visitors/services will have to park in nearby streets, this will cause the traffic issues to get worse and be dangerous for traffic and pedestrians in the area.

### The decision I / we would like Wellington City Council to make is:

Have onsite carparks provided, or reduce the number of apartments. If neither of those is imposed, put yellow lines on the bridge on McLellan Street, and on one side of McLellan Street as far as the railway crossing.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Monday, 11 April 2022 10:18:32 pm

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## Submitter details

**First name:** Sue  
**Last name:** Abraham  
**Address:** 13 Nathan Street  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 5028  
**Email:** [huhananz@gmail.com](mailto:huhananz@gmail.com)

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa, Wellington 5028  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

In general, I support development and the provision of warm, dry, comfortable, affordable homes for individuals and families to enjoy living and relaxing in. I like the proposed landscaping of the stream bank and surrounding area.

The developers could have built a multi-unit dwelling that complied with current regulations. Something along the lines of the development that was done at 232 Main Road (behind Urban Eatery) where there is a 3-storey apartment block – first floor is parking, second and third floor each have 2x2 bedroom units and 1x1 bedroom unit, all with decking. There is also a communal garden area and clothesline at the back of the property. As far as I am aware this complex complied with regulations.

The proposed development on 292 Main Road appears to be seeking to maximise the number of units and what can be done on the site – but it feels like this is potentially at the expense of the surrounding environment (the hillside on the west of the Main Road and the Porirua stream), the quality of life for the people who will live there, the quality of life of surrounding neighbours, and the safety of commuters within the community.

There seem to be a large number of aspects that are 'non-complying' within the application – including building close to the Porirua stream, extensive earthworks, not providing adequate open space for each unit, site coverage, building height and building recession. While we can anticipate denser housing – especially close to transport routes, denser housing still must meet height to boundary requirements, setbacks, coverage, outdoor living space and outlook space.

Potentially the proposed units could house 2 couples or a couple with 2 children. This could result in potentially 96 people living on this site. Potentially 96 showers a day, a lot of washing that needs to dry somewhere, a large number of delivery vehicles coming on site each day, a lot of rubbish and probably a lot more vehicles than have been estimated (space for 16 bicycles is just not enough for the proposed number of units).

## Environment

The perspectives given on the plans of the proposed development do not show the stream and the true gradient of the hills on the opposite side of the Main Road. I realise they are concepts only, but it is very misleading when the gradient of the hill to the west of this development is very steep and does block sun. It does not feel like the apartments on the southwest will get adequate sun.

Hill to the west of the development -

In the March 20 and June 21 9am diagrams, there is a lot of additional shade on the bank to the west of the Main Road. This has the potential of not giving the bank a good option to dry out adequately. Earlier this year there was a slip just south of this area which closed the Main Road for some time. This was likely the result of the bank being waterlogged. Has the potential for slips opposite the 292 Main Road site (and on other areas of the bank that would be subject to additional shading from this proposal) been assessed? There are stairs up the bank just south of this property which are shaded and damp already, this proposal could see these steps being more damp and slippery and could result in personal injury. Likewise, if there is significant shading along the Main Road footpaths as a result of this development and these areas are not regularly cleaned and maintained to remove moss etc. they will be a slipping hazard – both for the people living at 292 Main Road and others who walk past or need to get to the bus stops.

Porirua Stream –

This proposed building is very close to the stream and will involve a significant amount of earth moving and foundation work. As is seen when walking through Tawa along the Porirua stream, there are a number of places where the riverbank has eroded into the stream. Building such a significant dwelling so close to the stream will put pressure on the already unstable land and potentially impact the ecosystem of the area.

There does not appear to be anything documented as yet in terms of what will be done to mitigate pollution of the stream or erosion both by the site and further downstream. Will having so many people on one site and the decks so close to the stream increase the potential for rubbish to end up in the stream – both causing pollution and potentially blocking water flow and causing flooding. There could be runoff into the stream both during construction and afterwards as ongoing maintenance happens.

## Flooding

Based on the WCC flood zone map it appears that approximately half the site is a flood zone and/or the current flow of the stream. Are the proposed floor levels high enough to mitigate flood risk and if not/if they need to go higher how will this further impact the building height and building recession non-compliance.

In the documents relating to this application, it mentions "Standards for buildings in Tawa Hazard (flooding area) – building floor level, location within site, effects on erosion and flood hazard risks and stream maintenance." There doesn't appear to be much said about what will be done to mitigate erosion, flood hazard risk and how the stream will be maintained on an ongoing basis.

Given the proximity to the stream and the fact it is a flood area it does not seem a site best suited for this type of development. There are a number of sites around Tawa that do not back onto the stream (and aren't on a busy street corner) that have development potential. The ENGO Flood Assessment Report notes "all potential development on the site should be founded at or above the top of bank elevation". It is not clear if this is currently the case and how will it be ensured that any development on the site is only above the current top of bank elevation if excavation is undertaken during the building process?

## Infrastructure

While the rules for dwellings are changing to allow more denser housing, the current infrastructure is old and has not yet been upgraded to allow for this type of development. The pipes are likely not able to withstand the extra amount of wastewater such a

development would bring. In the included document there was a comment from Wellington Water regarding wastewater capacity "further development of this property must be treated with caution as it could exacerbate the overflows already occurring". Likewise, will the water pressure in the area be enough to maintain an additional 48 bathrooms?

There is currently a lot of storm water in Tawa going into the Porirua Stream. This is considered to already have caused pollution and flooding problems in the stream and surrounding properties. Where will the stormwater from this development go?

### Size of building

Does a building on this site really need to be that big – and non-complying on so many areas? Does it really meet the need for good quality high density housing?

It does not comply with site coverage, building height, building recession, earthworks or open spaces. This seems to be a large amount of non-compliance when it is likely something could be designed that complied with most of these areas. The rules are there to assist with quality of life for those in the proposed dwelling and those surrounding it. The earthworks are significant and while there will be earthworks for any construction, this seems to significantly alter the site and could therefore cause problems for surrounding properties, run-off etc and also the stream.

From the plans shown, it appears a 3-storey building would comply with building height and mostly building recession – so why go to 4 levels?

A non-complying dwelling has significant impact on the neighbours to the east of the building (1, 3, 5 Nathan Street). The September 23 5pm drawings show significant additional shading to 1 and 3 Nathan St properties from not complying with height and recession rules.

Site coverage will have an impact on stormwater generated and limits the availability of useable outdoor space for residents. The small open spaces they have available (most decks 5 square metres) are not really big enough to be enjoyed.

Open space and sun are important for the mental health and wellbeing of people. The non-complying areas of this proposal seem likely to have a detrimental impact on the mental health of surrounding neighbours and on those who will live there.

### Design of building

The individual units are only 56 square metres and some rooms will get very little sun. Do the units all meet the window size, ventilation and sun requirements? While there are no detailed measurements on the plans there doesn't seem to be much living space. The units are almost identical and all 2 bedroom/2 bathroom. Design with varying size and differing number of bedrooms would create more of a diverse community of people with different accommodation needs. Will this type of design encourage people to stay long-term and see it as a comfortable home? There appears to be no lockable storage available on the ground floor for each unit – bikes are out in the open and not even one bike per unit is allowed for. The living area is small enough without adding outdoor gear etc to it. What about people with work vehicles or tools? Why do all the units need 2 bathrooms – some variation in this could allow additional living space or an office nook for some. With no on-site parking it will be quite a walk for residents to get their groceries home – about 1km to the local supermarket. How will people move into the units when there is no onsite space for vehicles to bring their furniture etc?

I know people live in apartments in the central city and develop different ways of living to suit where they are – but this is Tawa and the sort of lifestyle where you can't even have a vehicle within several metres of your home just isn't (yet) how people live in Tawa.

It is not clear from the plans what the plans are for hot water, electricity, heating, solar etc. Environmental considerations given to these factors would be good.

### Access

The proposal has one driveway access of around 5 metres. This is stated it is for rubbish trucks. This would mean rubbish trucks or other trucks/service vehicles would need to reverse onto or off the site (to the Main Road). Traffic Concepts parking report mentions rubbish collection as likely to be early morning – this is not currently the case in the surrounding areas and rubbish is regularly collected during the day. The report also mentions "no safety issues arise from the truck accessing arrangements". This doesn't seem reasonable given the trucks and service vehicles would have to back onto the Main Road, potentially blocking/holding up traffic to do so, and this would also be the entry/exit area for bicycles, scooters etc.

Groceries – 24 units, weekly delivery means 3-4 delivery trucks a day just for grocery supplies – or people are walking 200 metres from their vehicle or 1km from the closest supermarket with their food?

What about maintenance vehicles and delivery vehicles for other online shopping? It seems like there will be a lot of vehicles coming and going from the site and therefore backing out onto the Main Road.

A 'u' shape (one way in, one way out) driveway with some 'pull over to the side'/loading zone areas may provide better flow for traffic/delivery vehicles and mean these vehicles do not have to back out onto the Main Road.

### Traffic Flow and Parking

While I understand the new rules do not require off street parking to be included in a development, just because parking does not have to be included doesn't mean it shouldn't be – for the flexibility of residents and for ease of traffic flow on surrounding streets. The Traffic Report completed took photos of surrounding streets when they were relatively quiet (Sunday morning for example). This is not a normal occurrence on a day-to-day basis.

Most of the surrounding roads are relatively narrow – eg: in Nathan St when vehicles are parked on both sides of the street (which is common) you can only get a vehicle through one way, cars coming from the other direction have to stop and wait. While this may not be an issue currently (with perhaps only 4-5 vehicles parked in a row), if there are more vehicles parked then potentially access to the whole street could be blocked in one direction while cars from the other direction come through. This could result in vehicles wanting to navigate Nathan St from the south/McLellan St end backing up onto McLellan St, potentially blocking access to that street from the Main Road. The same would apply to Luckie and Davies streets – both that have a reasonable amount of traffic coming down them to/from the pool and park.

The other thing to consider is that Nathan St only has a footpath on one side. That means currently a number of residents are using the grass verge on the west side of the street to park (so traffic flows better on the street) – which is lowering the number of vehicles parked on the street but also means if these residents start having people park in front of their properties (and blocking their parked vehicles in) the residents are likely to need to park on the street.

While the comment has been made that there is plenty of parking on Nathan Street, this analysis has been done at a time when a large number of people who would normally commute to the city via train from Linden station, and park in the surrounding streets, may have been isolating or working from home. Therefore, possibly not a true reflection of the 'normal' number of vehicles on surrounding streets during the working week.

McLellan Street is a very busy road, it gets very congested during the week – in both directions, due to the proximity to the College and Intermediate. If there is a train crossing traffic can build up from the railway line through to the Main Road, and on the other side of the road it builds up with people trying to get from McLellan St onto the Main Road. The bridge is not suitable for parking on, and the rest of the street is very difficult to navigate if cars are parked. Most residents know it is not worth damage to their vehicle to park it on the road!

It doesn't seem a great lifestyle for 292 Main Road residents to be walking 200 metres from their car (as suggested in the Traffic report) – and would they be comfortable with their car that far away given how regularly car thefts and break ins seem to occur in Tawa? Whatever development happens on this site, what mitigations are council going to put in place to assist with traffic flow around the area and stop people from parking in unsuitable places (like on the Main Road).

**Aspects of the application that you are neutral towards:**

The fact that there needs to be development and the site will be developed and hopefully improved.

**The reasons for my / our submission are:**

I am putting in a submission because I want to see warm, comfortable, good quality, affordable housing built in Tawa to improve the stock of housing and to keep our families healthy and safe. I do not feel that this submission is showing it can meet all these things and I believe that a different plan could have a more positive impact long term on those who will live there, those who live around it and the surrounding environment.

**The decision I / we would like Wellington City Council to make is:**

I would like to see the proposal altered to involve less units, more variety in size of units (to suit different groups of people), and the building to be 3 level – with the bottom level providing some parking, EV charging, option for shed/other storage for residents, a driveway that is a 'u' shaped one way system. Plus, a good-sized outdoor area for drying clothes, outdoor gatherings etc. The next 2 levels would then be apartments of varying sizes. I would also like to see other environmental considerations made in the building that will assist the lifestyle of those living there – eg: solar panels on the roof, good heating, great sound proofing between floors and apartments, composting options, emergency water storage etc. Ideally any proposal would not only comply with requirements (site coverage, recession angles, height etc) but also provide the environment, the surrounding residents and those residing at 292 Main Road with increased wellbeing and positive lifestyle options moving forward. Just because something is allowed to be done/complies with a rule doesn't make it the best option. Going over and above compliance to something that benefits everyone moving forward is preferable.

I would like to see a good body corporate set up for any complex built to ensure the grounds and stream bank are well looked after and the outside of the property is well maintained over time.

# Submission on resource consent application

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

## Notes for the applicant

Use this form to make a submission on a resource consent application you support or oppose. You can also make a submission online, visit [wellington.govt.nz/have-your-say/public-notice](http://wellington.govt.nz/have-your-say/public-notice).

If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or hand it in to us at:

### Resource Consents

Wellington City Council

PO Box 2199, 12 Manners Street, Wellington

## Submission details

Name of applicant: Spencer Holmes Ltd on behalf of 292 Main Rd Ltd

Site address: 292 Main Road Tawa

Proposal: A land use consent for earthworks & 24 residential units

Service request number: 505203

Support the application

Oppose the application

Neutral

## Submitter details

Name of submitter: Ross & Delcye Chesney

Address of submitter: 1 Rossiter St Tawa WGTN 5028

Phone (day): 04 232 0171

Mobile: 027 445 8525 (Ross)  
021 101 8491 (Delcye)

Email: r.chesney@slingshot.co.nz

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

- 1) Proximity to the stream
- 2) Proximity to the unstable slopes on the West side of the proposed building.
- 3) Traffic and parking
- 4) Scale of the building
- 5) Design and quality of living
- 6) Quality of the application

Please see the details of these on the 4 additional pages included.

**The reasons for my submission are:**

There are numerous non-compliant features of this proposal, and they are significantly non-compliant rather than 'no more than minor' as the consent application tries to portray. Taken together, these non-compliant features require that this consent application should be opposed.

In this proposal there is a lack of consideration for the riparian zone which covers the east of the site. What happens in this area affects the downstream environment.

We are long-term local residents and the parents of 3 children who attended Tawa Intermediate School and Tawa College and know first-hand the actual traffic and parking situation with the interaction of road and railway line/station and the relationship between congestion and safety. The traffic report included in this proposal is not representative of the true day time conditions. We also think the numbers of renters and their visitors needing to park vehicles locally will be significantly greater than the parking report estimate.

The building is portrayed as being the first of its type in Tawa attempting to indicate that there will likely be more. While we agree there will be higher density housing in the future, this particular location is unsuitable and requires a smaller scale, more ecologically considered, sympathetic and liveable development.

**The decision I/we would like Wellington City Council to make is**  
(include any conditions of consent you would like to see imposed):

Not to consent to this land use application in its current form.

**Note: \*Select one.**

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

- I/we wish to speak in support of the submission
- I/we do not wish to speak in support of the submission
- If others make a similar submission, I will consider presenting a joint case with them at the hearing

Signature(s) of submitter(s) or agent of submitter(s)\*

*J. Chesney*      *D.K. Chesney*

Date

11 - April - 2022

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 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.

**Privacy information**

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

**How do you wish to be served with any correspondence**

- via email (please ensure you have provided your email address on page 1)
- via post, ie hardcopy

## Submission Statements Additional Pages

### 1) Proximity to the stream

This proposal for a 4 storey, residential block of 24 2-bedroom apartments is too close to the stream which misleadingly doesn't feature in the architect's drawings of the proposed building. The District Plan requires there be no building or structure within 10 metres of Porirua Stream. This does not comply; it is 8.1 metres from the stream and is in the Tawa Hazard (Flooding) Area.

Having lived beside the Porirua Stream for more than 25 years, only a little further north than the 292 Main Rd site, flooding is a regular and increasing hazard. The banks are already fragile and the erosion of the stream bank a reality. With 292 Main Road being a streamside property, there is concern about the effect of the extensive, non-compliant earthworks required and the effect of earthworks and a large and lengthy construction process in an active floodplain. Erosion mitigation is not properly addressed.



The photo attached in the Proposal shows a quiet stream. Please find attached 2 photos (one above and one below) from Feb 22 of a very different-looking stream with the water very close to the full depth of the bank. We can share further photos & a video if required.



It must be remembered the Porirua Stream is also affected by the tide so downstream flooding and high tide have a compounding effect, e.g. the height of the Porirua Stream in the floods of 2016 was pushed even higher by the effect of the high tide at Porirua which is now further exacerbated by the silting of the Porirua Harbour estuary.

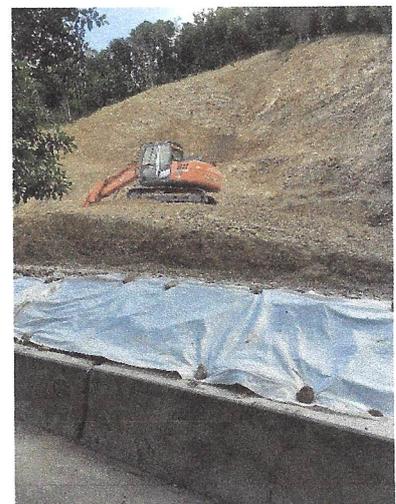
The issues of run-off, entry of sediment and debris, and the protection of the Porirua Stream from erosion are not dealt with satisfactorily in the proposal where the selective use of information has the effect of reducing consideration of the impact of the building on the stream.

## **2) Proximity to the unstable slopes on the West side of the proposed building**

Main Road Tawa between Victory Crescent and McLellan Street remained closed to through traffic for more than a week in Feb 2022 because of the large land slip that came down after heavy rain and there are continuing concerns about the stability of this hillside bordering the Main Road, with concrete barriers and cones remaining in place.

This hillside continues north directly opposite the proposed building. The non-compliant 4 storey height of the proposed building will cause increased shading of this hillside which will remain damp longer, risking more loss of stability and damaging landslides.

The increased shade from the size of the building will also affect the growth of moss on damp footpaths increasing the danger of pedestrians slipping on them causing injuries and potentially someone falling onto the busy Main Road.



*23-Feb-2022 Main Rd Tawa*

### **3) Traffic and Parking**

The Traffic report is far removed from the reality of Main Road Tawa and McLellan Street as significant thoroughfares. While there are currently no restrictions like 'no parking' lines on Main Road Tawa adjacent to 292 Main Rd, local people don't park there now because they know the effect any parked vehicles have on safety, visibility entering and leaving properties and the passage of traffic in both directions. Main Rd is also the main bus route through Tawa. With the opening of Transmission Gully and the interchange at Linden there now appears to be increased traffic volumes in both directions.

Likewise, there are currently no restrictions to parking on McLellan Street but people seldom park because of the effect on safety, and the passage of traffic. The safe passage of traffic, pedestrians and cyclists is especially important in McLellan Street which leads to the 2 biggest schools in Tawa – Tawa Intermediate and Tawa College. There is a significant volume of pedestrians, cyclists and vehicles moving past 292 Main Road and down McLellan St to these schools in a regular twice-daily cycle. The volume of vehicles, always high, increases hugely on wet days. The busy Kapiti rail line across McLellan Street causes traffic to back up when trains pass, which they do very regularly as the Kapiti Line is a major commuter artery. This compounds the traffic and parking impacts during peak school times.

The Main Road -McLellan Street intersection which 292 Main Road borders is already a complex intersection with driveways, bus-stops, a pedestrian crossing and a right-turn space as well as the roading T-intersection. It is simply not safe to allow additional cars from 24 x 2-bedroom units to park on these streets, especially when some units are likely to have more than one car. In addition, the surrounding side streets are so narrow that there are already times now when residential parking reduces these to one lane. Additional residential parking in these streets in lieu of any included in the development will only exacerbate this. This is also a concern for rapid access for emergency vehicles, especially fire-engines and ambulances.

Also, the presence of cars parking on the streets to the west of nearby Linden Station has not been taken account of. Commuter parking already makes Beauchamp St (one of the streets in the 200 metre radius of 292 Main Rd) one-way and with reduced visibility. In these covid times the use of public transport has reduced but will increase as commuters return to offices, etc. with volumes expected to return to pre-Covid levels by the time these proposed apartments would be completed.

Therefore, it is unreasonable to support this application which will see a significant influx of cars parked on unsuitable roads and creating unnecessary safety risks for the many children and young people who use them.

### **4) Scale of the building**

This building is too big for the size, contours and position of the site sandwiched between the Porirua Stream and Main Road Tawa. It is non-compliant in the key areas of height, site coverage, recession plane, shading and the earthworks required, and by significant amounts e.g. earthworks of 250m<sup>2</sup> are allowed 697m<sup>2</sup> are proposed.

The foundations are currently unspecified, but fuller Geotech assessment is needed around the loading of the site and the likely effect of subsidence on the streambank there and for nearby properties who are already experiencing subsidence, erosion and regular flood damage.

The sewage system which passes from Main Rd to Nathan St via a pipe over the Porirua Stream is already vulnerable to drainage difficulties, blockage and damage e.g. the February 2022 tree that fell on it. The Main Road sewage flowing across to Nathan St is already causing issues for residents and an additional 48 toilets will further stress this infrastructure. The stormwater system needs increased capacity and careful consideration especially at times of increased volume.

The 18-month construction period will also bring traffic access issues and disruption and significant risk to the fragile Porirua Stream riparian environment.

#### **5) Design and quality of living**

The proposed units have given insufficient attention to design for living and quality of life. The plan is non-compliant in terms of open space and units are not well- orientated for maximum sun. The uniform 2-bedroom units means there will be a lack of diversity that a range of unit sizes encourages e.g. 3-bedroom units that encourage families to stay longer term.

An apartment block of this size is out of scale and out of character in this area. Both the access steps and ramp to/from the building go straight through the berm onto the relatively narrow footpath beside the busy Main Road and this is a safety concern with no room for error, inattention or multiple users.

There is no evidence of the use of sustainable materials in the design nor the embracing of climate-change friendly technology like an electric car charging point. The proposal is not of a building that enhances quality of life but one that maximises the number of people on the site and the developers profit at the expense of quality.

#### **6) Quality of the application:**

We are concerned about the rather misleading use of information in this consent application to attempt to ensure the non-compliance and impact of this building are seen as no more than minor. Examples include an artist's impression which shows trees and grass and no stream, and completely fails to show the actual steepness of the stream bank and of the hillside west of Main Road only metres across from the proposed site of this apartment block.

The traffic and parking report by Mr Clark has not fully considered the traffic and parking effects of the proposed development, both the railway crossing and Linden Station and the high traffic flows to two large schools.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 12 April 2022 10:30:18 am

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## Submitter details

**First name:** Angela  
**Last name:** Rutherford  
**Address:** 2 Rawson St  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 021550121  
**Email:** angelajanerutherford@gmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

Lack of parking is going to cause major disruption with cars parking on McLellan Rd. This street is one of the main streets used by people dropping kids off/going to and from Tawa Intermediate and Tawa College. It already has congestion issues at peak times and cars parked on sides of the road are going to make this insane. In addition its not fair to the residents on Nathan St to use all available street parking.

In addition I oppose the height of the construction again its not fair on the residents of Nathan St, it will totally impact their privacy and potentially the light into their properties.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

Lack of parking is going to cause major disruption with cars parking on McLellan Rd. This street is one of the main streets used by people dropping kids off/going to and from Tawa Intermediate and Tawa College. It already has congestion issues at peak times and cars parked on sides of the road are going to make this insane. In addition its not fair to the residents on Nathan St to use all available street parking.

In addition I oppose the height of the construction again its not fair on the residents of Nathan St, it will totally impact their privacy and potentially the light into their properties.

### The decision I / we would like Wellington City Council to make is:

Reduced height  
The development needs to provide its own parking

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 12 April 2022 11:15:48 am

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## Submitter details

**First name:** Vicky  
**Last name:** Gibbs  
**Address:** 56 Larsen Crescent  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0211043357  
**Email:** kiwigibbs@xtra.co.nz

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

Height, location, traffic safety, lack of parking, impact on environment, impact on neighbours (of which I am not)

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

As per the aspects above. I accept that there is a need for more housing, but buildings on this scale in this type of residential area impact negatively on the neighbours, the environment and general day-to-day living. This is not a way to help more people get into housing, but is simply a developer wanting to make as much money as possible.

This area is already prone to flooding. The artists "impressions" didn't show a stream, just a bank. The building itself is too close to the stream (as per District Plan guidelines). I'm concerned that the proposed earthworks would have a negative impact on the banks of the stream, and therefore negatively impact the neighbours' properties and put them at risk of flooding /subsidence.

The road photos used in the application were taken at a time of day where there is typically little road traffic, i.e. 8pm on a Wednesday and 10am on a Sunday morning. On weekdays and Saturdays the traffic is significant on both Main Road and McLellan Street, with children being dropped to local primary schools, intermediate and college, and travelling to recreational facilities (such as Tawa Rec Centre, Playcentre, Swimming Pool, Bowling Club, parks, etc). The foot traffic is also significant during weekdays in this area. With no parking provided for the complex, where will these cars park? You can't assume that tenants and visitors won't have cars. Parking on the road on this scale will cause danger and conflict with both pedestrians and traffic (that the developers have ignored). The actual

development will also cause a huge amount of delays on Main Road and McLellan Street, disrupting traffic over a significant time period.

The proposed building is also very close to the opposing bank, so I would imagine the lower ones (particularly) would be quite dark. This bank has also had a number of landslides in the last few years. The earthworks would be a concern in case they unsettle the land and cause another slip.

There is no way that a building on this scale won't negatively impact the neighbourhood. It will tower over the neighbours who live behind it in Nathan Street, blocking light, and completely overlooking them, for all that the developers say they will position windows/balconies so this isn't the case.

I can't imagine that the developers would be happy if they lived in a house where they were going to be overshadowed by a building such as this. Something on this scale has no place in a residential area. These are people's homes and lives that the developers are affecting. I don't live in this immediate area, but this isn't an appropriate structure/intent for a residential section.

This building should not proceed in its current format (noting that the proposal does not meet many of the requirements of the District Plan).

**The decision I / we would like Wellington City Council to make is:**

Any development needs to be designed to not impact the neighbouring houses, roads, pedestrians and stream.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 12 April 2022 11:29:13 am

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## Submitter details

**First name:** David  
**Last name:** Leen  
**Address:** 6 Luckie street  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 021352371  
**Email:** dl@fantailservices.co.nz

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Rd Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

**Aspects of the application that you support or oppose:**  
Oppose 24 units on small section with no off street parking

**Aspects of the application that you are neutral towards:**  
N/a

### **The reasons for my / our submission are:**

Not happy with the design of so many units with no off street parking. Streets around the area already have limited spaces for parking. With 24 more units possibly build, there could be up to 20+ more vehicles needed to park somewhere.

### **The decision I / we would like Wellington City Council to make is:**

I would like the council to consider the impact of all the extra vehicles that will be parked all around the neighboring street. I feel that this will be a traffic issues around school pick up times and when trains are coming though the McCallum Street crossing.  
The developer could redesign units to include parking

# Submission on resource consent application

**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

## Notes for the applicant

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Send the completed submission via email to [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or hand it in to us at:

### Resource Consents

**Wellington City Council**

**PO Box 2199, 12 Manners Street, Wellington**

## Submission details

Name of applicant: Spencer Holmes Ltd on behalf of 292 Main Road Limited

Site address: 292 Main Road, Tawa

Proposal: The establishment and use of a four-storey building containing 24 household units

Service request number: 505203

Support the application       Oppose the application       Neutral

## Submitter details

Name of submitter: David Do

Address of submitter: 1 Luckie Street, Tawa

Phone (day): 0212889869

Mobile: 0212889868

Email: [ddvending@live.com](mailto:ddvending@live.com)

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

I opposed to this proposal because the community around 292 Main Road

- a) will suffer severe traffic congestion. It will be impossible to turn right traffic from McLellan Street to Main Road. These two roads will become unsafe because the road users will be very frustrated with the traffic congestion by taking unnecessary risk. It also become unsafe for school children and pedestrians to cross these roads.
- b) put school children, cycle lane users, pedestrians at risk of hitting by cars when they try to cross the busy streets
- c) Luckie Street is a very narrow street. Should the cars from 292 Main Rd park both side of the street, no car will get through the road.
- d) I question if the infrastructure can cope with waste water and storm water discharge
- e) with such high number of dwellings added, will the water pressure in the surrounding houses reduced significantly?
- f) This is a significant development, the neighborhood is subjected pro-long years of construction noise, inconvenient heavy traffic and unsafe using the roads

**The reasons for my submission are:**

My family and I live at Luckie Street. This propose will have a severe adverse effects to our daily life.

**The decision I/we would like Wellington City Council to make is  
(include any conditions of consent you would like to see imposed):**

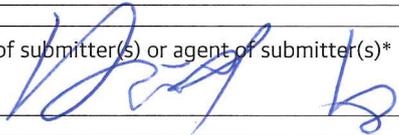
**Note: \*Select one.**

I  request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*



Date

12 April 2022

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

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- 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.

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**How do you wish to be served with any correspondence**

- via email (please ensure you have provided your email address on page 1)  via post, ie hardcopy

## Form 13

### SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION UNDER SECTION 95A, RESOURCE MANAGEMENT ACT 1991

**To:** Wellington City Council

**Submission on:** Resource Consent Application Ref. SR 505203

**Name of Submitter:** Fire and Emergency New Zealand

This is a submission on behalf of Fire and Emergency New Zealand (Fire and Emergency) on a publicly notified resource consent application from 292 Main Road Limited for land use consent for the erection of an apartment building comprising 24 residential units at 292 Main Road, Tawa.

Fire and Emergency is not a trade competitor for the purpose of Section 308B of the Resource Management Act 1991 (RMA).

The specific part of the application that Fire and Emergency's submission relates to is the provision of firefighting water supply on the site.

Fire and Emergency is opposed to the principle of a new apartment building being erected on the site in the absence of any detailed information confirming that the development can be served by an adequate firefighting water supply.

#### **Fire and Emergency's submission is:**

In achieving the sustainable management of natural and physical resources under the Resource Management Act 1991 (RMA), decision makers must have regard to the health and safety of people and communities. Furthermore, there is a duty to avoid, remedy or mitigate actual and potential adverse effects on the environment. The risk of fire represents a potential adverse effect of low probability but high potential impact. Fire and Emergency has a responsibility under the Fire and Emergency New Zealand Act 2017 to provide for firefighting activities to prevent or limit damage to people, property and the environment. As such, Fire and Emergency has an interest in the land use provisions of the District Plan to ensure that, where necessary, appropriate consideration is given to fire safety and operational firefighting requirements.

The application is located in a reticulated area but due to the density of the development it is vital that firefighting water supply and access requirements are adequately provided for. It is noted that Wellington Water has provided pre-application comments on the proposed development relating to firefighting water supply. The applicant does not appear to set out how the new development will be provided with an adequate firefighting water supply and/or how Wellington Water's concerns are to be addressed.

The New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008 (Water Supplies Code of Practice) is a New Zealand Standard that outlines the water supply capacity and pressure needs for firefighting purposes. Fire and Emergency requires certainty that there will be sufficient supply in an emergency. It is noted that the Council's Draft District Plan also seeks to introduce objectives, policies and rules which require new developments within Wellington to comply with the Code of Practice for proposals with and without connections to the reticulated network.

A potential means of compliance with the Code could include the installation of a sprinkler system. A sprinkler system can reduce the spread of fire through a building and substantially reduces the volume of water required for firefighting. In doing so, they provide the highest level of practical fire protection for residential buildings.

**Fire and Emergency seeks the following decision from the consent authority:**

If the Consent Authority is minded to grant the application, it is requested that a condition be imposed on the resource consent decision requiring the following:

- *Each residential unit shall be provided with a firefighting water supply in accordance with the New Zealand Fire Service Firefighting Code of Practice SNZ PAS 4509:2008.*

Furthermore, Fire and Emergency also requests an advice note stating that the installation of a sprinkler system is the recommended means of compliance with the Code of Practice. An advice note could also advise the consent holder that Fire and Emergency staff are available free of charge to advise on means of compliance with the Code.

Fire and Emergency wishes to be heard in support of its submission. If others make a similar submission, Fire and Emergency will consider presenting a joint case with them at the hearing.

Fire and Emergency does not request, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.



Fleur Rohleder  
on behalf of

**Fire and Emergency**

Date: 12/04/2022

**Electronic address for service of person making further submission:** Fleur.rohleder@beca.com

**Telephone:** +64 4-460 1792

**Postal address:** Beca Ltd, PO Box 3942, Wellington 6140

**Contact person:** Fleur Rohleder

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 12 April 2022 12:40:08 pm

---

## Submitter details

**First name:** Liz  
**Last name:** Auchter  
**Address:** 5A McLellan Street  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0223902689  
**Email:** auch0006@d.umn.edu

## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I disapproved of the lack of facilities that will be provided for such a large development cornering this residential street. Particularly the disclusion of parking will monumentally effect congestion and traffic flow on an already busy throughway. The development also doesn't include laundering facilities, which seems like another obvious problem to the occupants and the community as a whole.

The environmental impact of this developmental sitting right on our local waterways is another paramount concern and needs to be critically addressed prior to developmental commencement.

I don't believe the land space or location is appropriate or sufficient or ethical for a development of this caliber.

We are not a high density residential area and we have only two story housing throughout the local vicinity. A building of this capacity and height is not congruent with our neighborhood and will have a significantly adverse effect on our quiet side streets and local flora and fauna.

Unfortunately this development is decades ahead of what can reasonably and fairly be expected of this area.

### Aspects of the application that you are neutral towards:

A smaller developmental complex could certainly be suitable for this location, but it needs adequate facilities and greater consideration for the local community and environment.

### The reasons for my / our submission are:

I live locally and will be personally impacted by this development as it commences and following its completion.

A year and a half of construction (which will very likely be longer) feels nothing like temporary while living adjacent to a developing site. This is on top of the anticipated congestion and imposition of massive building, with at minimum 50 additional neighbors

and numerous off street parking occupants.

Undoubtedly reconstruction will eventually be required of the neighborhood roads in order to accommodate for such a drastic traffic changes.

It projects a complete and immediate transformation and impact to our neighborhood and current residents.

**The decision I / we would like Wellington City Council to make is:**

I don't think this development should be approved.

I would be happy to embrace a development in this area that is smaller and accommodates its new occupants more substantially, while taking greater consideration for the existing environment and residents.



TE RŪNANGA O  
**TOA RANGATIRA**

**SUBMISSION  
ON NOTIFIED RESOURCE CONSENT**

**Proposed establishment and use of a four-storey building  
containing 24 household units**

**292 Main Road Tawa**

**12 April 2022**

**KA UPANE Ā UPANE WHITI TE RA!**



## TE AO TŪROA | OHANGA | ORANGA | WHAI MANA | NGĀTI TOA RANGATIRATANGA

Name	Approval and date
Robert McClean <i>Principal Advisor</i> <i>Treaty and Strategic Relationships</i>	12 April 2022
Naomi Solomon <i>General Manager – Treaty and Strategic Relationships</i>	

Te Rūnanga o Toa Rangatira (Te Rūnanga) as the mandated iwi authority for Ngāti Toa Rangatira (Ngāti Toa) has responsibility for protecting and enhancing the mana of Ngāti Toa across the various political, economic, social and environmental spheres.

In relation to Te Ao Tūroa, the objective of Ngāti Toa is to nurture a resilient environment to sustain future generations through reclaimed connection and mātauranga to natural resources, empowering kaitiaki who are leaders and co-managers of our natural environment, our commitment to environmental sustainability and our ability to adapt to the impacts of climate change.

*Subject to the written consent of Te Rūnanga o Toa Rangatira, the information contained within this document must not be used for any other purpose than that intended.*



Te Rūnanga o Toa Rangatira Inc.

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1. This is a submission of Te Rūnanga o Toa Rangatira (Te Rūnanga) for Ngāti Toa.
2. The submission concerns the proposed establishment and use of a four-storey building containing 24 household units at 292 Main Road Tawa (the proposal). The applicant is Spencer Holmes Ltd on behalf of 292 Main Road Limited.
3. Te Rūnanga o Toa Rangatira (Te Rūnanga) opposes the resource consent application.
4. The reason for our position is based on the significance and value of Te Kenepuru (Porirua Stream) and the need to protect the stream from inappropriate urban development.
5. Te Rūnanga is not a trade competitor for the purposes of [section 308B](#) of the Resource Management Act 1991.

### **Te Kenepuru**

6. The proposal is situated very close to Te Kenepuru stream.
7. Te Kenepuru is highly significant for Ngāti Toa. The stream flows into Te Awarua o Porirua (Porirua Harbour).
8. Te Awarua o Porirua is central to the identity and heritage of Ngāti Toa. The harbour is recognised in legislation under the Ngāti Toa Rangatira Claims Settlement Act 2014. Ngāti Toa asserts rangatiratanga over Te Kenepuru. Ngāti Toa have never relinquished its rights and interests over the streams flowing into Te Awarua o Porirua.
9. Te Kenepuru is significant habitat for inanga, kokopu, koaro and longfin eel. It was also a mahinga kai and a important fishing site for eels and koura. Adjacent to the stream was an important ara (pathway) that followed a route from Porirua to Korokoro.
10. From the 1940s onwards, industrial and residential development in Tawa has severely damaged Te Kenepuru. The stream was realigned and polluted by the discharge of waste. Riparian vegetation was removed leaving the stream exposed and degraded. The pollution of Te Kenepuru has a serious and detrimental impact on Te Awarua o Porirua.
11. Ngāti Toa seeks the restoration of Te Kenepuru. The stream needs to be respected as an important waterway and the National Policy Statement for Freshwater Management (NPS-FM) applies to Te Kenepuru. For restoration to be achieved, the following needs to occur:
  - Wastewater spills into the stream must be stopped, including instances of cross-connections during heavy rainfall events.
  - All stormwater flowing into Te Kenepuru should be treated by the development of urban wetlands.
  - Point-source discharges should be removed.



- A riparian buffer of indigenous vegetation should be planted and maintained along the banks of the stream.
  - Daylighting of piped sections of the stream should be progressively achieved.
  - Opportunities for Ngāti Toa and public access to the stream should be maximised.
12. With regards to the proposal, there is a minimal buffer between the development and the stream. The proposed building is planned to be constructed right up against Te Kenepuru.
13. There is a need for a greater indigenous buffer area between the development and the stream.
14. Further, the design and size of the proposed building dominates the stream and impacts the natural and cultural values of the site.
15. The proposal lacks any indication of respect for the awa and the values of Ngāti Toa.
16. We do not wish to be heard in support of this submission.
17. Te Rūnanga o Toa Rangatira seeks the following decision from the consent authority:
- that consent for the development is declined if the applicant cannot demonstrate that the health and wellbeing of Te Kenepuru will be provided for and enhanced by the proposal.

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12 April 2022

## Public Submission on Proposed Development at 292 Main Road, Tawa

Service request number: 505203

### 1) Introduction

Thank you for the opportunity to make a submission on the proposed development at 242 Main Road, Tawa. We are residents of 1 Nathan Street, directly opposite the proposed new building, and therefore one of the most affected parties. This is our seventh year living here, and we are long-time Wellingtonians.

**We are opposed to the proposed development.** We would like to begin our submission by stating that we are not opposed in principle to development of 292 Main Road. We understand that the country has a high need for more quality housing, and that there are advantages to building a multi-dwelling building on this particular site. Nevertheless, we think that the current proposition is the wrong building for this site. It over-reaches itself in multiple ways, creating unnecessary pressure on its environment and neighbouring community. We are therefore not neutral about any aspect of this design; rather we are asking for a serious re-consideration of the scale of the building. We would like a smaller building, with slightly larger apartments, sited further away from the stream. This would fulfill the goals of new, quality, medium density housing, whilst avoiding the host of potential problems that such a large building will create.

In what follows, we would like to provide more detail on the specific problems that we see with this building design, in the context of both the current WCC District Plan and the new directions of the WCC Draft District Plan that is in process. We would also like to outline our understanding of the community feeling towards this build, along with some possible solutions to feed into a new design.

### 2) Specific Concerns

#### A) Proximity to Stream

##### a) Flooding

One of our most central concerns is the proximity of the new building to the Porirua Stream. We are concerned that the sheer size of the proposed build, the scale of the earthworks necessary, and the probable mitigating measures needed to safeguard the site's streambanks from erosion and flooding will be very detrimental to the health of the stream, and have serious potential to negatively impact our own streambank and that of neighbouring properties.

The District Plan requires that buildings be erected no closer than 10 metres from the Porirua Stream. And even with this in mind, we imagine that when this rule was made, the planners certainly weren't expecting a building of this magnitude to be so near the stream. The building application has the building at 8.1 metres from the stream, but the proposed deck structures come as close as 2.46 m to the stream, and range between 2.46 m and 5.01 m of the stream. This seems very unwise, given the propensity of the stream to flood. We have read the

initial report of the flood risk, and the opinion that the building will be safe from a 1-in-100 year flood risk, but given what we and other local residents have seen of this stream, and the fact that the proposed build lies so far outside the recommended safe distance from the stream, we have serious questions about this.

The ENGEO Flood Assessment report raised other questions for us. It stated that the site at 292 Main Road was located 3 km upstream from the GWRC gauging station, and that Mitchell Stream flows into Porirua Stream between 292 Main Rd and the gauging station, meaning that the flow rate used for 292 Main Rd 'is likely conservative.'

Furthermore, the model estimated the 100-year recurrence interval water surface elevation as between 16.9m and 19.3m. Although the average elevation above sea level is therefore 17.9 m, the outer range of this still sits at 19.3 m. They measured 292 Main Rd as having an elevation of between 18.9 m and 20.4 m above mean sea level. It sounds to us, therefore, that if we take the outer flood height as 19.3m, the property remains at risk of flooding. The report from Wellington Water spoke of the probable need to increase the current floor height of the building in response to the stream proximity.

We also note the Council's question around whether they would have adequate access to the stream for maintenance, with buildings and trees so close to the stream.

We noted the stated limitations of the report, and the overall lack of detail, and we are not reassured that the extent of flood risk has been sufficiently assessed. We have attached a video of the Porirua Stream flowing at a high level in July 2021, and can attest to other occasions when the Stream has been similarly high.

Here is a screen shot from a video taken last year, in July 2021, with the current (pink) dwelling at 292 Main Road visible:



Finally, we'd like to raise the question of whether mana whenua Ngati Toa have been consulted about the development generally and the stream-side siting in particular. Have they been consulted? Obviously, their moral right to speak to this development and its impact on the whenua and this awa, and the WCC's obligations under Te Tiriti o Waitangi, must be upheld.

**b) Erosion**

Aside from questions of flooding, even more central for us is the possibility of stream bank erosion, including the kind of invasive mitigating measures that might be necessary to prevent this, and the effect of these mitigating measures on the stream and the banks of our property and other neighbouring properties.

The Porirua Stream can be wild when in flood. The streambank of 292 Main Rd involves no significant meander, but in flood the flow surges laterally and eddies strongly against both banks as the river shoots past the more restricted section under McLellan St bridge. We have attached several photos of properties within several hundred metres upstream and downstream of 292 Main Rd which have experienced damage just in the last few months. You can see the serious bank erosion and collapse: in each case, several metres of bank have been lost, and retaining walls have collapsed into the stream. All of the streambanks are clearly vulnerable to erosion and change to different degrees:



Downstream, @480 metres.



Upstream, @500 metres



Upstream, @520 metres.

We were therefore very surprised to see from the ENGEO report that they did not in fact have plans showing the exact location of the proposed building, and that they were not aware of the batter angle of the slope or the material that comprises the slope. It has been stated that further geo-engineering investigations will determine the likelihood of scour at the base of the slope due the Porirua Stream. Our comments above about the way this section of the stream surges laterally and eddies when in flood suggest issues are likely to arise.

We also note that the District Plan states in G4.16: *‘Avoid large retaining walls that are visible from surrounding buildings and public spaces. Where retaining walls are necessary, their visibility, formal composition, and visual quality are important.*

In the absence of any conclusions here we have the following questions:

- What effect would such a large building, and the accompanying earthworks, have on the ground and streambank stability in the long term?
- Will a retaining wall be needed across the stream bank?
- Will the existing streambank vegetation - which helps to stabilise the stream bank, and enhances the green outlook – be removed for any retaining wall?
- Would you need to drill into the base of the stream? If so, this would be very invasive to the stream, the wildlife, and the vegetation.
- How tall and wide would any retaining wall be? We would look directly out to this from our living room window, meaning it would have a significant negative visual impact on our main outlook
- Could you guarantee that the presence of any large retaining wall in the stream directly opposite our bank would not harm the stability or plantings of our own stream bank? It very important to us and to our neighbours that we do not run the risk of any erosion to our streambank – you can see from the photographs of other properties nearby the devastation that this would cause.
- Again, have Ngati Toa been consulted as to any proposed changes to the stream bed or streambank?

In summary, we do not feel reassured that proper and reasonable prior consideration has been given to the proximity of this proposed building to the Porirua Stream. Our request is that the proposed building be downscaled so as to put less pressure on the site itself and the streambanks.

## **B) Traffic and Parking**

We hold serious reservations about the increase in parked cars in the surrounding streets of the new development. Given the absence of any on-site parking in the proposed design, and the busyness of the surrounding roads, we believe there is a significant risk to the safety of cars and pedestrians, and a high risk of significant congestion. There are simply not enough safe and available car parks within reasonable walking distance of the new building.

We recognise that car parking has been removed as a requirement for such buildings. Nevertheless, there are traffic safety issues which must be taken into account in the overall picture of this building’s design and its location.

The applicant’s traffic report makes no mention of the fact that at the end of McLellan Street is Tawa Intermediate School, and next to this Tawa College. These schools are the only Intermediate and Secondary schools in the immediate area, and receive the majority of pupils graduating from seven other primary schools in the Tawa region. At a combined total of almost 2000 students, these are large schools.

Hundreds of children walk, scoot, and bike to school, and McLellan and Duncan Street are probably the most heavily used streets for pedestrians. Hundreds more children are transported by car every day: for this, McLellan Street is the most heavily used road, as it receives cars from both north and south directions of Main Road. As a Collector street, its traffic volume has been assessed as 2910vpd. Twice a day, hundreds of extra cars travel up and down McLellan Street, and there is heavy pedestrian traffic, almost entirely children. During the daily school rush, the traffic

often comes to a standstill due to the volume of cars. Traffic is made heavier due to the fact that cars coming out of McLellan Street have to turn back into a very busy Main Road, with streams of traffic coming from both north and south.

The photographs taken for the Traffic Report (Gary Clark, Richmond), at 10:00 a.m. on a Saturday and Sunday morning, and 8:00 p.m. on a Wednesday evening, give no indication as to the real nature of the traffic around McLellan Street and Main Road. Here you can see photographs of the typical morning traffic along McLellan St (photographed Thurs 24/03/22, 8:32am). Note that this is already very busy, without any extra cars parked along McLellan Street:



The applicant's traffic report further states, with reference to Main Road, that 'parking is available on both sides of the road'. This is directly contradicted by WCC Planner Daniel Wood, who states that 'Main Road is unsuitable for car parking'. The reasons for this are that 'Main Road is a Principal Road which has high volume of traffic and cyclists. The width of the carriageway could only accommodate live traffic.' It only has two traffic lanes, one in each direction, and with buses passing, and turning traffic queuing up to turn into McLellan Street. We unequivocally agree with Mr Wood: Main Road is a very busy principal road and unsuitable for car parking.

The absence of any available parking on Main Road would push all residents into parking in McLellan Street, Nathan Street, and Luckie Street. If, as the traffic report stated, people are willing to walk 200 metres to their car (already a questionable distance, particularly with children/shopping/work gear, etc), this brings the distance as far as 7 Nathan Street, 3 Luckie Street, or the corner of Beauchamp and McLellan Street. There simply are not 22 extra car parks (and this is a minimum – it could easily be 30-40 car parks which are required) in this vicinity. With its cycle way, Luckie Street is narrow, with room for only a few on-street parks on one side. Nathan Street could take 6-7 parks up to the 200m limit, but that would necessitate parking on both sides of the street, narrowing the street down to one lane at its busier McLellan St end.

This brings us to McLellan Street. Mr Clark's report states that there is 'parking available on both sides of the road'. This is indeed the case for periods of the day – though, at 200 meters

from the new development, one still only gets as far as Number 5 McLellan Street. But what is entirely missing from the traffic report is the fact that – as stated above – at regular times of the day, McLellan Street becomes one of the busiest streets in Tawa, with hundreds of school children being transported to Tawa Intermediate School and Tawa College. It would be irresponsible, misguided and dangerous to add car parks on either side of this street. This would effectively make the street one-way at points, and would turn an already highly congested area into an almost impassable zone (again, see photos above). As one resident remarked on the Tawa Community Facebook page, ‘This street is probably the worst possible street in all of Tawa (apart from Duncan Street) for this kind of project.’

Added to this is the issue of the train, which was also not mentioned in the traffic report. 300 metres up McLellan Street, right before the pinch-point of the roundabout between McLellan and Duncan Streets, is a level crossing across which hundreds of children walk every day. It’s a simple level crossing, without pedestrian safety gates; it relies heavily on unimpeded sight lines and attentiveness of children and drivers to keep things safe. Near misses are not unusual at this level crossing given the huge volume of traffic and pedestrians. Adding stationary parked cars anywhere near this level crossing, even further west along McLellan Street, would seriously compromise the safety of both drivers and pedestrians.

Given these present constraints, Mr Clark’s statement in his traffic report that there are at least 60 spaces within 200 metres of the development is therefore patently untrue. His report seemingly allows for plenty of parking along Main Road, both sides of Luckie Street and Nathan Street, and right down both sides of McLellan Street. This is unrealistic, unwise, and unsafe.

Another consideration with regards the proposed building and traffic is the proneness of the east-facing bluff above Main Road to slips. 292 Main Rd is sited opposite a section of this bluff. There was a huge slip just a few weeks ago which led to the closure of Main Road for many days:



All traffic was diverted down McLellan St, creating even more traffic congestion than usual. Slips are not unusual here, and any such events will add to the pressure on Main Rd and McLellan Street traffic, particularly during a long building phase of 292 Main Rd. This is just another reason not to add large numbers of extra parked cars to the surrounding streets, and also not to plan a building project on such a large scale here.

Finally, it is important to consider the intersection between Main Road and McLellan Street. This is a complex intersection with a pedestrian crossing, a right-turn bay, an island, and a bus stop nearby. Long queues form down McLellan Street during busy times of the day as school traffic attempts to turn right onto Main Rd. WCC states that there have been four crashes at this intersection in the last six years, which is a relatively significant number.

The traffic report made no mention of this intersection and the implications of the proposed building being built at this intersection. The present building design allows only one on-site park for a temporary vehicle. But at the front of this building, there will be many times when a temporarily park is needed: rubbish collection, dropping off children and gear, shopping, tradespeople, etc. In addition to these, there is no provision for disability parking! Were parking spaces be allocated on Main Road to address this shortfall, such on-street provision will significantly compromise the already restricted sight distances at the intersection for right-turning traffic. And if there are no spaces allocated, where will people park to do these drop-offs? With 24 dwellings on-site, the likelihood of such occasional parking is not speculative but a certainty. Furthermore, the placement of the one on-site park in the present design will also mean that any vehicle using this bay will have to back out into the busy traffic of Main Road – a tricky operation, and one that will also compromise sight distances at the intersection, as mentioned.

To solve these issues, the development needs a 2-3 vehicle layby area on-site so that a vehicle can pull over, off-load/uplift, and then exit forwards onto Main Road. The current building plans will compromise traffic safety and significantly increase the crash rate at the Main Road/McLellan Street intersection. The fact that such provision would require a re-think of the present design's maximal occupation of the site further underscores our belief that a new, less tightly packed design is needed.

Overall, the applicant's traffic report appeared to us to be very cursory, lacking in detail, and in many places completely incorrect. It's hard to believe Mr Clark spent any real time here observing traffic at key times, looking at the walking distances to the proposed new building, and measuring the width of streets and proximity to the level crossing. We ask that serious re-consideration is given to the traffic safety implications of this proposed build. It is not workable, and it needs provision for some on-site parking.

### C) Scale of Building

The proposed building is much too large for the site. It is non-compliant in many key areas, and consequently puts too much pressure on the site and its surrounds. Its footprint and height also mean that it significantly overshadows neighbouring properties at different points throughout the year in a manner inhospitable, inconsiderate, and at odds with fostering good community relations.

We are aware that the permitted height of buildings is set to rise at some point under the draft District Plan, and that new developments will move towards being higher and larger. Nevertheless, both the current and the draft District Plans aim to create a balance between intensification of housing and associated increased height, and an attentiveness to the character and amenity of the surrounding neighbourhood. The current District Plan, 4.2.1.5, states its intention to 'Enable residential intensification within the Inner and Outer Residential Areas provided that it does not detract from the character and amenity of the neighbourhood in which it is located.'

Furthermore, 4.2.3 states the intention to 'Ensure that new development within Residential Areas is of a character and scale that is appropriate for the area and neighbourhood in which it is located.' Rule 4.2.3.1 specifically states **'The rules which apply to residential buildings in the Inner and Outer Residential Areas are designed to ensure that development can proceed with some restrictions to maintain the primary visual character of residential neighbourhoods.'** The draft Distract Plan also states: 'G109: Ensure new development fits well within the local context' and 'Consider the Streetscape as an important public amenity, and design new buildings to enhance the streetscape.'

Given the current rules, and also the likely new direction of building development, what is appropriate for 292 Main Rd and its neighbourhood? We have concluded that the best solution both for residents of 292 Main Rd and for the neighbourhood is to revise the design in a way that still meets the key goal – quality medium density housing – but which is less invasive both to the site and to the neighbourhood. Even a smaller multi-unit building will still be large in comparison

to the surrounding area; even a smaller building would be a new venture for the neighbourhood, and reflective of wider planning changes. To instead retain the proposed design, which pushes compliance limits in many areas including height, earthworks, proximity to the stream, recession plane, etc., would be to pursue higher density housing at the expense of the environment and neighbourhood. This excessive and unbalanced approach would be not fair, and not wise, and will alienate people and community from the new building just at the point where communities need to come on board with new housing initiatives.

It is worth remarking at this point that the draft District Plan holds no legal status, and will possibly not remain in its present form. We feel that a design such as this one, that overrides the existing District Plan in so many ways, is premature and arrogant. The current District Plan is the present standard; a developer should not be overruling it so extensively.

Briefly, here are our concerns about the scale of the building:

**a) Height**

The 14.7m proposed height of this building goes far beyond an acceptable limit under the present District Plan (8m limit), especially given its proximity to the stream. As WCC have pointed out, the notes from Wellington Water on flood modelling and the minimum floor levels indicate ‘this may require the floor levels to be updated.’ Any such mitigation will likely push the building even higher. We are strongly of the view that the present design should be revised to 2 levels.

**b) Recession Plane and shading**

The building recession plane is also thoroughly non-compliant. The building exceeds the recession planes by more than 3m. We are concerned about the significant extra shading not only of our property but also of the neighbouring properties.

The analysis provided shows that there would be no time of the year during which extra shading was not present on 1, 3, and/or 5 Nathan Street. Our home (1 Nathan St) and back yard—itsself a significant social and visual amenity for our family—would suffer additional shading from 3 pm onwards at the Winter Solstice, and from 3 pm to after 5 pm during the Spring Equinox, where the degree of shading over the yard, streambank, and dwellings at both 1 and 3 Nathan Street has been described as significant. Again, we believe the present building should be reduced to 2 levels.

Part of our vocation as a family involves regularly hosting or accommodating young people in need of rest and support. Our sunny home and garden are significant elements in that support. Being able to sit in a garden and lounge that has enough sun at different parts of the afternoon and evening has been important for these young adults. We have carefully developed our stream-side garden with sun in mind; this shading of the streambank would effectively alter the nature of our garden, requiring different plantings, etc. The shading of neighbouring properties is one more unnecessary effect of a building which need not be this large.

**c) Site coverage**

Site coverage of the proposed design also exceeds the standard. The building pushes out towards the stream, with a direct impact on the environment. It makes use of every available inch and more. The principle at work seems to be maximal occupancy, perhaps reflecting a desire to maximise profits.

**d) Earthworks and loading**

The earthworks required are hugely non-compliant, having a proposed disturbed area of 697m<sup>2</sup> rather than the permitted 250m<sup>2</sup>. We are very concerned about the effect that this might have on the stream and its banks, particularly in terms of the loading of the ground and associated mitigation. It is not clear that proper geotechnical work has been done to establish

whether this site can actually support the proposed building. Furthermore, the vertical alteration maximum depth is also outside the limit.

#### **D) Infrastructure: Wastewater and Stormwater**

WCC has clearly flagged these issues. We want here also to register our concern about the pressure this building will put on existing infrastructure. It appears to us that some basic questions have not yet been attended to concerning: the wastewater outfall and the need for a new offsite connection; the location and capacity of the stormwater main; and plans around stormwater neutrality. Also, it seems insufficient attention has been paid to wastewater mitigation. The Nathan St sewer—into which waste from the properties at this point along the Main Road runs—is itself under-performing, draining poorly. Neighbours have experienced back-flow into home toilets. While our own property is located at the top of the sewer fall, our attempt to inspect our household sewer line was frustrated by back-up from the main. If the present infrastructure is under-performing, it seems almost certain that an addition of 24 further households will break the present system.

#### **E) Design of Apartments**

Good design makes for good living. If apartments are well-designed, in a way that fosters good relations with neighbours, and fosters happy, settled, and healthy living, with shared living space, sun, and outlook, they will be good for those who live there. The present design is poorly conceived, being cramped, with variable access to sun and open space. When we think about future neighbours on this site, we're concerned: we believe that modifications are needed to make this a building with good internal relations, happy residents, and good relations with the land and neighbourhood.

We realise that the WCC has limited capacity to discuss the finer details of design. But we feel these points are relevant when assessing the overall suitability of a development of this scale for the size of the site.

##### **a) Two-bedroom apartments only?**

All of the apartments are two-bedroom. While efficient, this is not well thought-through. Very small two-bedroom apartments such as these will accommodate a couple and a single person, a couple and one small child (without proper space for a second child), or two flatmates. None of these combinations are particularly conducive to long-term occupancy. There is no room for small families to expand (and in any case the parking question will deter families) and there is no space for a larger group of flatmates, such as builds community. A couple and a single are unlikely to have a long-term arrangement.

The current apartment set-up, then, does not encourage stable, longer-term occupancy; instead, the very design creates the likelihood of short-term occupancy. We were told by the developer Mr Alex Khera that his present intention is to offer all the units for rent. If one of the goals of the development is revenue from rent, the present design is short-sighted; far better to design for longer-term tenancy by providing for a variety of living situations, including situations for families with children (which is more typical of the area). By including some three-bedroom apartments in the design, you would achieve a more successful building more likely to foster longer-term tenancy arrangements, and thus contribute positively to our present housing crisis.

##### **b) Sufficient sun?**

The District Plan states clear minimum for requirements for sun in the main living areas of new dwellings. It is not clear from the application whether this has been achieved. The cookie-cutter pattern of each unit generates a design in which half of the bedrooms receive light from one small window, a window located at the end of an awkward dead-end passage adjoining the bedroom. The District Plan requirements are as follows: 'Position all dwellings to receive

midwinter sun in at least one main living room for at least four hours at mid-winter'; the application simply states 'Sunlight and daylight to the units is maximised by the proposed layout, design, and orientation.' Is the proposed design compliant on this count?

**c) Insufficient open space**

The District Plan also states minimum requirements for open space. The current plans do not comply. 50m<sup>2</sup> is required per unit, compared with the current 15m<sup>2</sup> – 27m<sup>2</sup> for the lower level decks, and 5-6 m<sup>2</sup> for the upper level decks. This is far below the minimum standard. The fact that meeting compliance on this count is not possible, given the proposed building's scale and site coverage, only highlights the need to revise the present building to make it more liveable.

**d) Green plantings**

Surrounding greenery has been emphasised as an important part of this building's liveability. However, this is one more example of the way in which the maximised scale of the development results in inherent contradictions. WCC has already flagged any planned trees at the south end of the site will need to be omitted to safeguard sight lines at the road corner. Similarly, trees cannot be planted at the north end of the site due to the stormwater main, and on the east side because of access to the stream for maintenance. These form a substantial part of the plans for green planting and privacy mitigation. Once again, the design is pushing the limits at every corner. The best solution to ensure green space and trees are included and the demands of the site are met is to generate a revised design that properly takes account of these concurrent goods.

**e) Overall: design for living**

Taking all of the above into account, we believe the current design should be reworked to create some two and three-bedroom apartments with a little more light, inside space, and outdoor open space. The current design will be cramped for those who live there. As a development for rent, it appears to maximise profit at the expense of liveability, stable tenancy and neighbourhood connection.

In this design:

- there is no marked provision in any unit for laundry washing and drying!
- there is no disability parking provided
- there is no provision for overnight electric car charging
- there is insufficient covered and secure bicycle parking

A design like this will likely result in short-term, high-turnover tenancy, with poor or non-existent relations with the surrounding area. In our present housing and mental health crises, we do not need profit-driven intensive rental developments that dominate the land they sit on. We need more creative, more humane and community-focussed solutions which encourage happier, longer-term community living.

**F) Personal concerns**

Finally, we want to make clear the ways in which this would impact us as a family. Many of the things we name here hold equally true for Richard and Paula Martin at 3 Nathan St, and for Bruce and Sandy at 5 Nathan St.

We are committed to the good of this place. We have good relations with our neighbours, and have always worked to improve the soil, the stream-side environment, and our 85 year-old house, one of the oldest houses in this area. We view ourselves as kaitiaki of the place, and believe we have a responsibility to seek the best for this place and its people. This includes a desire to have good relations with any occupants of a new development at 292 Main Rd. As we have said, we're very aware of the need for new housing, and we're not opposed to new housing, including

multi-dwelling developments. But our commitment to seek the best for everyone leads us to conclude that this is the wrong building for this site.

One significant way in which the present design falls short is the way it dominates the surrounding environs, including our property. The elevation of the proposed foundation effectively means the building will rise five storeys high above the Nathan St properties: according to the present design, when we stand in our backyard we'll be level with the foundation and below the ground floor. Consequently, every unit facing east will overlook our home. The east-facing windows and balconies will look into our living room, a bedroom, and our dining/kitchen area, and overlook our back-yard (because of its condition, our present conservatory will need to be taken down in the next year or so, only increasing any impacts).

The building's dominant position will inevitably mean neighbouring properties experience a significant social shadow. Our privacy—our ability to enjoy being at home without being scrutinized or overlooked—and the privacy of other neighbours will be significantly and perpetually damaged. The present design means we will live with numerous households—with all that can entail—elevated over our daily home life in a position of constant inspection and oversight. This is not the kind of relationship we want with our new neighbours.

Guests to our home remark often on the peace of this place. This seems surprising, given the proximity of the Main Road. Nonetheless it is true, and the peace of this place is deeply valued by the young adults we regularly host, as well as by our family and neighbours. It is due in part to the green outlook, the stream-side location, and the way that, by careful planting, we've sought to maximise sun into our living spaces.

We are confident, therefore, that the impact of the present massive design cannot be mitigated by any planting, and our concerns over privacy impacts will not be addressed by a few lacebark trees. We ask that the design—including plantings—is revised to properly account for the privacy of neighbours, limiting any social over-shadowing (plantings should be evergreen, rather than deciduous, for instance).

It's also for these reasons, then, we ask that the present proposal is revised down to 2 storeys of mixed dwellings. A development of this reasonable scale would have a less negative impact on the immediate environment, would limit social over-shadowing and privacy impacts, and would make for better relations with neighbours all-round. We can easily envision good, multi-dwelling development of this site, and we would welcome such an improvement. By contrast, the present design simply dominates the surrounding area, to the detriment of residents and neighbours.

### **3) Conclusion**

In conclusion, we believe the proposed building is unsuitable for the site, and that its maximal footprint, scale, and cramped design marks it as an instance of presumptuous overdevelopment. The present design will have negative impacts on residents, on the Porirua Stream, on the neighbouring properties, and on traffic safety in the area. There is nothing about this design that suggests that the health and safety of the residents, the environment, and the wider community have been given sufficient attention. Instead, there are compelling reasons to conclude that this site is being overdeveloped primarily to make a good profit margin.

Tawa is a welcoming and supportive community. People understand the need for more housing, and will get behind a well-designed, appropriate medium-density housing project. That goal is entirely possible on this site if you refine the height, layout, and footprint of the building.

Why would WCC consent a building that is so clearly overdeveloping the site, and pushing the boundaries of compliance in so many ways, when WCC could consent a smaller, better

designed building that achieves the goal of quality housing while paying proper attention to the natural limitations of the environment and the needs of residents?

We ask that the WCC decline this particular development, and that the building is re-designed in real consultation with key stakeholders, including Wellington Water, WCC, GWRC, and the immediate neighbourhood.

**We would be happy to make an oral submission in support of the above.**

Yours sincerely, John and Jannah Dennison

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 12 April 2022 1:28:29 pm

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## Submitter details

**First name:** Kieran  
**Last name:** Windsor  
**Address:** 294 Main Road  
**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0278397861  
**Email:** [kcwindsor@outlook.com](mailto:kcwindsor@outlook.com)

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I oppose the above application that is proposing to increase the usage of the land from a single household unit to 24 household units. Due to the negative environmental impacts this will have on the surrounding area and the failure to supply adequate facilities within the property boundary like parking. Details of these impacts are stated below:

The Residential Design Guide Assessment document states in point 1.1 that "we consider the site is a good candidate for development at a higher density" however, I believe that a site located on the corner of a busy main road and with no directly accessible grocery stores is not an ideal location to test this theory and will have detrimental long-term effects on Tawa's main roading infrastructure for years to come.

A four-story building has been proposed for an area that has nothing over 2 stories. This building will cause large shading over the outdoor living areas of the properties at 1 and 3 Nathan St, resulting in significantly less afternoon/evening sun over the year and particularly the summer months as depicted in the Updated Plans document RC07.02 – RC07.05. I strongly disagree "that any potential shading effects on these properties from the proposed new building will be no more than minor" as stated in the summary paragraph of 3.7.1 in the Residential Design Guide Assessment document.

The Assessment of Environmental Effects document at point 1.4 states that "No on site carparking will be provided" and that 5 scooter/motorbike parks will be provided. The Updated Plans document in fact shows 6 scooter/motorbike parks right next to the footpath (potentially outside of the boundary of the property). Encouraging parking of vehicles so close to the footpath will likely have a negative impact on the many pedestrians, including school children, whom traverse this area every day.

Residential Design Guide Assessment document at point 3.9 makes many statements about

traffic and parking effects which can be clearly disputed. While it is reasonably close to public transport, the applicant agrees that tenants are still likely to own a car and will park on nearby streets and doesn't address the fact that visitors to tenants are also likely to bring cars adding to this impact.

To suggest that parking effects from the proposed development are considered to be minor is mis-leading. Suggesting the McLellan St is suitable for parking is incorrect, there are not many suitable spaces for parking between the intersections, and if cars were to park on both sides the street it would be narrowed to one lane. And while there may be some available car parking in the distant streets, I have no doubt that people will park at the closest location to their residence, which is the Main Road. While the main road currently has parking availability on either side of the road, an increase of vehicles parked in this location will cause the following negative impacts on traffic:

1. Narrowing of the road will impact the large trucks and buses that travel through Tawa;
2. Dangers for cyclist that use this route (while a cycle route is provided through other streets there are often large groups of road cyclist who use the main road);
3. Cars entering driveways on the eastern side when heading north often need to sit in the middle of the road before they can cross. Currently traffic can continue around these cars, but with parked cars this will block the road;
4. Cars entering some driveways on the eastern side when heading south need a reasonable turning space to be able to successfully enter the driveway. Parked cars near or opposite those driveways could make accessing the driveways impossible without blocking both directions of the Main Rd; and
5. Visibility for right turning traffic from McLellan St onto Main Rd is already limited, parked cars will reduce this further making this intersection dangerous and will likely lead to frequent accidents.

Located nearby there are two large schools on Duncan St; Tawa Intermediate & Tawa College. McLellan St is a main route to these schools so parked vehicles on these streets will cause significant impacts during the school drop-off and pickup times, when traffic in this area is very busy and often banks up in all directions. Also, it will create poor visibility as pedestrians & children as they attempt to cross these busy roads without the support of pedestrian crossings.

Also, there will be major impacts to the wider Wellington region when State Highway 1 is closed between Linden and Tawa, as this road becomes the bypass for the State Highway traffic.

**Aspects of the application that you are neutral towards:**

n/a

**The reasons for my / our submission are:**

Concern of impacts that the proposed development will have; Particularly on traffic and pedestrians as outlined in the above response.

**The decision I / we would like Wellington City Council to make is:**

I ask that the Wellington City Council Resource Consents Team reject this application based on the negative impacts the proposed development will have on the surrounding area.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 12 April 2022 2:06:18 pm

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## Submitter details

**First name:** Oleg  
**Last name:** Melnikov  
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**Suburb:** Tawa  
**City:** Wellington  
**Phone:** 0211457625  
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## Application details

**Applicant name:** Resource consent application – 292 Main Road, Tawa  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:**  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I oppose Clause G2.11 (Garaging): it is marked as not relevant because there is no garaging proposed.

The absence of the dedicated garaging will cause mass parking next to the busy intersection of the Main road - McLellan street. This intersection is significantly busy with Tawa Intermediate School & Tawa College students (8.30-9.00 am; 03.00 - 4.00 pm). Furthermore, the Grasslees Reserve park and playground and the operating Tawa swimming pool attract visitors with children on bikes and scooters. Residents' parked cars on streets will decrease the visibility for pedestrians of approaching vehicles. Likewise, reduce the visibility for drivers of pedestrians crossing the roads.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

I believe it is irresponsible to propose residential dwellings nowadays without safe garaging options.  
Cars should not be parked on the streets, putting our lives, security, health, and well-being at threat.

### The decision I / we would like Wellington City Council to make is:

I propose to reconsider the resource consent and request to ensure the developer will provide car garaging for residents or review the covenants for the dwellings and purposefully prohibit using cars by residents to prevent on-street parking on Main road and McLellan street to keep many lives safe.

**Submission on  
resource consent application****Notes for the applicant**

Use this form to make a submission on a resource consent application you support or oppose. You can also make a submission online, visit [wellington.govt.nz/have-your-say/public-notice](http://wellington.govt.nz/have-your-say/public-notice).

If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or hand it in to us at:

**Resource Consents**

Wellington City Council

PO Box 2199, 12 Manners Street, Wellington

**Submission details**

Name of applicant:	SPENCER HOLMES LTD on behalf of 292 MAIN ROAD LTD		
Site address:	292 MAIN ROAD, TAWA.		
Proposal:	The ESTABLISHMENT AND USE OF A FOUR-STOREY BUILDING CONTAINING 24 HOUSEHOLD UNITS		
Service request number:	505203		
	<input type="checkbox"/> Support the application	<input checked="" type="checkbox"/> Oppose the application	<input type="checkbox"/> Neutral

**Submitter details**

Name of submitter:			
Address of submitter:	6A RAWSON ST TAWA WELLINGTON 5028		
Phone (day):	N/A	Mobile:	027 824 7103
Email:	janwebster567@gmail.com		

**Submission statements (use additional pages if required)**

The aspects of the application that I ~~support~~/oppose are:

1. BUILDING HEIGHT EXCEEDS DISTRICT PLAN LIMIT
2. RECESSION PLANES EXCEED DISTRICT PLAN LIMITS
3. EARTHWORKS EXCEED PERMITTED AMOUNTS
4. BUILDING IS CLOSER TO PORIRUA STREAM THAN PERMITTED.
5. SITE COVERAGE EXCEEDS THAT PERMITTED BY DISTRICT PLAN.
6. THE BUILDING WILL HAVE ADVERSE EFFECTS ON ROAD SAFETY AND TRAFFIC HAZARDS.
7. THE ARCHITECTURAL DRAWINGS DO NOT PROVIDE AN ACCURATE VISUAL REPRESENTATION OF THE IMPACT OF THE BUILDING ON PRIVACY.  
(SEE ADDITIONAL PAGES (ATTACHED PDF) FOR DETAILS)

**The reasons for my submission are:**

THIS BUILDING DOES NOT COMPLY WITH THE DISTRICT PLAN IN SEVERAL ASPECTS. IT WILL HAVE ADVERSE EFFECTS ON THE PORIUA STREAM, FLOOD HAZARDS, TRAFFIC SAFETY, AND WILL HAVE ADVERSE EFFECTS ON PRIVACY AND ON THE NEIGHBOURHOOD.

**The decision I/we would like Wellington City Council to make is (include any conditions of consent you would like to see imposed):**

DECLINE THIS APPLICATION FOR RESOURCE CONSENT, AS IT IS NON-COMPLIANT WITH THE DISTRICT PLAN AND AS SUCH THE BUILDING WILL HAVE ADVERSE EFFECTS ON THE ENVIRONMENT AND THE QUALITY OF LIFE IN THE NEIGHBOURHOOD.

**Note: \*Select one.**

request/  do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

- I/we wish to speak in support of the submission  If others make a similar submission, I will consider presenting a joint case with them at the hearing
- I/we do not wish to speak in support of the submission

Signature(s) of submitter(s) or agent of submitter(s)\*

Janet Webster

Date 12/4/2022

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious
- it contains offensive language
- it discloses no reasonable or relevant case
- 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.
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further

**Privacy information**

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

**How do you wish to be served with any correspondence**

via email (please ensure you have provided your email address on page 1)

via post, ie hardcopy

## Submission Statement Additional details – 292 Main Road Resource Consent Application

1. **Building height** at 14.7m **exceeds the existing limit** of 8m by 83.75%.
2. **Recession planes. Building exceeds the allowed recession planes** by over 3m.

My concern from items 1 & 2 is shading and slope stability. The submitted shading analysis shows that extra shading due to exceeding height and recession plane restrictions is significant all year round.

Shading of the steep hill slopes on the opposite side of Main Road to this building is significant on the shading analysis, particularly for March and June. Soils on shaded slopes tend to be wetter than on sunny aspects, and shading is likely to exacerbate the already well documented instability of these steep slopes. One major slip less than 100m further south along Main Road (image below) resulted from a high rainfall event on 15 February 2022, and smaller slips are frequent. With the impact of global warming, extreme rainfall events are likely to become more frequent.



3. **Earthworks** do not comply with the district plan. **The proposed 697m<sup>2</sup> exceeds the permitted 250m<sup>2</sup> by 178.8%**. The excavation depth also (1.6m) exceeds the permitted 1.5m. This could also have an adverse effect on the stability of the site.
4. **Proximity to the Porirua Stream.** At 8.1m, the building does not comply with the District Plan, being closer than the 10m minimum distance. Decks are even closer at 2.46-5.0m.

I am very concerned about the effects of points 3 and 4 on site stability. The siting of non-complying earthworks so close to the stream is of particular concern. The Porirua stream banks are soft silt loam which is very unstable. Between the McLellan St bridge and the Linden Ave bridge (a distance of about 300m), there are at least 4 sites where the stream bank has collapsed recently due to erosion in high stream flows within 200m downstream of the proposed building site.



Site investigations in the application do not appear to have addressed the impact of earthworks, wastewater and storm water on erosion, sedimentation and pollution of the stream, or produced plans to indicate how these effects could be mitigated.

. **Traffic hazards, road safety and analysis of safety implications** do not appear to have been adequately investigated, particularly at peak times. The impact of the recently opened Transmission Gully on traffic volumes along Main Road has not been investigated.

Main Road is a very busy road, particularly at peak traffic times. The shading analysis plan shows significant road shading at 9am, all year round, which could likely have adverse effect on traffic safety due to the driving hazard of sun strike.

My concerns from points 5, 6, and 7 are that traffic safety would be adversely impacted by this building. The intersection of McLellan Street to Main Road is already congested at peak times, when due to increased school traffic and the railway crossing, cars are

regularly backed up down McLellan Street well past Luckie Street. The building would reduce visibility for right turning vehicles and reduce traffic safety in the area. Extra care parking would make this intersection particularly dangerous for cyclists. The visibility for the zebra crossing of Main Road immediately south of this intersection would also be reduced, creating an increased hazard for school children using the crossing at peak times.



5. **Site coverage (45%)** exceeds the permitted limits (42%), the building appears closer to the centre line of Main Road, than permitted by the District Plan, with steps and ramps sited on a legal road. The excavation depth (1.6m) exceeds the permitted 1.5m.

6. **Architectural drawings do not provide an accurate visual representation** of the site. Main Road, the steepness of the hill slopes opposite, the blind bend when making a right turn from from McLellan St to Main Road, and the configuration of the intersection.

7 The road approach to McLellan St bridge also shows signs of subsidence on the true right upstream side. My concern is that this development could exacerbate stream bank erosion leading to flooding and adverse effects on water quality through silting of the stream. Porirua stream has been very close to flooding at the bridges in McLellan Street, and Linden Ave on numerous occasions. Beauchamp Street flooded in 2015 close to the intersection with Linden Ave and the bridge over Porirua Stream, downstream of the proposed building.



### **8. Visual impact and effects on neighbours.**

This proposal is for a very large 4 storey building which has 24 apartments. While acknowledging the need for more housing in Tawa, I am concerned that this style of architecture is out of character, and will be visually a dominating feature that detracts from the neighbourhood. There are no other buildings of this height, size and type in the area, and the building will overlook nearby housing, impacting on privacy. A two storey building with fewer apartments would be more in keeping with the existing dwellings.

### **Summary**

One key purpose of a District Plan is to ensure that development does not have adverse effects on the environment or on the neighbourhood. This building does not comply with the District Plan in several important ways that will lead to adverse effects on both the environment and the existing residents. I am completely opposed to this proposed development for the reasons outlined above, and request that this present resource consent application be declined.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 12 April 2022 2:15:39 pm

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## Submitter details

**First name:** Grant  
**Last name:** Scherf  
**Address:** 16 Nathan Street  
**Suburb:** Tawa  
**City:** Wellington  
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**Email:** grant.scherf@gmail.com

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 15m  
**If others make a similar submission:** I / we will consider presenting a joint case with them at the hearing

### Aspects of the application that you support or oppose:

I do not support any aspects of this application as detailed below.

#### 1) Residential Amenity and Character Effects

The proposed building is a major departure from the character of the existing housing in this area. There are in fact no other residential buildings in Tawa that are of this height. This will fundamentally change the character of Tawa and does not auger well for the future.

The social impact of a significant increase in residents has not been mentioned, I have grave concerns as to the potential impact of crime and anti-social behavior associated with this dense type of housing development.

#### 2) Height, Bulk and Location and Visual Effects

The proposed building height does not comply with the current district plan (14.7m vs the allowed 8m) which it must be assessed against. The bulk of the proposed building is a complete departure from current residential buildings, and I have concerns in relation to visibility, safety, and security of both residents and those who live nearby due to the size of the proposed building.

#### 3) Overlooking and Privacy Effects

Whilst the applicant has stated that the building has been designed to minimize overlooking and privacy issues it is clear from the images provided in document response-to-s92-updated-plans-292-main-road-sr505203 (sheet RC01.00) that the Eastern side of the building contains a high percentage of glass frontage with windows down to floor level.

#### 4) Open Space and Coverage Effects

There is very little open space provided by the proposed building and what has been proposed slopes rapidly down to the Porirua Stream. This has been noted as non-compliant.

#### 5) Shading Effects

The shading effects of the proposed building are hugely significant for #1, #3 and #5 Nathan Street. The building exceeds the recession planes by in excess of 3m which is not compliant with the District Plan.

#### 6) Landscape and Ecological Effects

The application puts the building at 8.1m from the Porirua Stream, and the proposed deck structures are between 2.46m and 5.0 m from the stream. These distances are non-compliant.

#### 7) Traffic and Parking Effects

The Traffic Survey provided by the applicant does not provide a true representation of the traffic in the surrounding streets (Main Rd, McLellan St, Nathan St, Luckie St) especially during times of significant traffic movement being 8:00-8:45am, 3:00-3:30pm and 5:00-6:00pm. I wish to ask for a more comprehensive traffic survey is completed that covers the times mentioned above during the school week.

Of major concern is the impact of an additional 24 cars (estimated) that this proposed development will bring to the immediate area especially the Main Rd, McLellan St, Nathan St, and Luckie St. Nathan Street is likely to have cars parked on both sides for at least 50% of the street as it is closest to the proposed development. This will effectively make the southern end of the street inaccessible resulting in no so minor inconvenience to residents. At the very least one side of the street would have to be marked with yellow lines and residents parking introduced.

In addition, McLellan St is one of the major throughfares for Tawa College and Tawa Intermediate with significant traffic being present before and after school. McLellan St simply does not have the capacity to have cars parked along it and I have major concerns in relation to safety of the numerous students who walk along this street to school.

#### 8) Earthworks and Construction Effects

The proposed extent of earthworks required is highly non-compliant, having a proposed disturbed area of 697m<sup>2</sup> rather than the permitted 250m<sup>2</sup>. This surely calls into question the suitability of this site for a development of this size.

The proposal has stated the construction of the proposed development will take 12-18 months. In all reality this will in fact be 24 months with the associated construction noise, dust, construction vehicles, tradesman vehicles all contributing to a poor living environment for immediate residents for an extended period.

#### 9) Geotechnical, Flooding and Natural Hazards Effects

The Porirua Stream is subject to high to extreme water levels during significant rainfalls and the proposed changes to the bank structure need to take these into consideration. Also, the downstream impact has not been considered along with the impact this proposal would have on the current flood plain of the surrounding area.

**Aspects of the application that you are neutral towards:**

None

**The reasons for my / our submission are:**

I am a concerned resident who lives on Nathan Street, Tawa. Whilst I fully support the need for additional house to be built in Wellington City I am hugely concerned as to the nature of this development. It is completely out of character with the current housing in the area, it is massively larger than any other building in the nearby area and will set a terrible precedence for future residential developments in Wellington City. The potential for this development to fundamentally change the social structure of the neighborhood cannot be underestimated.

**The decision I / we would like Wellington City Council to make is:**

Do not provide consent to this development in its current form. Ask the developer to consider submitting updated plans with 2 stories maximum to keep in character with the area.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 12 April 2022 3:27:36 pm

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## Submitter details

**First name:** Megan  
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**City:** Wellington  
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## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I oppose the structure being built and have concerns in particular with the height of the building complex. When using the intersection at McLellan Street turning left or right it is already extremely difficult to see. Having the height of the building complex added, will make it dangerous and extremely difficult to see.

The intersection is very busy and complex at Main Road and McLellan Street.

Currently there is a turning bay island, pedestrian crossing, bus stop nearby.

I use the intersection on a regular basis there is high traffic volumes. Especially during school drop off and school pick up times. The traffic is busier on wet days.

I have concerns with the height of the building complex and the effects of shading and loss of sunlight.

The loss of privacy for Residents behind the building complex and in surrounding streets and areas.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

As per my above comments. I oppose the application in its current form.

### The decision I / we would like Wellington City Council to make is:

# Submission on resource consent application

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

## Notes for the applicant

Use this form to make a submission on a resource consent application you support or oppose. You can also make a submission online, visit [wellington.govt.nz/have-your-say/public-notice](http://wellington.govt.nz/have-your-say/public-notice).

If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), or email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590.

Send the completed submission via email to [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or hand it in to us at:

### Resource Consents

Wellington City Council

PO Box 2199, 12 Manners Street, Wellington

## Submission details

Name of applicant: Spencer Holmes Ltd on behalf of 292 Main Road Limited

Site address: 292 Main Road, Tawa

Proposal: Establishment and use of a four-storey building containing 24 household units

Service request number: 505203

Support the application  Oppose the application  Neutral

## Submitter details

Name of submitter: Avril and Michael Keller

Address of submitter: 6 McLellan Street, Tawa, Wellington 5028

Phone (day): 0210607647

Mobile: 0210607647

Email: [dakellergang@yahoo.com](mailto:dakellergang@yahoo.com)

## Submission statements (use additional pages if required)

The aspects of the application that I support/oppose are:

Support the general development of more housing in the region, however Oppose the scale of development and density of this application due to the severe impact (non-compliance) on surrounding community; negative impact on infrastructure located in a flooding zone and stream area, negative impact on residential parking in a high traffic corridor and bike path zone.

**The reasons for my submission are:**

**The decision I/we would like Wellington City Council to make is  
(include any conditions of consent you would like to see imposed):**

**Note: \*Select one.**

I request/ do not request\*, pursuant to section 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to 1 or more hearings commissioners who are not members of the local authority.

**Oral submission at the hearing**

I/we wish to speak in support of the submission  
I/we do not wish to speak in support of the submission

If others make a similar submission, I will consider presenting a joint case with them at the hearing

Signature(s) of submitter(s) or agent of submitter(s)\*

AJKELLER Michael D Keller

Date

**Note:**

- The Council must receive this submission before the closing date and time indicated in the public notice. A copy of this submission must also be given to the applicant, as soon as reasonably possible, at the applicant's address for service.
- All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to attend the hearing, please phone 04 801 3590 so that the necessary arrangements can be made.
- This is not a statutory form, but is provided as a guide to people wishing to lodge a submission.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious
- it contains offensive language
- it discloses no reasonable or relevant case
- 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.
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further

**Privacy information**

All submissions (including name and contact details) are published and made available to elected members and to the public from our offices and on our website. Personal information will also be used for the administration of the notified resource consent process. All information collected will be held by Wellington City Council, with submitters having the right to access and correct personal information.

**How do you wish to be served with any correspondence**

via email (please ensure you have provided your email address on page 1)

via post, ie hardcopy

**From:** [AvrilMike Keller](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission re: #505203 proposal - 292 Main Road  
**Date:** Tuesday, 12 April 2022 4:21:41 pm  
**Attachments:** [submission-on-resource-consent A & M Keller.pdf](#)

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Kia ora

Please find attached our submission for consideration of the #505203 proposal - 292 Main Road, Tawa - establishment and use of a four-story building containing 24 household units.

FYI, incase the form doesnt allow you to see the full text submitted, please note the below:

**Traffic and Parking:** WCC has stated that the Main Road is not suitable for parking and that there are 60 available car parks within a 200m walk of the proposed new building which requires at least 22 car parks. Some solution is referenced to placing no parking lines on McLellan street. As a resident on McLellan Street we find the proposal and report both do not sufficiently address the actual traffic activities that occur every school day in this area. McLellan street is a main traffic corridor for Tawa Intermediate and High Schools, a regular alternative traffic flow due to slips on Main Road and flooding, a main corridor access for emergency vehicles to the suburbs in this area, and has a pedestrian and cycle corridor running through it (high cycle traffic during weekends – includes large cycle groups of all ages). Over the last 10 years we have become far too familiar with regular accidents with vehicles, bikes and pedestrians, many serious in nature. Most residents do not park on McLellan as there is no space for two lanes of traffic and parking to occur at the same time. Instead residents mostly park on the side streets of Nathan, Luckie and Davies. The photos submitted to show traffic in these streets were taken at times that do not reflect the overall typical use of these streets. Luckie street is very narrow and can only cater for one side of parking at most. Nathan street also requires residents to avoid parking on either sides to allow for cars to flow through. Residents in Davies street tend to park on their berms to avoid the heavy school traffic and constant car racers that frequently speed in this area when accessing Grasslees park, Tawa pool and skateboard park. Several times a day vehicles will speed around the Luckie, Davies and Nathan loops and launch themselves over the McLellan railway crossing. Students are picked up from the Grasslees access instead of going to the Duncan street access out front, this combined with the park, Pool and Bowling club traffic, cause massive traffic jams twice a day. Adding at least 22 car parks to this area neglects the significant risk constantly occurring in this traffic corridor, and would lead to further incidents.

**Proximity and Scale of Build:**

The height is non-compliant 14.7m while the District plan states a height limit of 8m. The flood modelling may need to reconsider the floor levels being raised which will mean even higher build. This build will be in stark contrast to the rest of the community, while housing is required, this scale is challenging and non-compliant across a number of areas that seem to disregard to living experience that will be impacted by neighbouring houses especially with the significant shading, and the vulnerable water and sewage infrastructure across the stream. These are already under strain especially with recent flooding felling trees that have hit the pipes. We ask that quality be the priority and not high impactful dense housing that this site is wanting to develop.

Kind regards  
Avril and Michael Keller  
0210607647

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 12 April 2022 4:22:04 pm

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## Submitter details

**First name:** Bruce & Sandie  
**Last name:** Gallagher  
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**Suburb:** Tawa  
**City:** Wellington  
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## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:**  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

We oppose the application in its current state for the following reasons...

The impact the extent of the earthworks will have on the wildlife! We have Pukeko's, Kingfishers, Tui's, Moreporks, Silverbelly & Longfin Eels whose natural habitat is the bank and stream in this area!

Also concerned about the proximity of the proposed building to the bank/stream and the effect a building of this size will have on the stability of the bank and/or erosion of the stream banks of neighbouring properties if the stream bank on the site is altered!

We have lived here for 30 years and have seen/experienced the effects major floods have had on both sides of the bank!

There are also lots of aspects of the size and height of the building that do not comply with the District Plan requirements!

Whilst we realise that there is a need for quality medium-density housing, we have to question whether the height and size of the proposed building is appropriate for this site! The exterior look of the building doesn't fit with the area and looks more urban than suburban!

In addition, we are concerned about the quality of life the residents will have, considering that the 2 bedroom apartments are very small at 56m<sup>2</sup> with non-compliant outdoor open space per apartment. If these are intended to be long term rentals it could impact on tenants mental health!

The building also makes no provision for parking and the traffic report states that the new building will need at least 22 car parks. It also states that there are 60 available car parks within a 200 metre walk which is concerning! The Main Road, as stated by WCC, is not suitable for parking. Likewise McLellan Street is a busy road with Tawa Intermediate and Tawa College and the level crossing causing congestion at key times of the day. Nathan Street would be reduced to one lane if residents of the proposed building were using both sides of the street for permanent parking. This would create congestion at the south end of the street during busy times! This could all impact on traffic safety in the area!

Photographs taken as part of the Traffic Report, which show empty roads, are misleading

because they were taken on Saturday and Sunday mornings and Wednesday evening when the roads are not as busy!

Finally, a big concern is around stormwater and wastewater. The sewerage pipe which goes across the stream between numbers 5 & 7 Nathan Street services several properties on the Main Road, including the current property at 292 Main Road. The pipe is aging and has needed several repairs (bandaging) in recent years to keep it from leaking sewerage into the stream! In the storm we had several weeks ago a large tree on the bank, which had actually attached itself to the sewerage pipe, was blown over by the high winds and fell across the stream. It resulted in damage to the pipe which now has a "kink" in it plus the root structure damaged the bank! The council, as we understand, are currently looking at ways to repair rather than replace the pipe but not sure when that might be happening!

The sewerage pipe seems to be struggling with the existing properties it services, since it was built in the 1950's to service approx 20 people in 4 properties!

It is doubtful that it would cope with a further 40-50 people that could be living in the proposed apartment building at 292 Main Road!

### **Aspects of the application that you are neutral towards:**

#### **The reasons for my / our submission are:**

To highlight the concerns we have with the plans for the proposed building project at 292 Main Road.

We would like it noted that we oppose the application in its current form.

We feel a smaller building with larger dwellings would be much more suitable and preferable for a number of reasons, most of which are outlined in my submission!

#### **The decision I / we would like Wellington City Council to make is:**

We would like to see WCC oppose the application in its current form.

It is non-compliant with the District Plan in several areas, including Proximity to the stream, Scale of the building (as in height), Building recession planes, Site coverage, Earthworks & Outdoor space requirements!

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 12 April 2022 4:57:12 pm

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## Submitter details

**First name:** Mike  
**Last name:** Doragh  
**Address:** 31 Raroa Terrace  
**Suburb:** Tawa  
**City:** Wellington  
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**Email:** mike@doragh.co.uk

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I think that this building is totally unsuited to the location that has been chosen. The building is far too tall, and wide, and will become an eye sore in the neighbourhood. The height and width of the proposed building puts it far too close to the boundary line (I think these are called recession planes), so it will massively overlook its neighbours and dwarf them. It is crazy to think that 24 units would be built without a single carpark space allowed for. (Local average is 1.7 cars per dwelling, and even allowing for some units to not have a car, that is still 30+ cars parked in a busy area, which will cause bad visibility in a very busy road area, with the school traffic. Cars parked on Main Road are already reducing safe visibility. And if relying on neighbouring streets, will adversely affect existing neighbours). It is too close to the stream bank and flood area, and is therefore likely to have an impact on neighbours and the environment (bank erosion, flood water disruption etc). The sun shading diagrams clearly show that the immediate neighbours will be severely disadvantaged in losing sun all year round, and particularly badly in the winter, when their houses and gardens will be in shade for much more of the day. (This will likely increase the likelihood of damp homes for the existing houses). The size and scale of the building will mean that view of the hill will be all but obscured for the houses behind, as a 4 storey building, built on higher ground, it will appear like a 5 storey building to them! Such a building will have impacts on stormwater, and sewage which don't appear to be adequate.

### Aspects of the application that you are neutral towards:

I recognise the need to increase building density, particularly particularly near mass-transit... So I am neutral towards such buildings being built per-se in the right location and with the right facilities. However, such buildings need to be in the right location, so that they don't become an eye sore, or detriment the surroundings they are built in... including existing neighbours. I think this is the wrong site for such a building.

**The reasons for my / our submission are:**

I wanted to oppose the planning application as it seems to have so many reasons that it would be a bad idea. I know sometimes compromises have to be made, and there is a desire and need for higher density housing, but this particular application appears to have got so much wrong, and appears to be the wrong size development for its surroundings. There are other locations in Tawa where this would be much more appropriate a building project, but this location is not it.

**The decision I / we would like Wellington City Council to make is:**

Decline this application, and even decline any slightly reduced version of it (as even a 3 storey version of this would be wrong in this location). It is the wrong location for such a building, and will have a detrimental effect on the neighbourhood and environment. I think the site would not cope with anything over 8 units and 2 storeys, and even then, it would be needing to have a complete redesign for providing offstreet parking, and better concern for the environment, the stream, the busy road, and the neighbours. It might be that even 8 units would be too many on that site.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 12 April 2022 4:58:22 pm

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## Submitter details

**First name:** Jackson  
**Last name:** Lacy  
**Address:** 36 Davidson Crescent  
**Suburb:** Tawa  
**City:** Wellington  
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**Email:** jackson@lacy.nz

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we support the application  
**Oral submission at the hearing:** I / we wish to speak in support of mine / our submission  
**How long will you need for your presentation:** 10 minutes  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I strongly support the application as a whole. I would, however, like to see further work done on three waters infrastructure, both in the areas of water-sensitive design and in the minimisation of the development's impact on existing 3W infrastructure. I also believe that a facility for the parking of a limited number of car-sharing vehicles may significantly increase amenity.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

I strongly support the construction of attractive higher-density apartment housing in Tawa, and this development achieves this. Not only do developments like this make housing more affordable by increasing density and therefore supply capacity, but they also move us closer to the kinds of communities that meet our city's climate goals.

### The decision I / we would like Wellington City Council to make is:

I would like Wellington City Council to approve the consent. If it is possible to require the developer to engage with the community as the design evolves, that would be nice too.

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 12 April 2022 4:59:43 pm

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## Submitter details

**First name:** Sharnee  
**Last name:** Escott  
**Address:** 2/21 Collins Ave  
**Suburb:** Wellington  
**City:** Wellington  
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## Application details

**Applicant name:** Spencer Holmes Ltd  
**Site address:** Spencer Holmes Ltd, PO Box 588, Wellington 6140  
**Service request number:** 505203  
**Submission:** I / we object the application  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I am opposed to the building of a four story apartment block on a small section near the intersection of the main road and McLellan Street in Tawa. I have lived in Tawa for a long time and the volume of traffic has increased tremendously over the years. It is now very difficult to get onto the main road from McLellan street not only during peak times but other times throughout the day or night.

Visibility of the road is easily blocked by parked cars, cars on either side waiting to turn right or left onto the main road and pedestrians waiting to cross the street. A lot of school students cross these roads to get home or to get to school. This intersection has gotten more dangerous over time as the volume of traffic, pedestrian traffic and passing cyclists has increased.

I am concerned at the higher level of risks that will be raised at this intersection if a 4 story apartment building is built in such a small space. The increase of traffic which will come from an increase of people living in such a big building will negatively affect commuters who travel through Tawa as well as taking parking from neighbours who already live nearby. Tawa main road is not an easy road to drive along when it is packed with parked cars. Over the years there has also been an increase in groups of cyclists cycling along Tawa main road. It is now more nerve racking driving along the main road as there are a lot of hazards to look out for.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

### The decision I / we would like Wellington City Council to make is:

I would like to see the

**From:** [Website Team](#)  
**To:** [BUS: Consent Submissions](#)  
**Subject:** Submission on notified resource consent application for 505203  
**Date:** Tuesday, 12 April 2022 5:00:41 pm

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## Submitter details

**First name:** Richard  
**Last name:** Herbert  
**Address:** 8 Duval Grove  
**Suburb:** Tawa  
**City:** Wellington  
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**Email:** herbert.r@xtra.co.nz

## Application details

**Applicant name:** Spencer Holmes Ltd on behalf of 292 Main Road Limited  
**Site address:** 292 Main Road, Tawa  
**Service request number:** 505203  
**Submission:** I / we are neutral  
**Oral submission at the hearing:** I / we do not wish to speak in support of mine / our submission  
**How long will you need for your presentation:**  
**If others make a similar submission:**

### Aspects of the application that you support or oppose:

I support the need for additional housing and this proposal would seem to make good use of this site, although it would have been better if the development could have also included the neighbouring sites at 292b and 292c Main Road.

### Aspects of the application that you are neutral towards:

### The reasons for my / our submission are:

There is a general shortage of housing at a reasonable affordability. The site is within walking distance of public transport bus and train routes through Tawa and not all that far from the Main shopping area.

I am concerned however, that the Porirua Stream traverses through part of 292 Main Road. In the recent past there have been server erosion of the stream bank of the stream at some other nearby properties. This is a risk to the 4 story building proposed for this site and the long-term stability of the building in flooding events with the normal level of the stream some 3m meters below the adjacent road level.

Being private land it is also the responsibility of the owners of the property (presumably in future the building corporate body) to make good any effects of erosion which with increasing climate change events will inevitably occur. I am concerned that future owners of the units within this building will be unaware of this potential future liability and the potential for the corporate body to become insolvent and unablke make good any repairs as a result of future stream erosion or flooding events.

### The decision I / we would like Wellington City Council to make is:

The WCC adequately provide for the protection of the Porirua Stream from sediment

erosion from the site during the construction phases. And also create a caveat on the property that alerts future owners to their potential liability in this regards.