

ORDINARY MEETING

OF

STRATEGY AND POLICY COMMITTEE

MINUTES

Time: 1:00 pm
Date: Wednesday, 18 November 2020
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

PRESENT

Mayor Foster
Councillor Calvert (Deputy Chair)
Councillor Condie
Councillor Day (Chair)
Councillor Fitzsimons
Councillor Foon
Deputy Mayor Free
Councillor Matthews
Councillor O'Neill
Councillor Pannett
Councillor Paul
Councillor Rush
Councillor Sparrow
Councillor Woolf
Councillor Young

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1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting open at 1:00 pm and invited members to stand and read the following karakia to open the meeting.

**Whakataka te hau ki te uru,
Whakataka te hau ki te tonga.
Kia mākinakina ki uta,
Kia mātaratara ki tai.
E hī ake ana te atākura.
He tio, he huka, he hauhū.
Tihei Mauri Ora!**

Cease oh winds of the west
and of the south
Let the bracing breezes flow,
over the land and the sea.
Let the red-tipped dawn come
with a sharpened edge, a touch of frost,
a promise of a glorious day

1.2 Apologies

Moved Councillor Day, seconded Councillor Fitzsimons, the following motion

Resolved

That the Strategy and Policy Committee:

1. Accept the apologies received from:
 - a) Councillor Woolf for lateness;
 - b) Councillor Calvert and Councillor O'Neill for partial absence; and
 - c) Mayor Foster for absence.

Carried

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Day, seconded Councillor Foon, the following motion

Resolved

That the Strategy and Policy Committee:

1. Approve the minutes of the Strategy and Policy Committee Meeting held on 12 November 2020, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

1.5 Items not on the Agenda

There were no items not on the agenda.

1.6 Public Participation

There was no public participation as this meeting was scheduled to only hear oral submitters.

2. General Business

(Councillor Woolf joined the meeting at 1:05 pm)
(Councillor Paul left the meeting at 1:34 pm)
(Councillor Paul returned to the meeting at 1:37 pm)
(Councillor Calvert left the meeting at 1:41 pm)

The meeting adjourned at 1:52 pm and reconvened at 2:07 pm with the following members present: Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Councillor Matthews, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Sparrow, Councillor Woolf, Councillor Young

(Deputy Mayor Free returned to the meeting at 2:13 pm)
(Mayor Foster joined the meeting at 2:25 pm)
(Councillor O'Neill returned to the meeting at 2:26 pm)

The meeting adjourned at 3:12 pm and reconvened at 3:19 pm with the following members present: Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Deputy Mayor Free, Councillor Foon, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Woolf, Councillor Young

(Councillor Sparrow returned to the meeting at 3:21 pm)
(Councillor O'Neill left the meeting at 3:32 pm)
(Councillor O'Neill returned to the meeting at 4:02 pm)

2.1 Our City Tomorrow: Draft Spatial plan for Wellington City Hearings

Moved Councillor Day, seconded Councillor Pannett, the following motion

Resolved

That the Strategy and Policy Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for speaking to their submissions.

Carried

Secretarial note: The following members of the public spoke to their written submissions.

Time	Name	Kind
13:05	Alan Olliver (joint submission with Julie Middleton)	Individual
13:15	Anne Molineux	Individual
13:20	Brett McKay	Individual
13:25	Bryony Hales	Individual
13:35	Christine McCarthy	Individual
13:40	David John Lee	Individual
13:45	Heritage New Zealand Pouhere Taonga - Jamie Jacobs and Alison Dangerfield	Organisation
14:05	Oscar Davie	Individual
14:10	Penelope Borland	Individual
14:15	Richard Murcott	Individual
14:20	Dr Will Koning on behalf of Jane Perry (joint property owners)	Individual
14:25	We Are Newtown - James Fraser	Organisation
14:35	Spark - Graeme McCarrison	Organisation
14:45	Ngaio Crofton Downs Residents Association - Ian Turk	Organisation
14:55	Dougal List on behalf of Moir Street residents	Group
15:15	Wellington Civic Trust - Jim McMahon & Clive Anstey	Organisation
15:25	Mark Harrison	Individual
15:30	Nick Ruane	Individual
15:35	Guy Marriage	Individual
15:40	Kate Zwartz	Individual
15:45	Massey at Wellington Students' Association – Liam Davies, Elaine Hague & Tessa Guest	Organisation

15:55	Tawa Community Board - Robyn Parkinson (chairperson)	Organisation
16:10	James Barber	Individual
16:15	Sue Elliott	Individual
16:25	Suzette Irene Laws	Individual
16:30	Alex Dyer	Individual
16:40	Inner City Wellington - Stephen King	Organisation

Tabled documents

Attachments

- 01 Alan Olliver
- 02 Christine McCarthy
- 03 Heritage New Zealand
- 04 Oscar Davie
- 05 Richard Murcott
- 06 Ngaio Crofton Downs residents
- 07 Moir St residents
- 08 Wellington Civic Trust
- 09 Guy Marriage
- 10 Suzette Irene Laws
- 11 Inner City Wellington

The meeting concluded at 4:51 pm with the reading of the following karakia:

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind
I te ara takatū	
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

Authenticated: _____

Chair

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MINUTE ITEM ATTACHMENTS

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Business

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Tabled documents

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11.	Inner City Wellington	10
2.	Christine McCarthy	20
3.	Heritage New Zealand	30
4.	Oscar Davie	47
5.	Richard Murcott	53
6.	Ngaio Crofton Downs residents	60
7.	Moir St residents	68
8.	Wellington Civic Trust	75
9.	Guy Marriage	79

Submission on WCC Draft Spatial Plan

Julie Middleton – Alan Olliver

An Ellice Street Perspective

- Ellice Street is rich in history (beyond just architectural character). Most houses built between 1876 and 1911. Notable home owners include Edmund Platt (no. 21), James Park (no. 23), Samuel & Ann Luke (no.35) and John & Jacobina Luke (no.37)....
- Lower Ellice St recommended as a heritage area in Michael Kelly's study (2016). Supported by Basin Reserve Board of Inquiry- "the area contributed significantly to the area of the Basin."
- Involved in MVHS petition survey in Ellice St, Moir St and Paterson St. Over 50% of respondents signed the petition calling for the retention of the pre 1930s demolition clause.





Part of Pirie St sub area



69 Elizabeth St – Part of
Elizabeth St sub area

The Value of Heritage Housing

- Sometimes these are the only houses people can afford to buy- “the worst house in the street”.
- They have large (interior/exterior) spaces, unlike “shoe box” apartments.
- Surveys carried out in Mt Victoria show that people like the character of the area, PLUS close proximity to CBD and the sunlight available.
- Tourists like strolling up into Mt Victoria, taking photos of streetscapes or individual homes. Mt Victoria appears in overseas tourism guides. Heritage tourism is a big money earner.
- Old houses don’t have to be damp or mouldy. Under the Healthy Homes legislation rental properties must be upgraded for insulation, ventilation and heating.

The DSP is a blunt tool to improve the housing stock.

- The plan is based on inflated statistics and uses 80,000 more people as the guide. The land zoned for “up zoning” is 7 times what is required.
- Economics do not stack up. This a model to be implemented by developers, using some of the most expensive land in Wellington. Apartments cost \$800,000 + corporate fees. They will not be cheap to build or affordable.
- Boffa Miskell said that Mt Victoria had 79% primary and contributing character housing. This is out of kilter with the DSP where 50% of Mt Victoria has been zoned ripe for potential redevelopment.
- Inconsistencies and errors: e.g.
 - Tutchen Ave
 - upper Ellice St /Austin Tce – tunnel restrictions zone (Zoned for 6 storeys).
 - 69 Elizabeth St in a character sub area.
 - Moir Street sub area hard up against an 8 storey zone.
 - lower Ellice St – age of buildings typically ten years out.

Other Things Locals Care About

- Sunlight- threatened by high rise and amendments to recession planes
- Green space – threatened by changes to plot ratios. Aesthetically and recreationally important , encourage birdlife, improves drainage of runoff.
- Water, sewerage, storm-water infrastructure. Aging systems already under pressure and costly to upgrade. How well will these systems cope with increased population density?
- Parking. Not a great fan of the car as the main means of transport, but will new households want to have one or two cars?

Not opposed to housing development

- Already the number of houses/apartments built meet projected growth figures.
- Adelaide Rd, Kent and Cambridge Tce should be redeveloped for housing first.
- We don't believe heritage has to be sacrificed in order for housing stock to be increased.
- The suburb of Mt Victoria already has one of the highest housing/population densities.



THE CONVERSATION
Academic rigour, journalistic flair

COVID-19 Arts + Culture Business + Economy **Cities** Education Environment + Energy Health + Medicine Politics + Society Science + Technology

Q Search analysis, research, academics...



Superblocks are transforming Barcelona. They might work in Australian cities too

September 18, 2019 6:30am AEST

The benefits of 'superblocks' for Barcelona include better health, access to green space and other public space, and more transport-related physical activity. *Gibson Algal/Stock*

Email 39
Twitter 633
Facebook
LinkedIn
Print

The Spanish city of Barcelona has pioneered an innovative approach to managing traffic, freeing up public space and promoting walking and cycling. The "superblocks" model produces considerable health and economic benefits, according to newly published research, and could be applied in Australian cities too.

So how does this model work? Large "superblocks" covering an area of around 400m by 400m are created from residential blocks of 150m by 150m. These residential blocks are currently surrounded by normal busy streets.

Authors

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Professor of Urban Transport and Public Health, University of Melbourne

Disclosure statement
Mark Stevenson holds an NHMRC Research Fellowship.

ICW ORAL SUBMISSION TO WCC SPATIAL PLAN 2020



Inner-City Wellington seeks to serve as a progressive and influential voice of and for the residential community in the suburbs of Te Aro and Wellington Central



We live in a dual purpose space

We are now the largest residential suburb in Wellington in terms of population



- ✘ Our 'space' is also the 'space' used by business, the hospitality industry, workers and visitors.
- ✘ Our perspectives about our living space are overridden by the perspectives of business and visitors to the area.
- ✘ Many people spend time here but they don't live here. We do !
- ✘ We are major stakeholders!



Population Growth

The following growth is predicted for **Te Aro**



= 40+ more buildings the size of Sanctum's two towers.

For **Wellington Central**, the 2013 figure is 3,277 growing to 8,037 in 2043 = an **additional 4,760 persons**, average annual change of +3.03%

This is particularly worrying given the already unacceptable density levels in this area





Population Density

Taking specific mesh blocks within our area, of particular concern are as follows:

Area	Population	Land area hectares	Pop density per hectare
Courtenay	1755	37	47.60
Dixon	4182	30	138.14
Vivian East	2403	29	83.91
Vivian West	3489	37	94.29
Wellington Central	2991	56	53.40
TOTAL	14820	189	78.41

As a comparison . . .

Islington, London	206,125	1486	138.7
Tower Hamlets	254096	1977	128.5

- ✘ **Growth projections** cited will seriously exacerbate densification
- ✘ **Existing, new and proposed developments** are built without any apparent thought to the lack of communal/green space, and appropriate amenities etc
- ✘ **Regulated maximum population density** per hectare for a mesh block is essential.
- ✘ **Monitoring is required** to ensure consent is not given to any new build or conversion that would result in that maximum density being exceeded.





Apartment Guidelines

- ✘ **Inner-city, building heights** should be tied to the provision of green space/parks.
- ✘ **Mixed-height developments** = to prevent the “high canyon” wall effects currently seen around Wellington.
- ✘ **Mixed housing in high rise developments** = more effective in developing safe communities.
- ✘ **Mandated regulation for:**
 - *UN standards for adequate living.*
 - *Universal Design Standards*
 - *Green spaces*
 - *Shared community space in high rise apartment blocks*

THE GLOBAL GOALS
For Sustainable Development

11 SUSTAINABLE CITIES AND COMMUNITIES

- ✓ Security of tenure.
- ✓ Habitability.
- ✓ Accessibility.
- ✓ Affordability.
- ✓ Availability of services, materials,
- ✓ Facilities and infrastructure.
- ✓ Location.
- ✓ Cultural adequacy





Do we want this?



LONDON



AUCKLAND



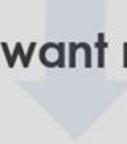
SWEDEN



NEW YORK

Pre-fabricated, modular building system mass produced and flat packed to keep construction costs low

Or do we want more of this?



WELLINGTON



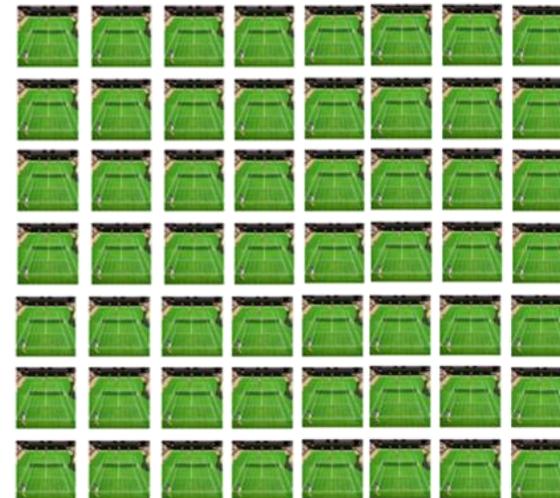
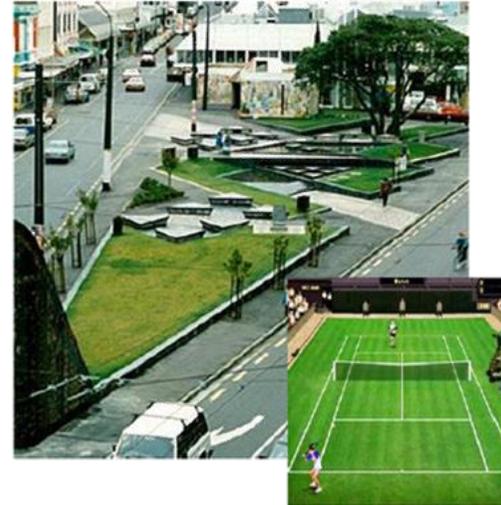
WELLINGTON

WELLINGTON



Extra green space required now & in the future

- ❑ WHO guidelines = “ *urban residents should be able to access public green spaces of at least 0.5-1 hectare within 300 metres linear distance (around 5 minutes walk) of their homes*”.
- ❑ The existing deficit of green space for inner city residents urgently needs to be addressed.
- ❑ Green space the equivalent to another 10 Te Aro parks (or 56 Tennis courts) would be required to meet the needs of the proposed additional central city population. (Source: CENTRAL CITY SPATIAL VISION Report to WCC Warren Mahoney/Boffa Miskell (February 2020))
- ❑ Green spaces must be mandated for all high rise development in Te Aro and Wellington Central





GREEN SPACES

Do we want more of this?



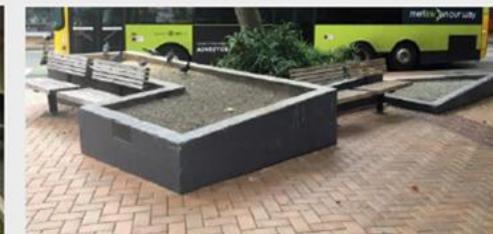
Midland Park. Source: Architecture Now.



Jack Illit Green in Civic Square. The only large area of green space in the CBD that can be used for activities and which is in danger of being built on.



or more of this?

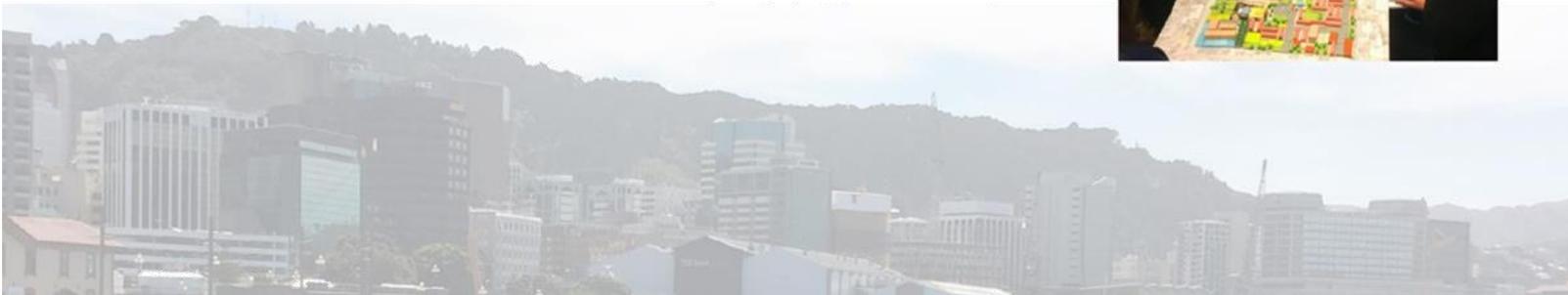




Co-Design

WCC should work urgently with each suburb to get community and expert input into determining the approach within their suburb in relation to:

- ✦ Density
- ✦ Character protection
- ✦ Green spaces
- ✦ Community spaces
- ✦ Resilience
- ✦ Transport





Finally

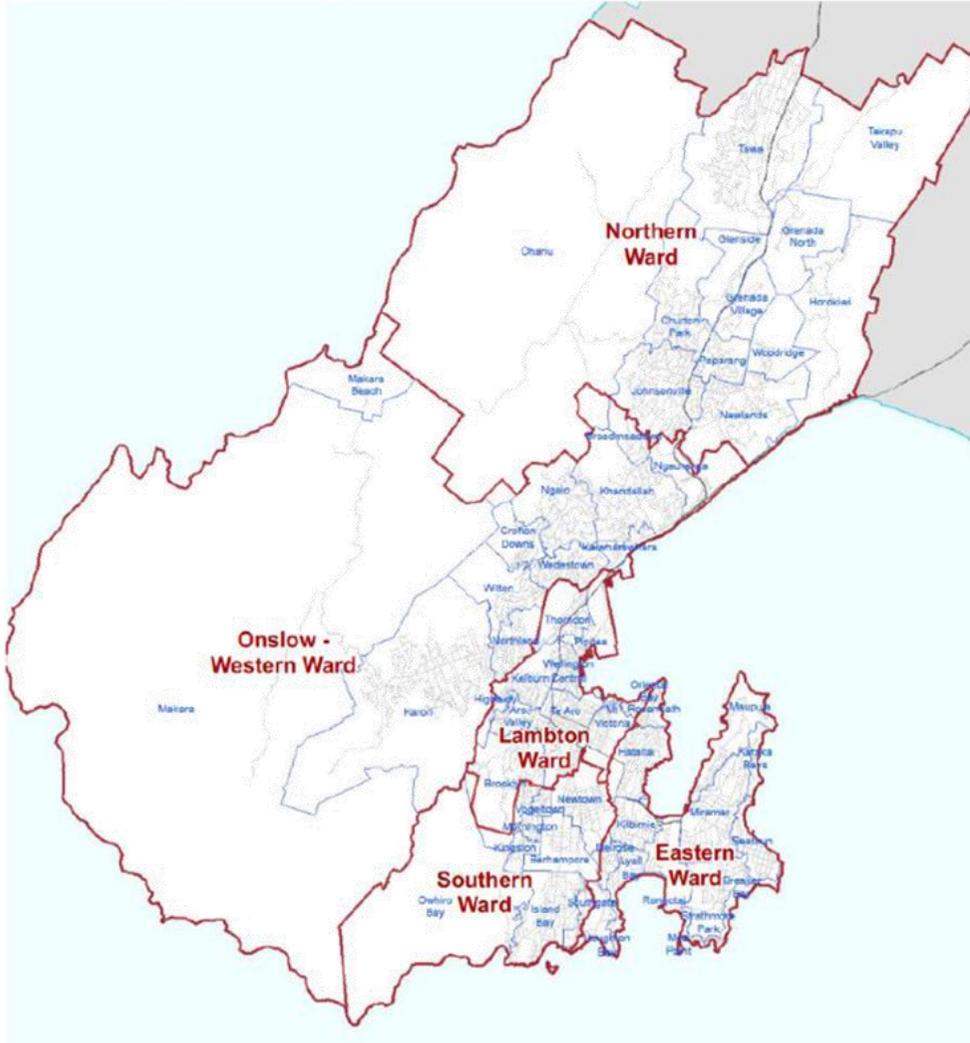
A spatial plan should provide an all-encompassing strategic plan that clearly lays out:

- ✘ *how and where the city is expected to grow*
- ✘ *the location and shape of future development*
- ✘ *the transportation networks*
- ✘ *infrastructure and community facilities needed to facilitate such growth.*

Unless there is a well-defined master plan development in the inner-city will be driven by developers and the availability of property, leading to an ad-hoc and dysfunctional approach to the shape of the city

Thank you for listening

Underpinning the WCC Spatial Plan with a Human Rights perspective



The **spatial and geographic planning of our city has human rights ramifications**, including potential impacts on socioeconomic inequity and discrimination.

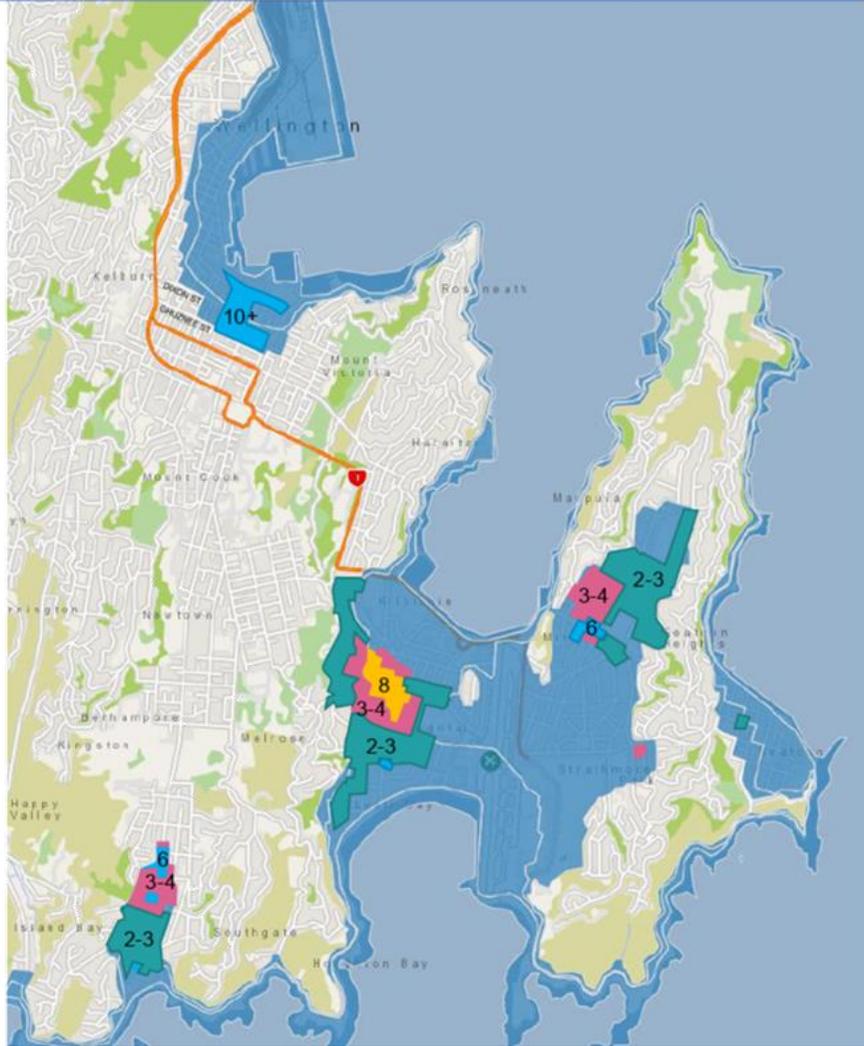
A Human Rights approach is consistent with the stated vision that Wellington be "**a welcoming home for all**" (Summary: Draft Spatial Plan for Wellington City p. 5)

It's great that the Spatial Plan is proactive regarding **increasing space for housing** This is important because **adequate housing** has been identified as **a human right**.

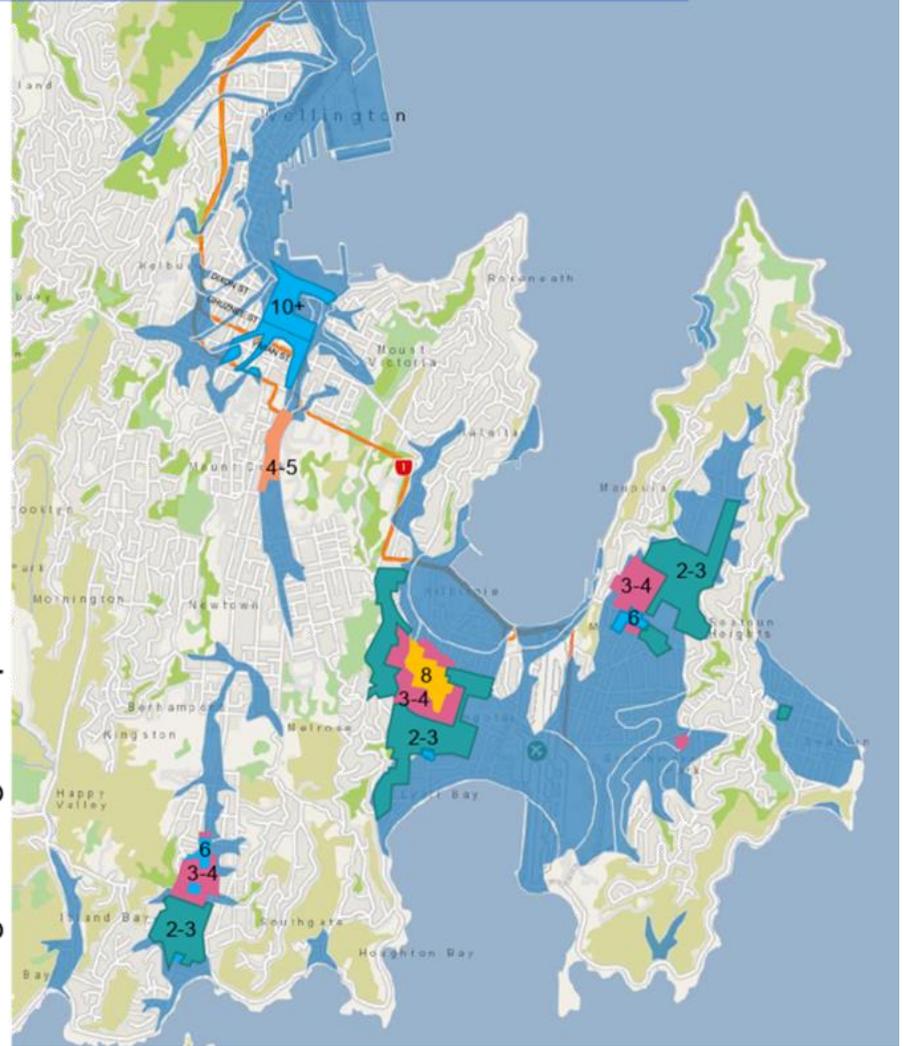
... however ...

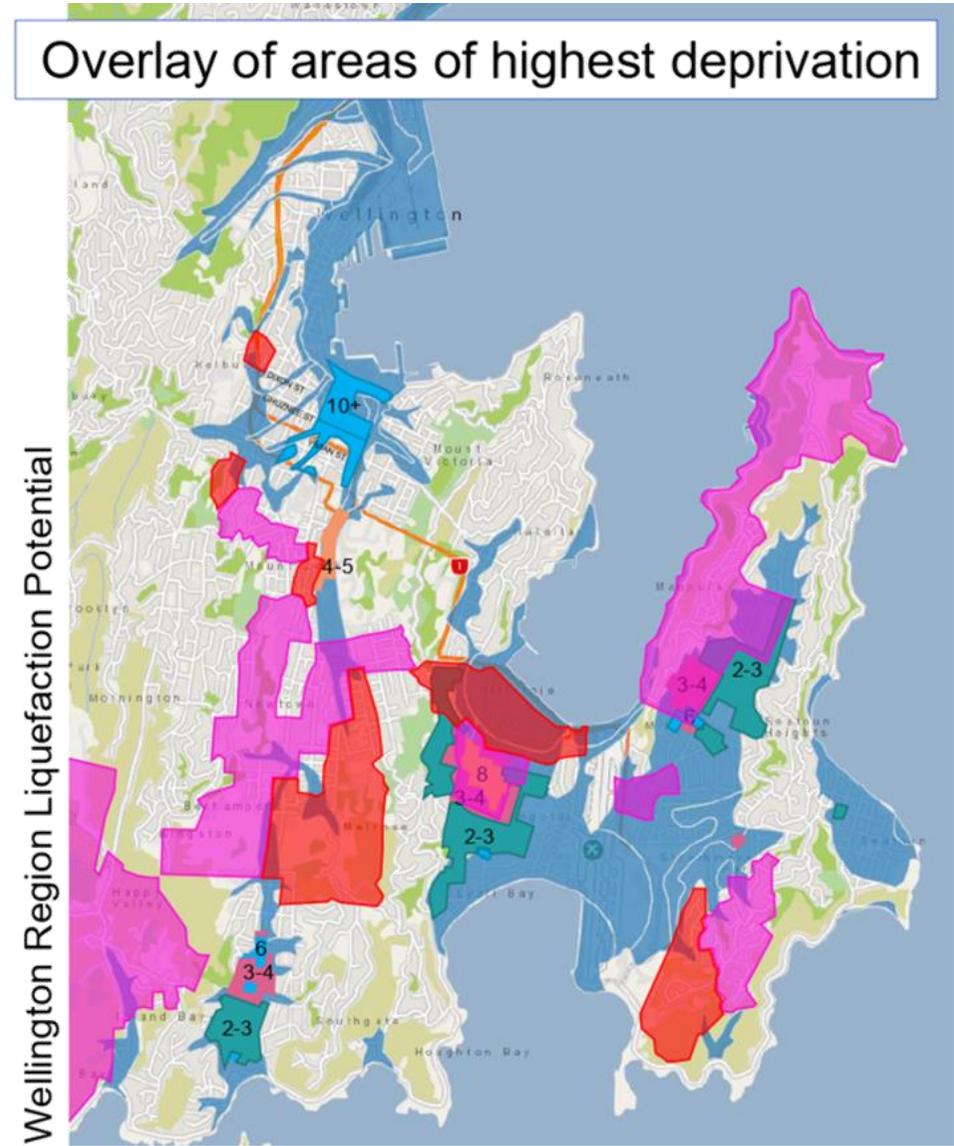
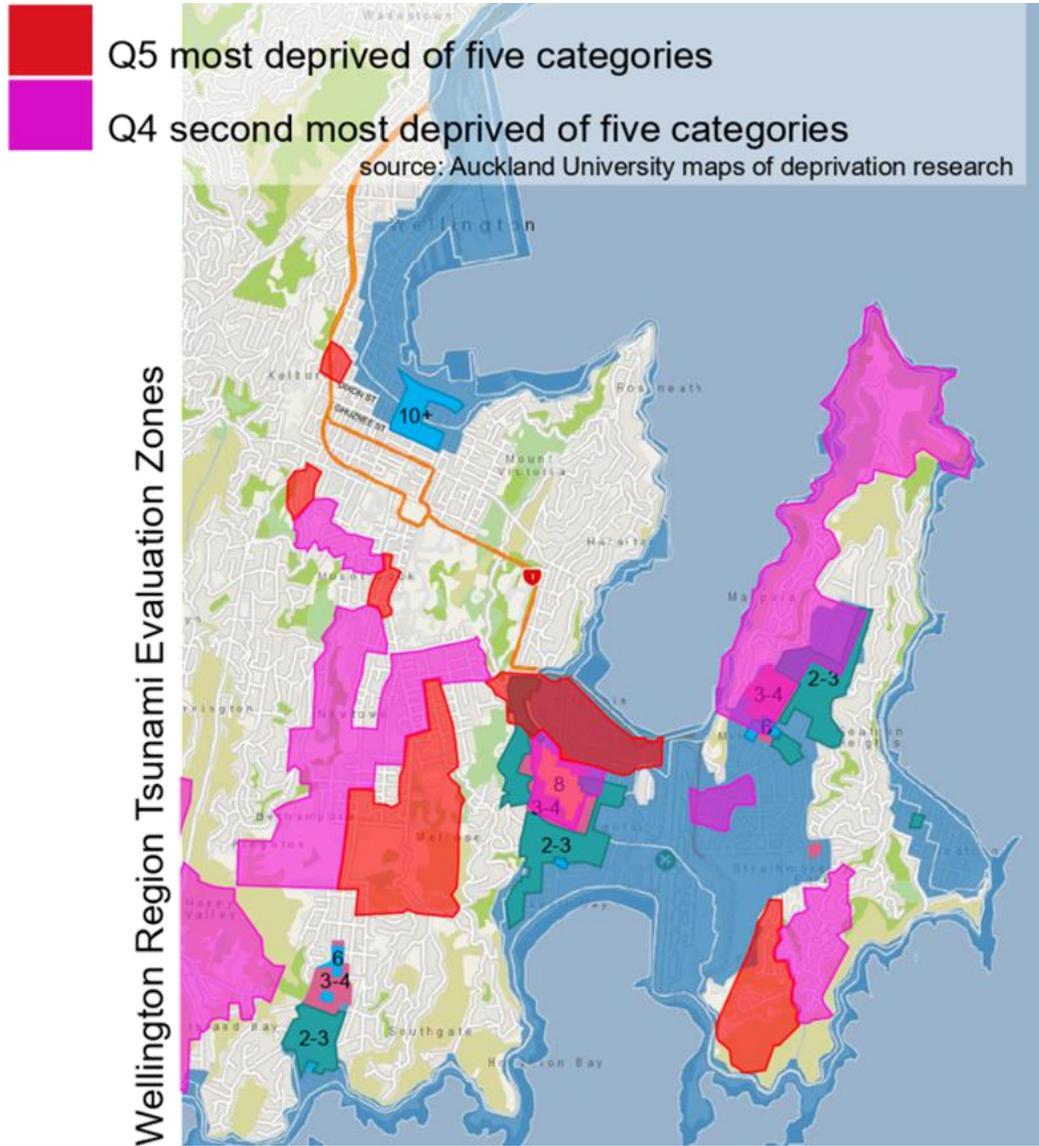
Proposed locations for new housing which overlap with high risk hazard areas

Wellington Region Tsunami Evaluation Zones



Wellington Region Liquefaction Potential

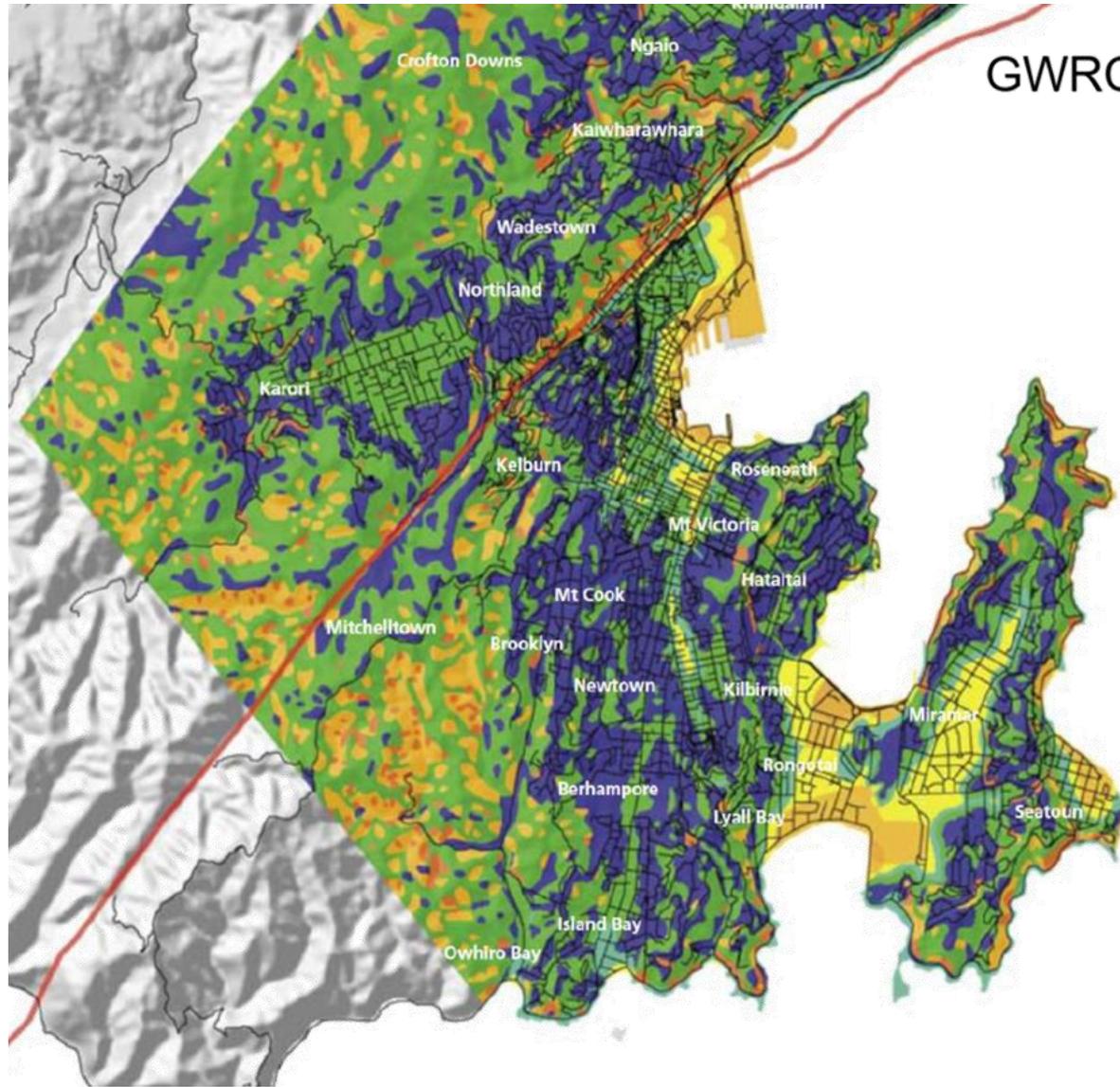




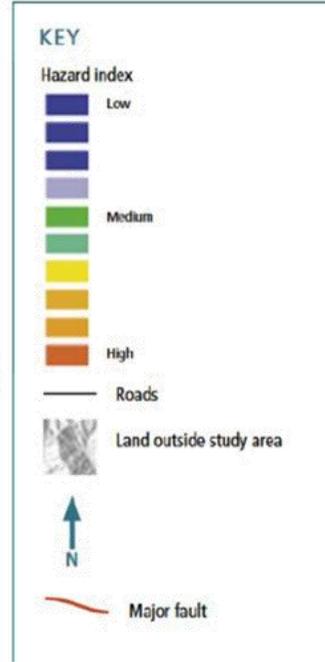
Fault hazard zone for the Wellington Fault, Wellington



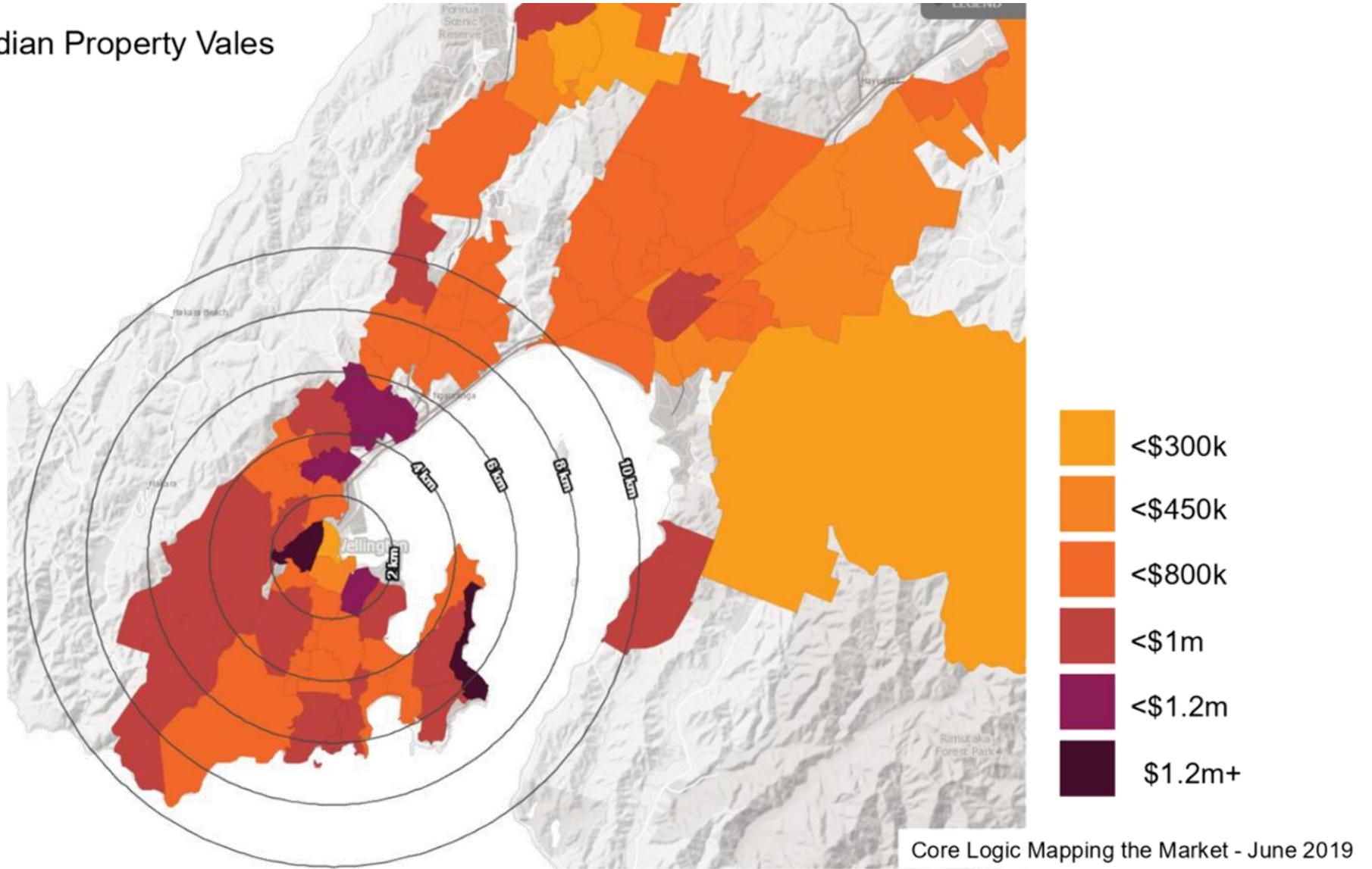
"Where the Wellington fault line runs through areas of Thorndon, **no changes beyond the current settings are proposed**" (Summary: Draft Spatial Plan for Wellington City p. 11)



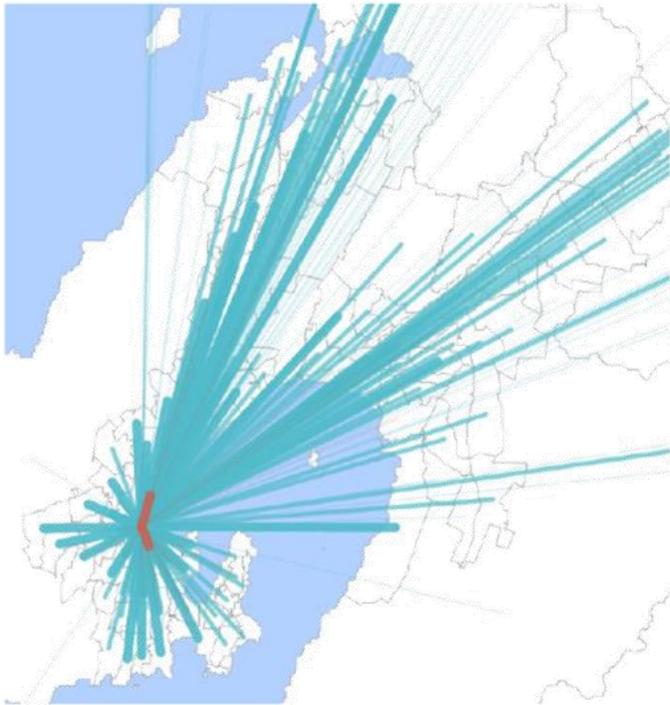
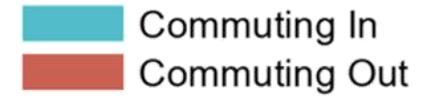
GWRC Combined earthquake hazard map



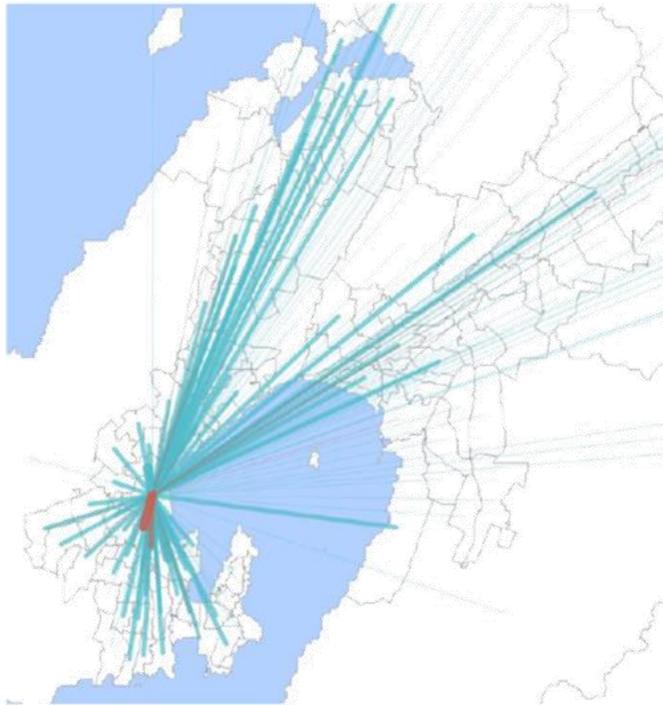
Median Property Vales



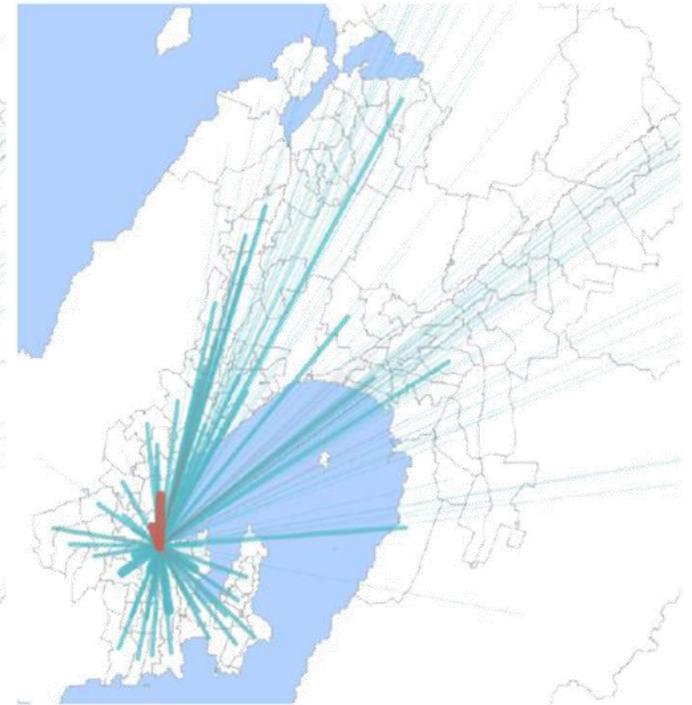
Commuting Patterns (Census data)



Lambton



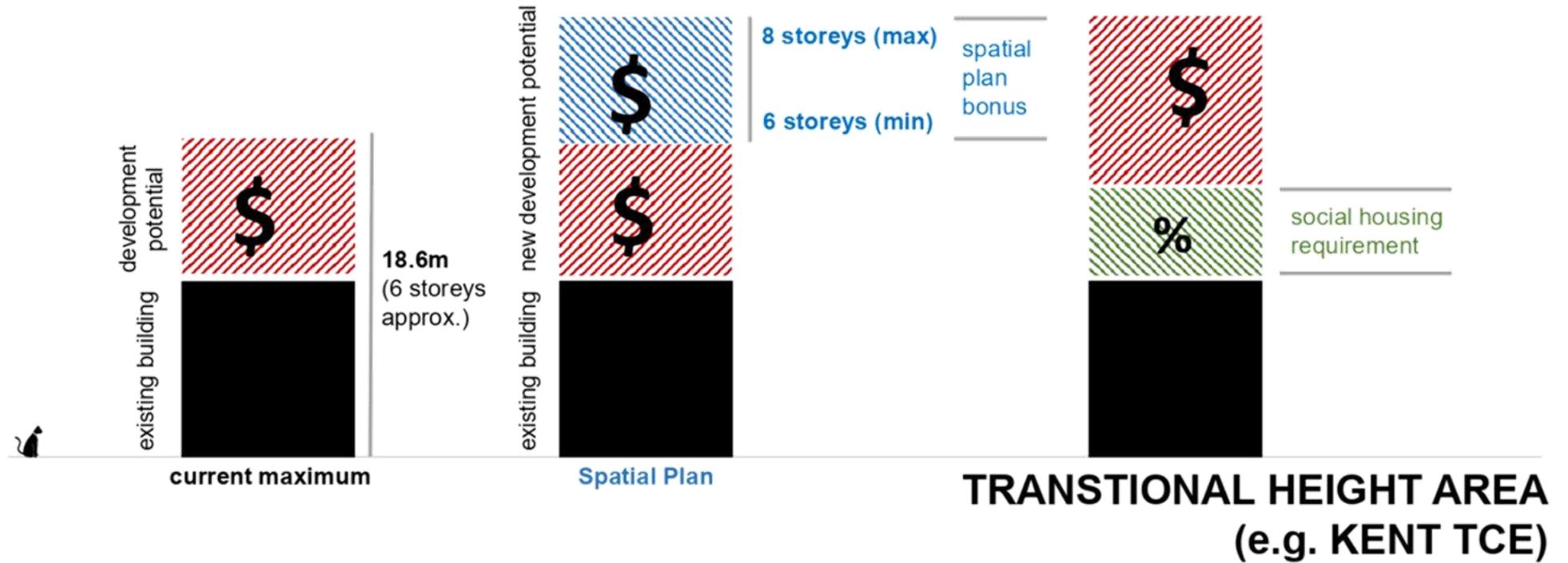
Thorndon-Tinakori Rd



Willis St-Cambridge Tce



- ❄ reduce distances between home and work
- ❄ result in more efficient use of buildings, enabling more CBD buildings to become housing, and
- ❄ reduce commuter congestion



International examples of social housing requirements in developments include Ireland's "Part V obligation," the UK's section 106 requirement, and American "set aside requirements" or "inclusionary zoning policies." These range from 10% of social housing in a development, in Washington DC, to 35% in Davis, California.

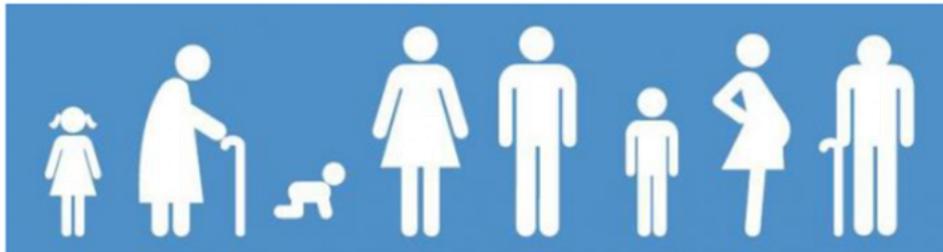
POSSIBLE QUESTIONS TO ASK of THE SPATIAL PLAN

- ❄ Which groups of people will be advantaged and which groups of people will be disadvantaged (now and in the future) as a result of the Spatial Plan?
- ❄ Where are the most vulnerable and marginal people geographically located and how will the proposed spatial plan impact on them, especially in scenarios which increase their vulnerabilities (e.g. post disaster contexts)?
- ❄ How is the Spatial Plan proactively inclusive and lessening discrimination and inequity?
- ❄ What are the current baselines of discrimination and inequity and how is this monitored and diminished?

Human Rights Act 1993

21(1) Prohibited grounds of discrimination

- (a) sex
- (b) marital status
- (c) religious belief
- (d) ethical belief
- (e) colour
- (f) race
- (g) ethnic or national origins
- (h) disability
- (i) age
- (j) political opinion
- (k) employment status
- (l) family status
- (m) sexual orientation





Wellington Draft Spatial Plan

Submission of Heritage New Zealand Pouhere Taonga





HERITAGE NEW ZEALAND
POUHERE TAONGA

Overall approach

- Acknowledge the policy direction of NPS-UD
- Growth not concentrated in any particular areas.
- Result: a patchwork of higher density housing and a disjointed urban landscape.
- Focus growth and higher density in certain areas; in the future look for other growth areas.



HERITAGE NEW ZEALAND
POUHERE TAONGA

Central areas - Edges

- In general central city areas (Te Aro, Adelaide Road) are suitable for intensification
- Need to consider potential impacts on adjoining lower density areas.
- In these edge areas there is potential for significant impacts: character, heritage, amenity values



Extent Affected by NPS-UD

- Limit City Centre Zone to just Central Wellington
- Area impacted by NPS-UD would be less
- Largely exclude areas like Mt Victoria





Newtown impacted by NPS-UD?

- Inclusion of Newtown in the area 'impacted by the NPS-UD' is due to the expectation of a Mass Rapid Transit (MRT) system in and through Newtown.
- The planning for MRT through the Let's Get Wellington Moving alliance is in its early days
- Presumption that the MRT will be in Newtown and that the whole suburb is 'impacted by the NPS-UD'
- Exclude Newtown from 'area affected by NPS'



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POUHERE TAONGA

Inner suburbs

- Patchy identified sub-areas within the character areas
- **Many areas identified as primary and contributory not included in sub-areas**
- Character areas based on 'streetscape character' - Value and contribution of the character areas deeper than only streetscape.



Commercial Heritage Areas

- Heritage precincts in Thorndon, Aro Valley, Berhampore, and Newtown
- Conflict between heritage character and proposed housing typology and heights
- Retain these commercial heritage areas and controls





Thorndon

- East of motorway there are still significant heritage residential pockets.
- Areas of heritage character include Hobson Crescent, Davis Street, and Selwyn Terrace





The Terrace

- The Terrace Heritage Character Area is proposed for six storey development area
- The Terrace streetscape is increasingly rare and is worth protecting





Mt Victoria

- ‘contributory and primary’ character areas should be included in character sub-areas
- Significant iconic backdrop of Wellington City
- the character, texture and scale of development needs to be respected



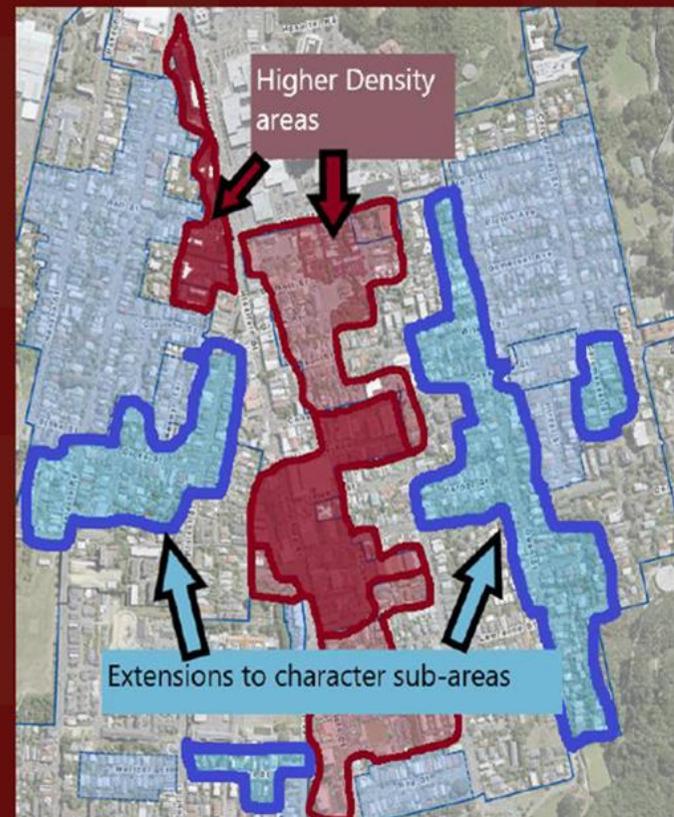
Item Tabled documents Attachment 3





Newtown

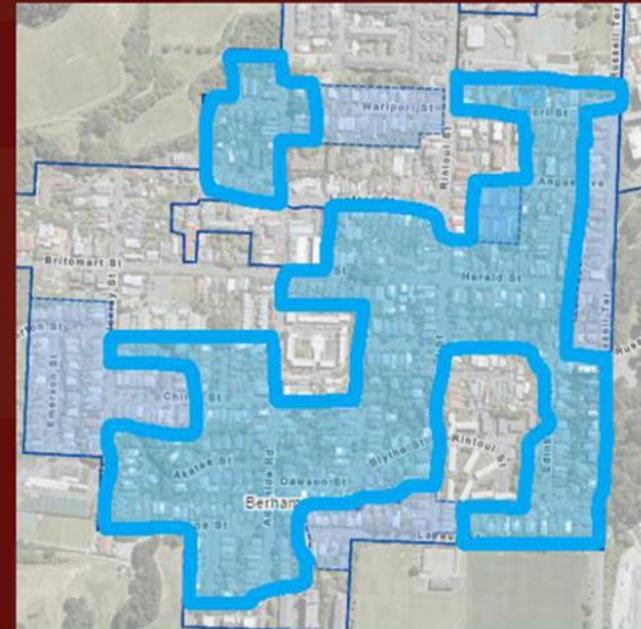
- Spatial plan for Newtown includes a large area earmarked for at least six storey development
- Extend the character sub-areas
- Limit six storey development to areas close to commercial zone





Berhampore

- high levels of cohesiveness and integrity - earmarked for six stories
- Not 'impacted by the NPS-UD'.
- Appropriate density (outside the character sub-areas) up to 3-4 storeys





HERITAGE NEW ZEALAND
POUHERE TAONGA

Mt Cook

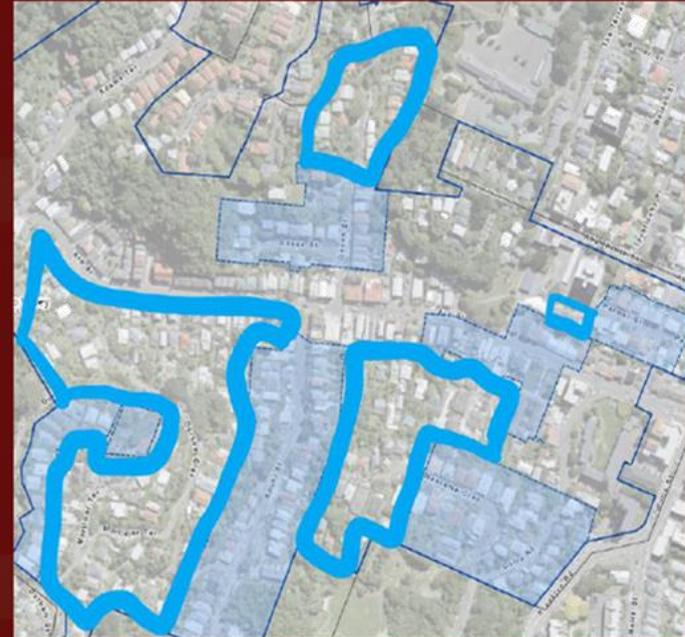
- High levels of cohesiveness and integrity - earmarked for six stories





Aro Valley

- Low-scale urban area with a high level of cohesiveness
- Geography of the area makes it unsuitable for higher buildings
- Housing should be limited to Type 2 (2 to 3 storey)
- Extend the sub-areas





HERITAGE NEW ZEALAND
POUHERE TAONGA

Conclusion

Need to strike the balance between development and heritage and character which makes Wellington such a special place

- Inner suburbs heritage areas will lose their special character.
- Heritage and character can be provided for and protected, while still meeting the objectives for growth.



(D)

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

- (b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:
 - (i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and
 - (ii) are not, of themselves, an adverse effect

NB: Directly to the north of the subject area is a swath of land that contains high density residential buildings in excess of 8 stories in height. It is not considered that any proposed increase in density for the subject areas (above 'Type 1' classification) would render adverse visual effects. Further, such change would not be unanticipated within the existing environment.

NB: The conservative housing densities proposed for the subject area restrict the extent people will be able to populate the area, and thus the extent to which they will be able to appreciate the unique setting, amenities and locational advantages.

The existing proposed housing densities appear to consider the perspectives of existing residents of this affluent area, who may not want more people and higher buildings, to the detriment of others from lower socio-economic backgrounds who cannot afford to live here currently.

Slide Two

See following page.

(E)



Please note also that a portion of the subject area is identified in the Draft Spatial Plan to be an 'NPS-UD Impacted Area'. Under the NPS-UD building heights of at least 6 storeys would be required in the inner suburbs.

Of note is the fact current 'Inner Residential' zoning actually allows greater residential densities in some portions of the subject area than that of what would be provided for in the Draft Spatial Plan.

A significant portion of the subject area is anticipated under the Draft Spatial Plan to accommodate only 'Type 1' residential - the lowest residential density allocation. This is considered inconsistent with NPS-UD. To 'give effect' to Policy 3, as WCC is required to do so as a 'Tier 1' Authority, it is considered that at least 'Type 3' residential classification for the subject area would be appropriate.

This must be acknowledged from outset.....

Slide Three

(F)

Please note that:

- *Our City Tomorrow* sets a vision and strategy for the City's growth over the next 30 years. Please note That Objective 1.1 pertains to the creation of a compact urban form, namely one that is "compact, liveable, easily accessible and connected". The objective elaborated further to emphasise "efficient use of existing infrastructure, community facilities and transport links".

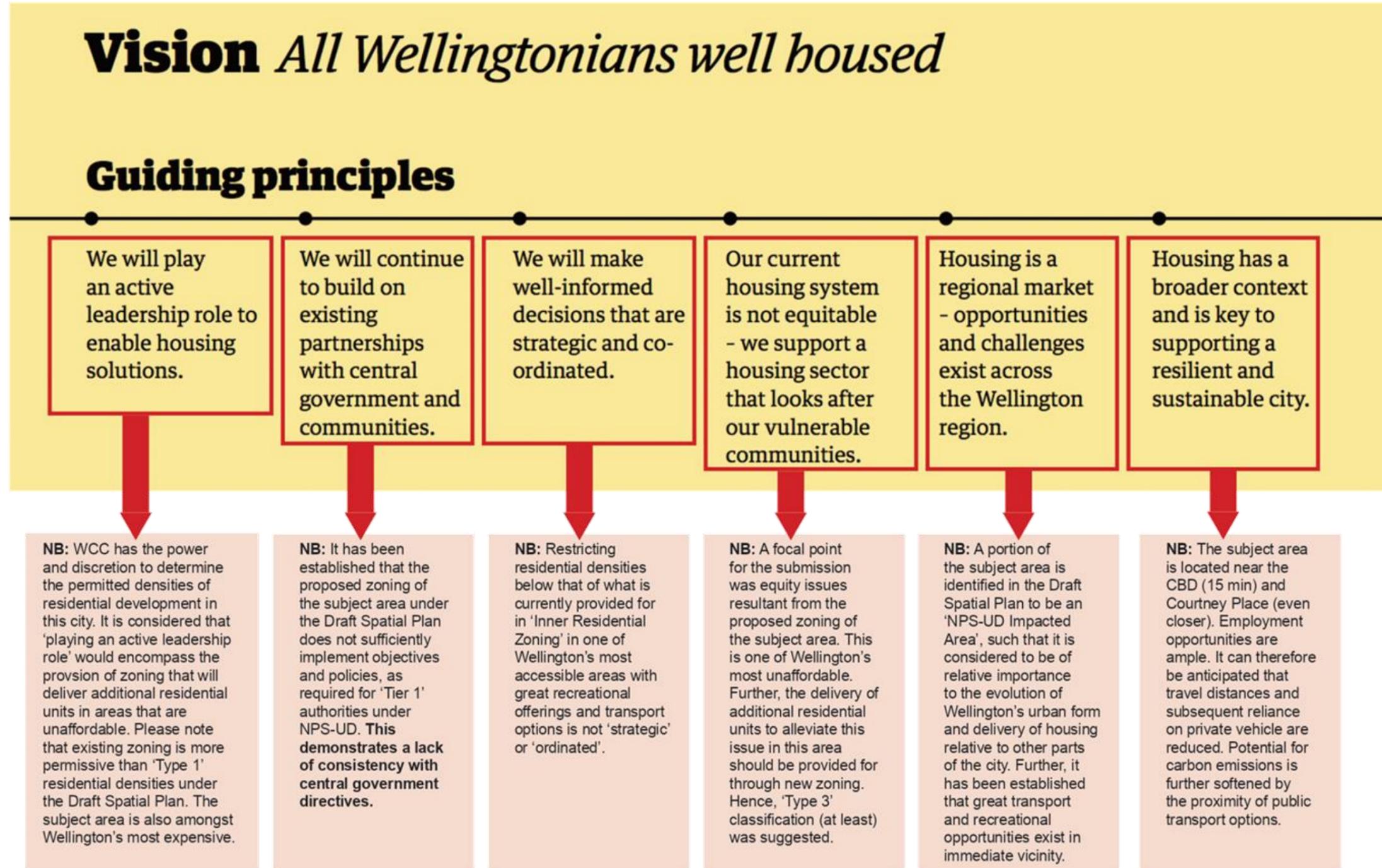
In relation to **Objective 1.1**, the proposed residential intensity for the subject area is insufficient, and should be increased. Oriental Parade hosts a plethora of transport connections via numerous bus routes that access the suburb along Oriental Parade, which is well within walking distance of Hay Street. Further to this, the CBD is accessible for pedestrians from the subject area along the waterfront, being approximately 15 minutes' walk from the subject area. Of closer proximity is Courtney Place, which provides numerous recreational opportunities for the residential occupants of the subject area. Courtney Place is also a transport hub for Wellington's bus network, with connections to most parts of the city.

The subject area is identified for low-density development in the proposed growth pattern, despite proximity to a range of transport, recreational and transport facilities, such that it has been identified in the Draft Spatial Plan to only house 'Housing Density Type 1' developments. This will not ensure the efficient use of these valuable resources in vicinity of the subject area, which contravenes Section 7 of the RMA 1991. Please note that the council must show particular regard for the following matter:

The efficient use and development of natural and physical resources.

POINT (B) - Looking also at the Housing Action Plan

Slide Four



Not consistent.

POINT (C) - Strathmore Neighbourhood Centre

Slide Five

Fig.1 - Strathmore Park Neighbourhood Centre:



From outset, this submission acknowledges that:

- Our City Tomorrow sets a vision and strategy for the City's growth over the next 30 years. Please note That Objective 1.1 pertains to the creation of a compact urban form, namely one that is "compact, liveable, easily accessible and connected". The objective elaborated further to emphasise "efficient use of existing infrastructure, community facilities and transport links".

- (A) ● The application of housing density 'Type 3' at this location will not sufficiently utilise surrounding infrastructure. the location encircled above is near the airport, bus lines and arterial roads that connect this locality with the rest of the region. A more appropriate housing density type would be 'Type 4', as the proposed density will only enable an additional floor at most from what is currently provided for through the Neighbourhood Centre Zone.
- (B) ● Of note is the fact that the area above is located near schools (Scots College and Strathmore Primary School) and community facilities (Including churches, parks and walkways to the south). This further necessitates the provision of higher-density zoning for this area, which has the infrastructure to support it more so than areas like Ngaio which are currently identified for 'Type 4' Housing classification.

These objectives contained in the Draft Spatial Plan are also pertinent to matters raised in the bullet points to the left:

- Objective 4.2 stipulates intentions to ensure "infrastructure, facilities and services are designed, maintained and improved to mitigate and adapt to the effects of natural hazards and climate change".
- Objective 5.1 stipulates intentions to enable the formation of "attractive, vibrant places that incentivise and support new development".

(C) ● Concentrating additional residential units in this area through 'Type 4' classification would reduce carbon dependency, given the close proximity of this centre to bus stops and areas of employment (the airport).

(D) ● Concentrating additional residential units in this area through 'Type 4' housing classification would better utilise nearby recreational reserves on the South Coast and ones that are in immediate vicinity of the encircled area in the aerial (left).

Proximity of this area to these locations of visual and recreational appeal would in turn incentivise development.



Our City
Tomorrow
**Planning
for Growth**

WCC's Draft Spatial Plan

5min in support of my submission

Richard Murcott

THORNDON

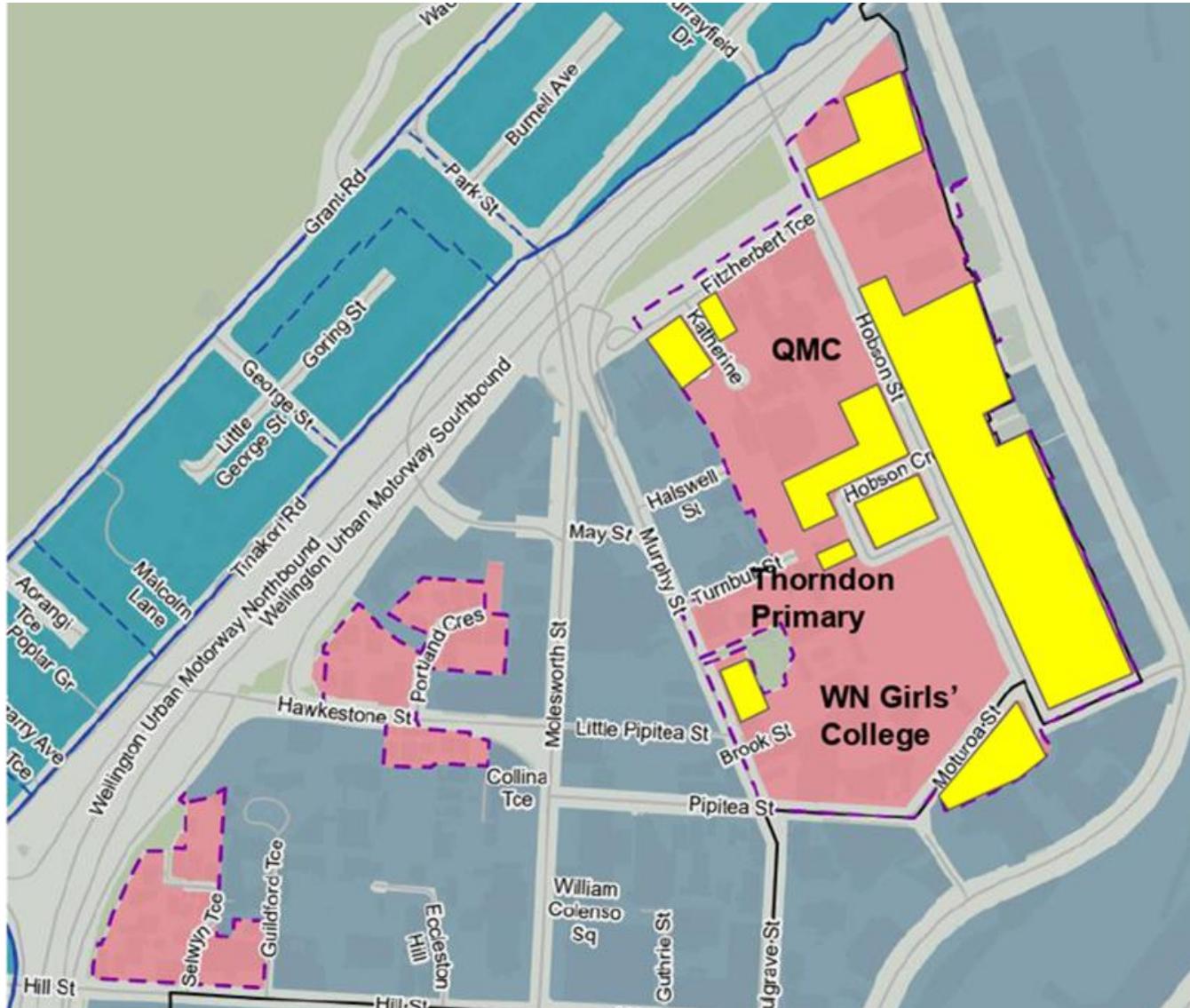


Villas for families on small land parcels - a version of intensification



Retain
**inner
residential**
Zoning
here

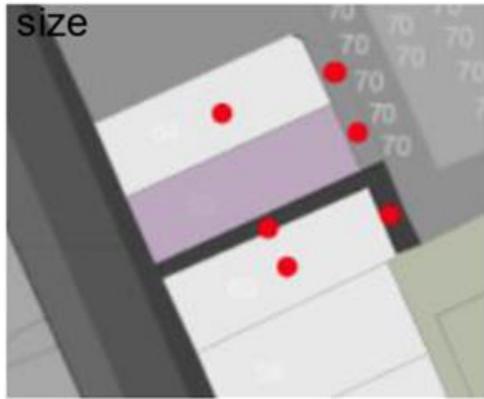
& define its
character
sub-areas



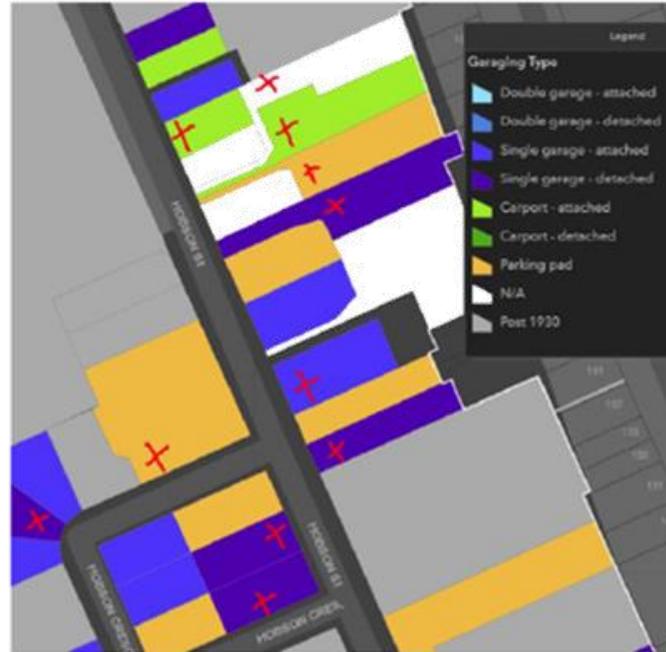
Hobson residential precinct:

Extent of 2-3 storey residential

Substantial area dedicated to education land use



Lot size



Garaging



Building Age



Pedestrian Access

Lack of data quality erodes evidence-based planning

out-of-date
maps; poor
data
=>
less than
optimal
outcomes



**Contemporary
smart cities
demand high
quality,
integrated
information**



Infrastructure
investment
should lead other
developments

Missing from the
DSP



<https://fyi.org.nz/>

Cost of Draft Spatial Plan verses Cost of densification in areas with adequate infrastructure

Richard Murcott made this Official Information request to Wellington City Council



Response to this request is **delayed**. By law, Wellington City Council should normally have responded **promptly** and by **November 06, 2020** (details and exceptions)

From: Richard Murcott
October 08, 2020

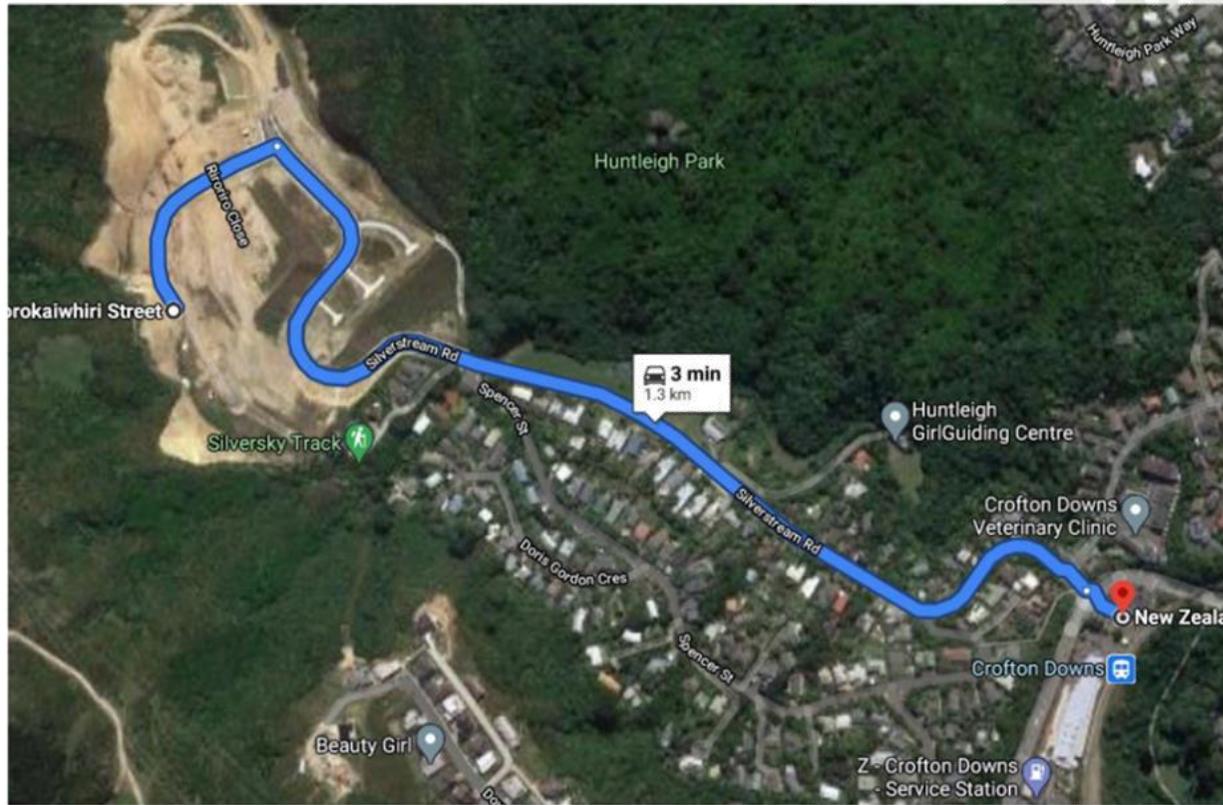
Dear Wellington City Council,

Under a previous CEO WCC developed a strategy of encouraging densification in areas with sufficient infrastructure (water, sewerage, fibre, transport, energy) to accommodate growth at a relatively low cost to Council.

Please provide this analysis in a form that would enable citizens to easily compare how this holistic approach to cost matches what is now proposed under the Draft Spatial Plan's growth areas



Silverstream Road



Bupa Care Home, 122 Churchill Dr



Bupa Care Home, 122 Churchill Dr



Bupa Care Home, 122 Churchill Dr



Consent Order

- 7) A Construction Traffic Management Plan must be submitted for the approval of the Wellington City Council's Compliance Monitoring Officer (CMO) with support from the Council's RMA Transport Engineer prior to commencing works within the site. The Construction Traffic Management Plan (CTMP) must include but not be limited to:
- Locations where vehicles relating to the construction activities will park and manoeuvre, which must all be accommodated onsite,
 - Times and days of construction activities,
 - Expected duration of construction activities,
 - Expected volume and frequency of heavy vehicle movements,
 - Times and days of construction activities,
 - Locations for vehicles relating to construction to wait, load and unload materials and equipment,
 - How complaints from the public will be able to contact site manager (such as through the installation of a sign near the site entrance with site manager's contact details),
 - How dirt on vehicles leaving the site will be controlled,
 - All transport corridor traffic management must be to the NZTA COPTIM and must be in conjunction with a Work Access Permit issued by the Councils Network Operations Transport Asset Performance team via Submittica.

Once approved, the CTMP must be implemented for the duration of the works

Note: The Council may undertake a review of **condition 7** above under section 128 of the Resource Management Act to address any adverse effects of the exercise of the consent in respect of the safety and operation of Churchill Drive in relation to construction vehicle movements.



Bupa Care Home, 122 Churchill Dr





MOIR STREET RESIDENTS

On behalf of:

3 Moir St

5 Moir St

9 Moir St

21 Moir St

25 Moir St

29 Moir St

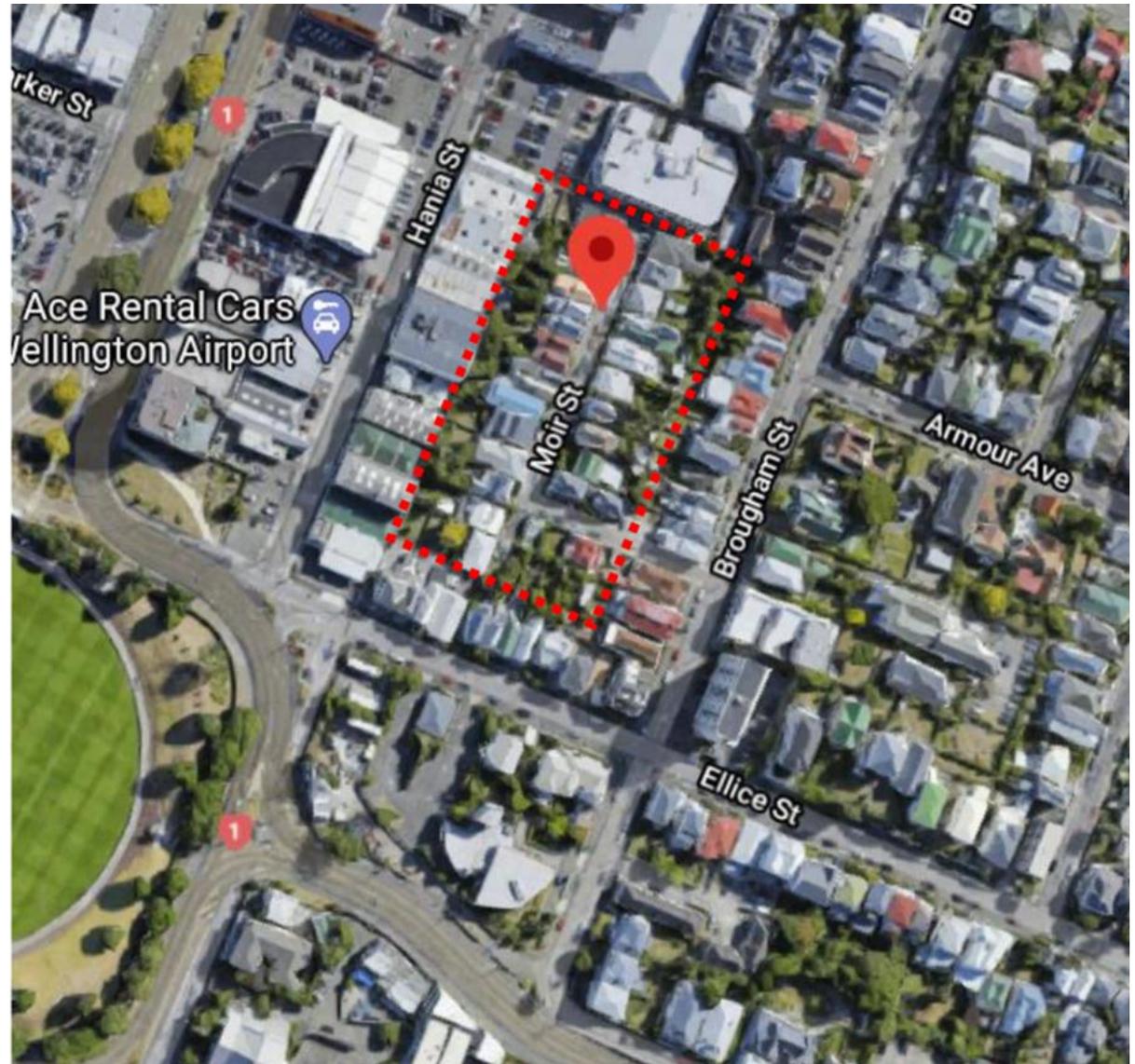
20+ submissions from Moir
Street



MOIR STREET

Recognised as one of the key coherent character areas of Mt Victoria

- Named after the Rev. Moir
- Established from 1880s
- 32 Homes
- 1-2 stories
- Borders Central City Area
- 50 / 50 owned and rental
- Ages: new-born to over 80



Item Tabled documents Attachment 7



PRIMARY CONCERN = 6-8 STOREY DEVELOPMENT ON HANIA STREET

Significant Adverse Effects:

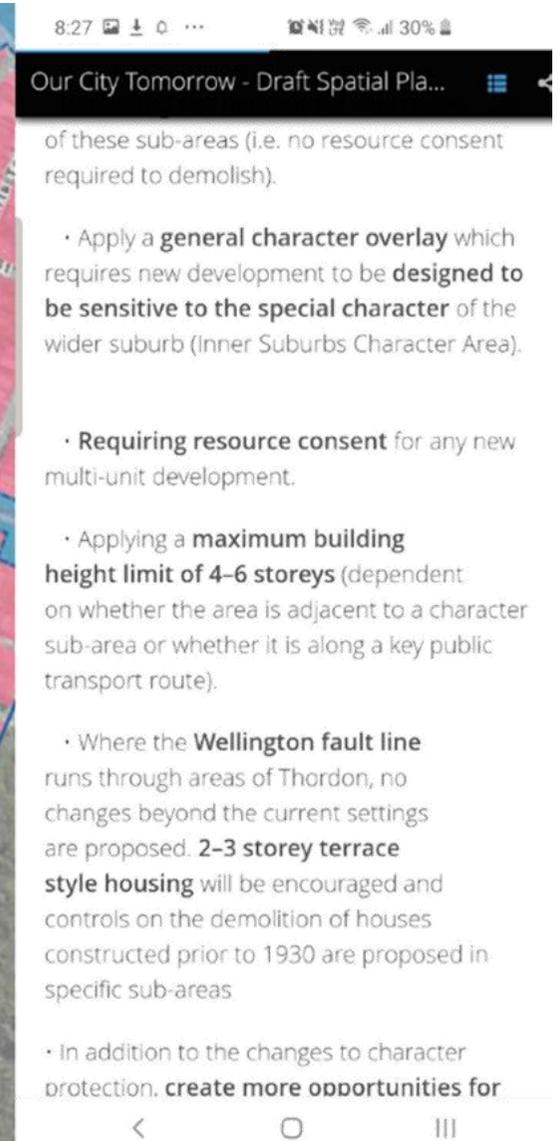
- Sunlight
- Character
- Streetscape
- Noise
- Privacy
- Wind



NEED FOR BUFFER AND TRANSITION

We do not oppose development

- Spatial Plan indicates buffer areas next to sensitive areas
- No other part of Mt Victoria has lack of transition to Central Area
- Cannot mitigate effects of 8 stories with design controls
- Support current 10m limit with setbacks and sunlight controls



RELATED CONCERNS

- Site suitability and focus for intensification – sea level rise relative to higher parts of Te Aro and Adelaide Road corridor
- Infrastructure deficit - major issues with 3 waters on Hania St / Moir St leading to flooding / sewerage in backyards
- Lack of local greenspace / public spaces
- Lack of detail in Spatial Plan – heights, set backs, coverage etc

SUMMARY

- We support reasonable development
- Proposed heights = significant adverse effects
- Cannot manage effects of 8 stories with ‘design controls’

We request

- Retain existing transitional height limits on Hania St
- Work with residents on development of details.

The Wellington Civic Trust
PO Box 10183 Wellington 6140



Spatial Plan Hearing- Key Points

The Trust works to:

- **encourage public participation** in decisions that affect our city
- **ensure good planning and design** to address the challenges of the future
- **preserve the best of the old**, but encourage new development which will enhance our city
- **protect and enhance the unique character and the many natural features** of the city, including the skyline, the town belt and the harbour
- **encourage green space** and environmentally conscious development
- **develop a pedestrian- and cycle-friendly environment**
- **safeguard the waterfront** as a public amenity
- **support transport options** that enhance the city and health

Draft Spatial Plan overview

- We consider that the Draft Spatial Plan responds satisfactorily to the 2017 City goals – compact, resilient, vibrant and prosperous, inclusive and connected, and greener.
- The documentation describes the Draft Spatial Plan as a “blueprint”. In our view it is a “framework” rather than a blueprint. We see the Spatial Plan as indicating long term development capacity which will need to be served by transport systems, 3-waters infrastructure, and open space which meets a range of community needs.
- While not a statutory document the Spatial Plan will provide much needed direction for related plans and includes information that will become important council policy, once finalised, and a number of useful council commitments to public and community works and developments. **The Trust considers that it is absolutely essential that the Council plans ahead for potential growth over at least the next 30 or 40 years.**
- Lack of planning in the past has resulted in the lack of vision and provision of necessary community and State investment in transport and urban infrastructure which is now constraining decision-making and sound growth in certain parts of the city.
- We acknowledge that Wellington has a good history of heritage recognition and protection, which contributes to its present attractiveness and character.
- It is now time for additional bold planning steps to make the city more sustainable and a desirable place to live.
- Appropriate infrastructure must be put in place ahead of demand. We see the Spatial Plan as an essential management tool to guide community investment in infrastructure (including open space and community facilities).



Specific Elements we Support

In general terms, the Wellington Civic Trust supports the following aspects of the plan:

- The inclusion of additional areas in the “central city” in inner Thorndon and Te Aro, subject to careful management of design and adequate provision of open space. (new pocket parks). Parts of the Te Aro area in particular remain very low density.
- Recognition of “neighbourhoods” within the central city, where differences in character should be encouraged to emerge.
- The concept of “green ribbons” and the emphasis on freedom of movement and interconnectedness within the city centre.
- Intensification opportunities in the inner suburbs, particularly along main transport routes.
- The refinement of the pre-1930 character areas, to maintain the best of them, but easing off controls in areas which do not have high heritage/townscape quality values. Bulk, location and design control should be maintained over new development in proximity to remaining character and all heritage areas.
- The recognition of the 15 existing outer suburban centres, and policies which seek to encourage their existence as community hubs. The emphasis on Johnsonville and Kilbirnie is appropriate.
- Development which is better quality and more sustainable than in the past, including green infrastructure, on-site energy systems, and alternative transport systems including for walking and cycling, other forms of low-energy personal transport and public transport.
- We support containment of the city's urban areas. Ongoing sprawl is not acceptable. The city is distinguished by its rural and natural framework and this should stay.
- We support the identification and recognition of both the Inner and Outer Town Belts, and the protection of all areas with high biodiversity values throughout the city.
- We acknowledge that the council itself has made a major commitment to ongoing planning and investment in the Action Plan accompanying the Spatial Plan.

Shortcomings of the Spatial Plan

- Natural hazards – information is awaited on the implications of coastal processes and sea level rise.
- Monitoring and Updating – it is not explained how the plan is to be monitored and updated.

- Integration with infrastructure where decisions are still pending - we acknowledge that there is uncertainty over rapid transport routes.
- The Spatial Plan lacks a framework for 3 waters infrastructure improvements.
- The Spatial Plan is relatively light on information on business land and management of business activities.

Priority areas for change

- Although the Spatial Plan is about integrated planning, there is no detail on which areas will be able to intensify rapidly
-
- In general, while we support intensification as promoted by the Spatial Plan, we consider it is important not to lose sight of the need for intensification to be sustainable.

Specific Aspects of Interest

- There is an ongoing need to protect the city's existing green space, and to plan to add new diverse green and open spaces for future generations,
- Watts Peninsula – this area is identified in the Spatial Plan as part of the Miramar Peninsula where a community planning exercise is promoted. The Trust strongly supports this approach.
- Biodiversity – the Trust supports the way the council has approached biodiversity protection through its "backyard taonga" initiatives.
- Lambton Harbour. In many ways this is the jewel in the crown for the central city. However, it has languished due to lack of integrated planning in recent years. The Waterfront Framework is now dated and in recently has not provided adequate protection for this important area.
- We would like to see council/government commitment to some demonstration projects in the very near future that can give people confidence that the city can benefit from the increased intensification proposed.

Ongoing Citizen Involvement

- We consider that there are major benefits from continued engagement at local level, particularly when neighbourhood centres, local open space and transport networks, and local transport facilities are to be changed, added to or upgraded.

Item Tabled documents Attachment 8

Draft Spatial Plan Presentation on Te Aro

By

Guy Marriage, Architect

Te Aro resident / Te Aro worker

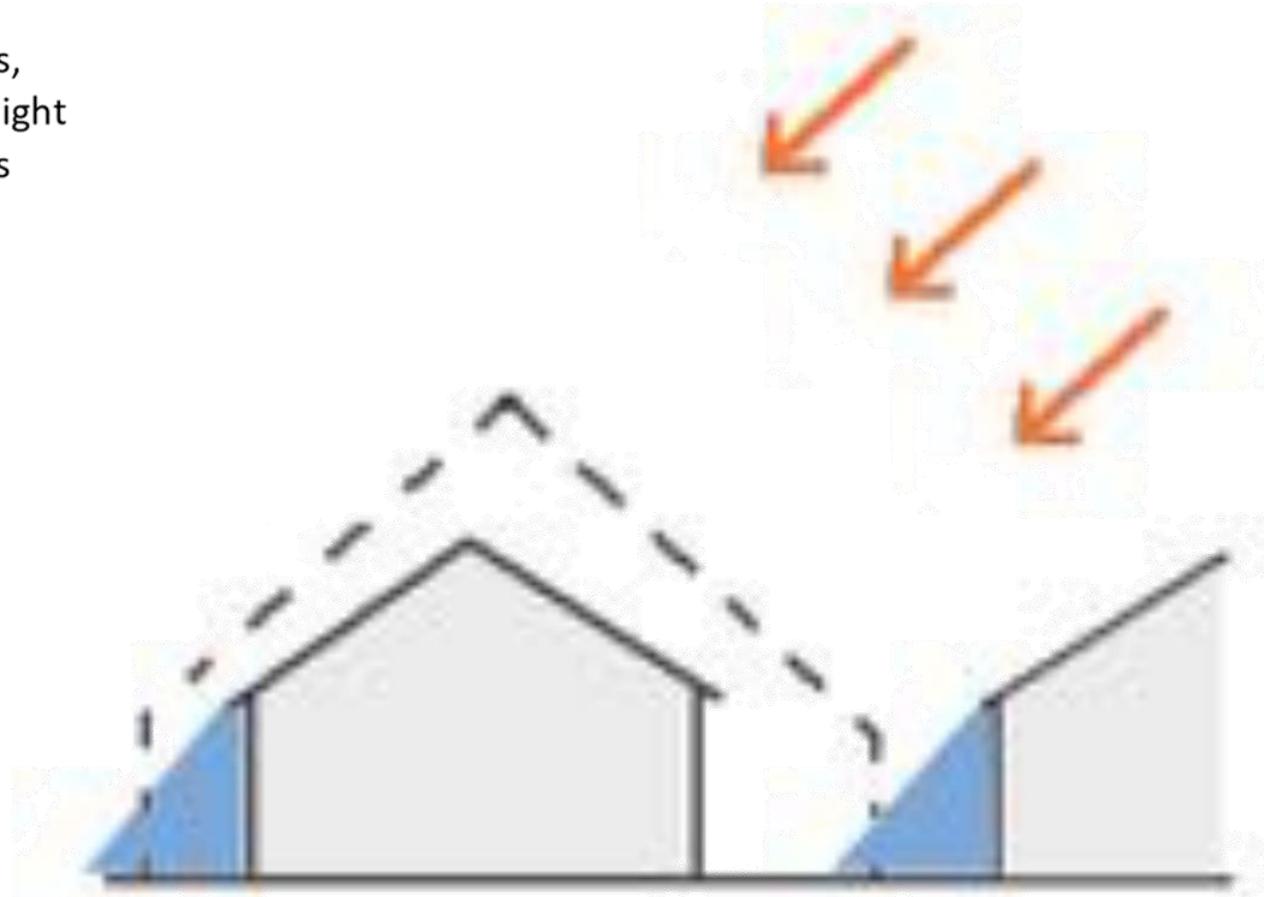
2020

2020 – almost all are now Residential



Suburban sunlight access planes

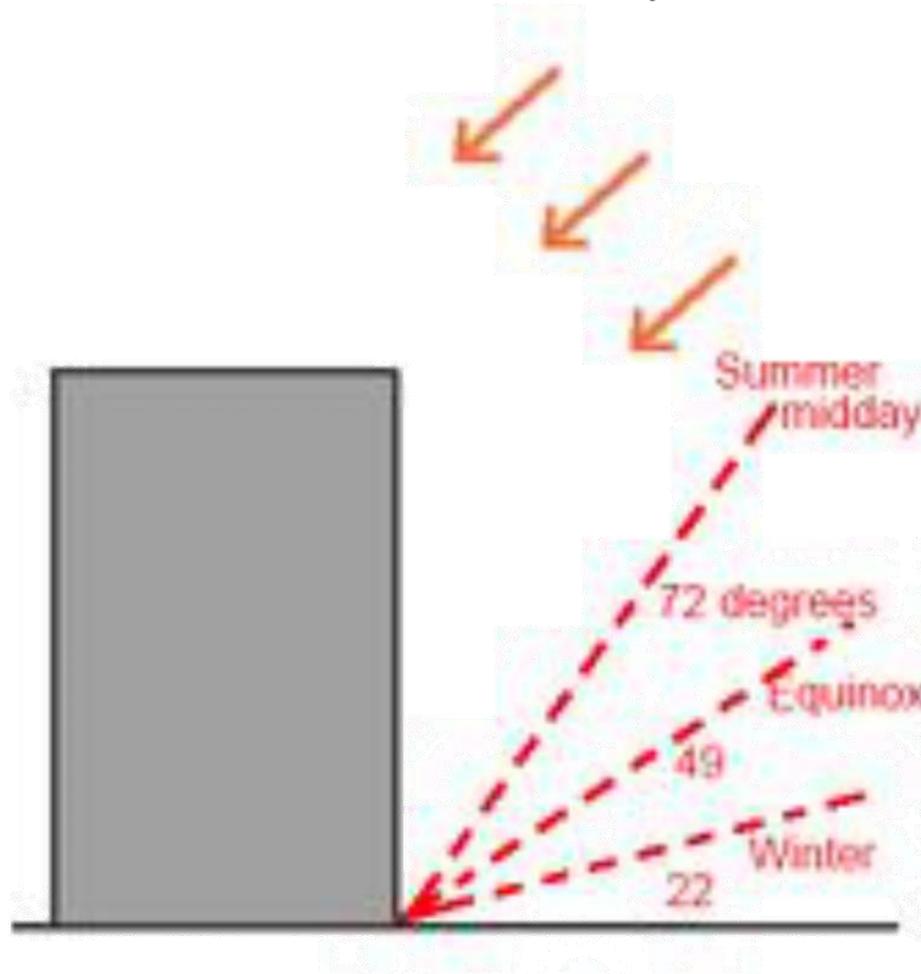
In the suburbs,
access to sunlight
and daylight is
legislated



Sun angles – summer, winter, equinox

In the centre,
access to sunlight
and daylight is
ignored

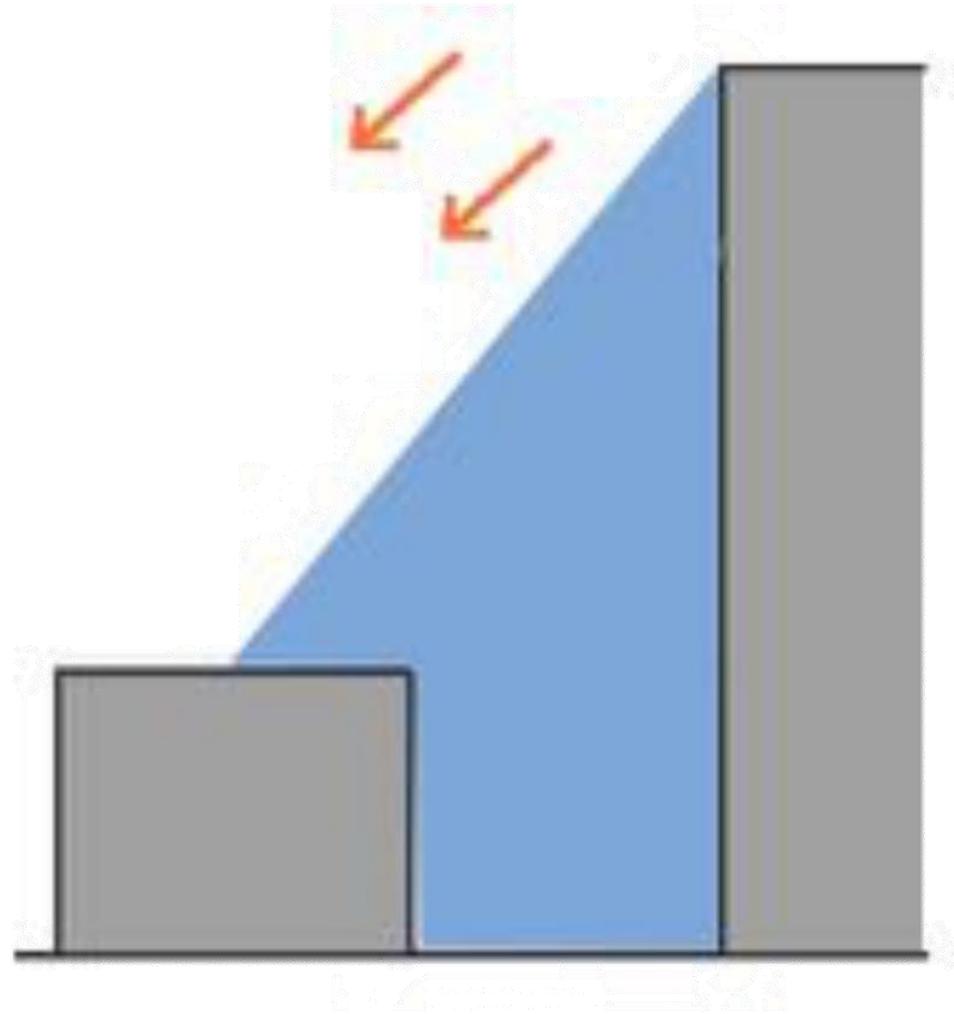
Why are City
residents being
treated like second-
class citizens?



Too high buildings = condemned to darkness

Current and proposed height limits will KILL the streets of life.

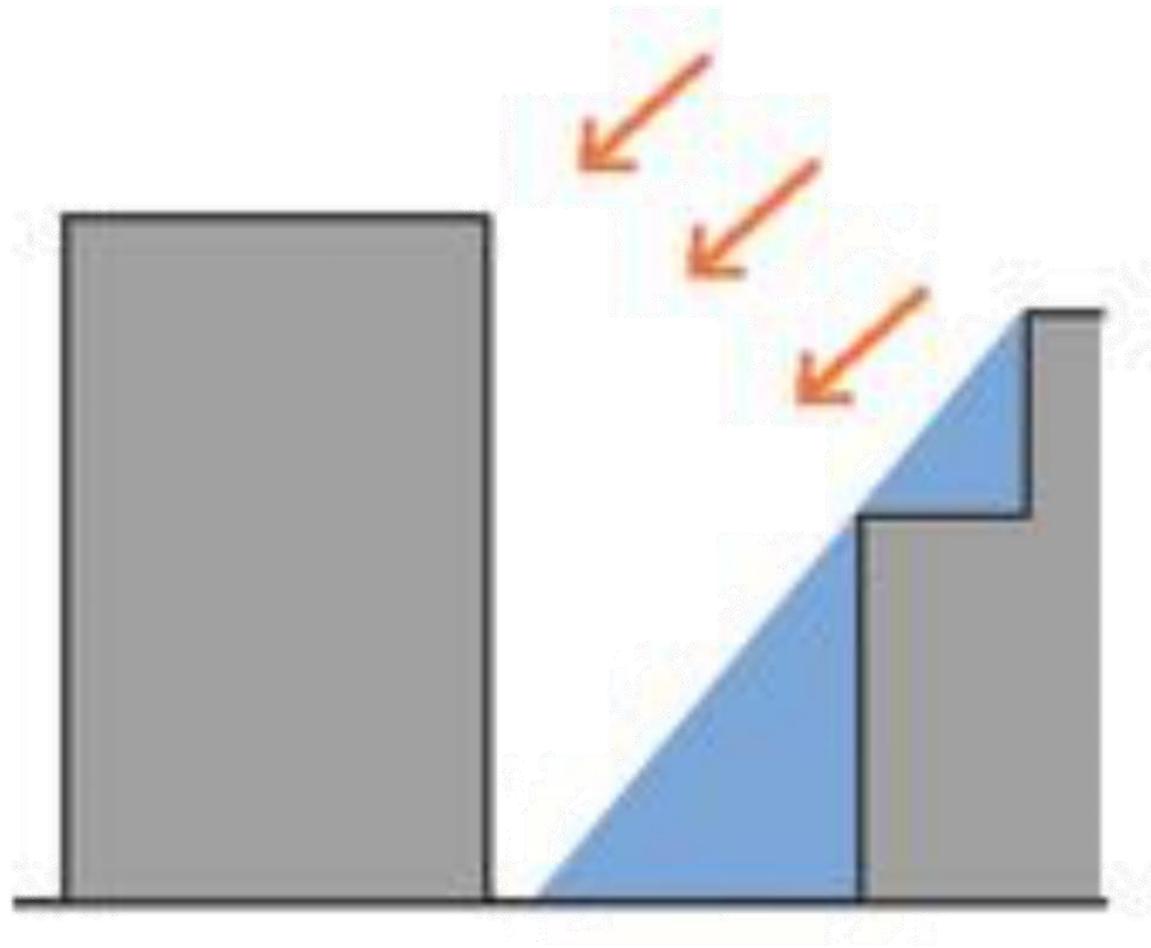
Sunlight is needed for everyone



Restrict inner-city building heights

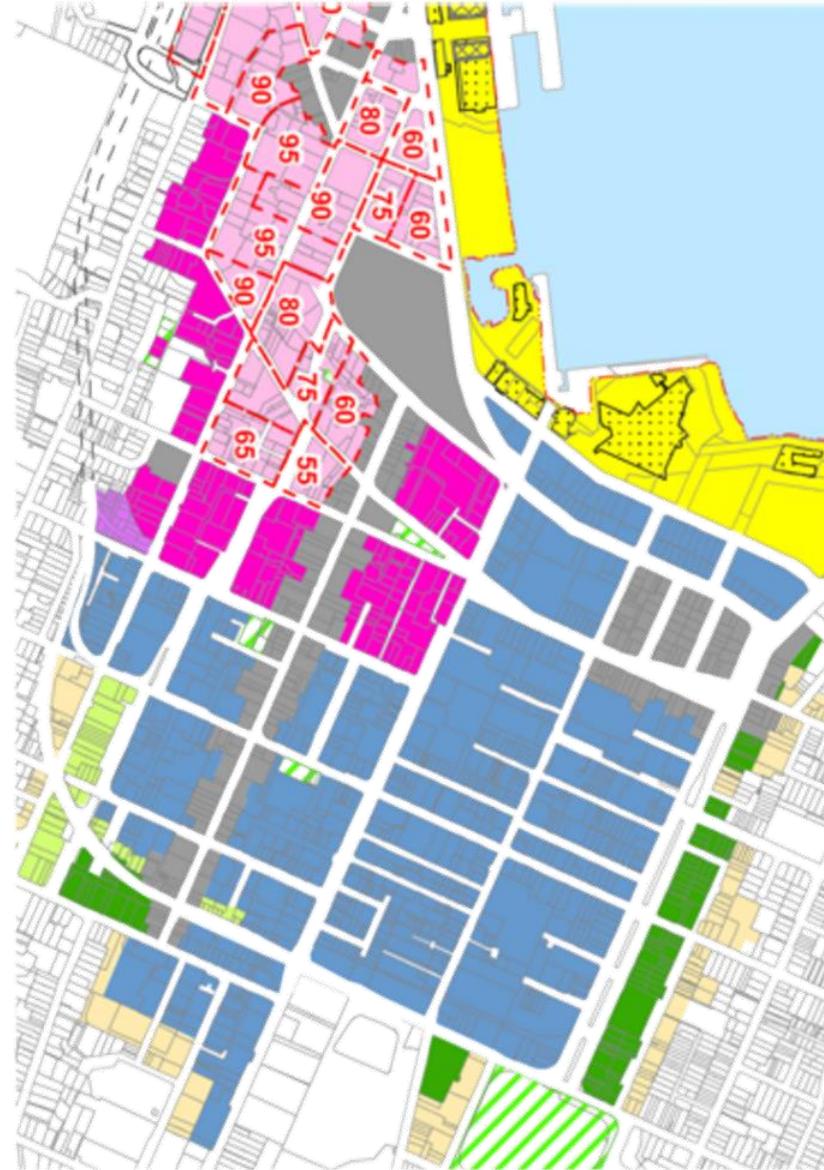
Revised height limits will KEEP the streets filled with life.

Sunlight is achievable for everyone



Building heights in Te Aro

blue – 27m
(6 storeys)



Te Aro
map 16



Orange
= mid-
rise

Revise heights so
that North side of
the narrow
streets can be
medium height



Te Aro
Blue =
keep
low

Revise heights so
that South side of
narrow streets
must have low-
height buildings



Te Aro
Green
=
parks

Increase number
of Parks but only
in useful places:
plan ahead for
more to come



Te Aro Heritage / Character areas

Character /
heritage areas to
continue to set
over-riding effect



Midday shading at Equinox

Allows sunlight
into street



Yes, this is an example we can follow:
Europe



Yes, this: Paris



Yes, this: London



Yes, this: New York Greenwich Village



Not this



Not this

