
**ORDINARY MEETING
OF
STRATEGY AND POLICY COMMITTEE
AGENDA**

Time: 1:00 pm
Date: Thursday, 19 November 2020
Venue: Kai Ūpoko
Level 7
79 Boulcott Street
Wellington

MEMBERSHIP

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

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

AREA OF FOCUS

The role of the Strategy and Policy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas covered in the Long-Term Plan (Governance, Environment, Economic Development, Cultural Wellbeing, Social and Recreation, Urban Development and Transport) with particular focus on the priority areas of Council.

The Strategy and Policy Committee works closely with the Annual Plan/Long-Term Plan Committee to achieve its objective.

To read the full delegations of this Committee, please visit wellington.govt.nz/meetings.

Quorum: 8 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana,	Draw on the supreme sacredness
te wairua	To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
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!	

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.3 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.4 Confirmation of Minutes

The minutes of the meeting held on 18 November 2020 will be put to the Strategy and Policy Committee for confirmation.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

Matters Requiring Urgent Attention as Determined by Resolution of the Strategy and Policy Committee.

The Chairperson shall state to the meeting:

1. The reason why the item is not on the agenda; and

2. The reason why discussion of the item cannot be delayed until a subsequent meeting. The item may be allowed onto the agenda by resolution of the Strategy and Policy Committee.

Minor Matters relating to the General Business of the Strategy and Policy Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Strategy and Policy Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under standing order 31.3, no request for public participation for this meeting will be accepted as this meeting has been scheduled for the purpose of oral hearings only.

2. General Business

OUR CITY TOMORROW: DRAFT SPATIAL PLAN FOR WELLINGTON CITY HEARINGS FORUM

Purpose

1. This report asks the Strategy and Policy Committee to recognise the speakers who will be speaking to their submissions regarding the *Our City Tomorrow: Draft Spatial plan for Wellington City* consultation.

Recommendation/s

That the Strategy and Policy Committee:

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

Background

2. The Strategy and Policy Committee approved *Our City Tomorrow: Draft Spatial plan for Wellington City* for public consultation on 6th August 2020.
3. Wellington City Council consulted on *Our City Tomorrow: Draft Spatial plan for Wellington City* between 10th August 2020 and 5th October 2020.
4. Following the consultation, each submitter was asked if they would like to speak to their submission at an engagement forum.

Discussion

5. Attachment 1 is the third tranche of oral submitters' written submissions.

Next Actions

6. Following the hearings, the analysis of submissions and accompanying report is due to come before the Strategy and Policy Committee in early 2021.

Attachment 1

Oral Submitters' Submissions on Draft Spatial Plan for Wellington City – Part 3

Author	Cyrus Frear, Senior Democracy Advisor
Authoriser	Jennifer Parker, Democracy Services Manager Stephen McArthur, Director Strategy & Governance

SUPPORTING INFORMATION

Engagement and Consultation

This report provides for a key stage of the consultation process – the opportunity for the public to speak to their written submission.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations arising from this report. Submitters may speak to matters that have Treaty of Waitangi implications.

Financial implications

There are no financial implications arising from this report. Submitters may speak to matters that have financial implications.

Policy and legislative implications

There are no policy implications arising from this report. Submitters may speak to matters that have policy implications.

Risks / legal

There are no risk or legal implications arising from the oral hearing report. Submitters may speak on matters that have risk or legal implications.

Climate Change impact and considerations

There are no climate change implications arising from this report. Submitters may speak to matters that have climate change implications.

Communications Plan

Not applicable.

Health and Safety Impact considered

Participants are able to address the Committee either in person or via virtual meeting. Democracy Services staff have offered full assistance to submitters in case of any unfamiliarity with using Zoom.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Engagement Forum

Thursday, 19th November 2020

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Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15751**

Privacy statement – what we do with your personal information

View our full privacy statement online: <https://planningforgrowth.wellington.govt.nz/privacy-statement>

All submissions (including names and contact details) are provided in their entirety to Council officers for the purpose of analysing feedback and to inform you of updates and outcomes of the consultation. Feedback and submissions (including names and suburbs but not contact details) may be available to the public at our office and on our website. Exceptions to how we will share your information may occur over the course of the Planning for Growth project in order to comply with statutory process under the [Resource Management Act](#).

All information collected will be held by Wellington City Council. You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at planningforgrowth@wcc.govt.nz, or at Wellington City Council, 113 The Terrace, Wellington NZ 6011.

Submitter Name: A Murray

Suburb: Newtown

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Seriously concerned with the number been touted. Another change to the consultation - wheres the 50K?

The Newtown Residentsâ€™ Associationâ€™s proposal for this would enable 2000+ more homes concentrated in the commercial centre of Newtown, which far exceeds the current projections of the Draft Spatial Plan for the whole Newtown area.

Concentrated together it is easier to upgrade the infrastructure to match the increased density. Intensify housing along Kent and Cambridge Terrace and Adelaide Rd to John St, along the transport corridor, densifying on the bus route reducing car dependency.

Concentrate areas of high rise development in all the suburban centres and where semiindustrial and commercial land is underutilized.

But this is all irrelevant as Newtown does not have a planned mass rapid transit route therefore there is no need to remove 84% of Newtowns pre 1930's character houses.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

The amazing detail of additional features - the iron work - the picture it paints. Just look at the old fire house in oriental parade - the features define it and give it character and tells us a story.

You know they will have high ceilings - giving smaller places a lift - not pressing down on you, more light less dark.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Commercial activity (retail,cafes, local businesses), Employment opportunities, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.),

Other: car parking - lets not forget the old; the hospital cliental; disabilities and people that do not live in wellington; trade people;

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Parks and playgrounds, Shops and businesses, Cafes and restaurants, New housing, Community facilities (libraries, community spaces, social services, etc.), Child care, Medical facilities/centres, Bicycle

Other: Scooter parking - walking access

Trade parking - couriers / access for delivery people

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Funny to recognize covid 19 but not adjust the figures to reflect the changes covid 19 brought to our way of working therefore potential less people wanting to live in the city.

Courier

Supermarket

Backyard / front porch

Hospice

Village on the park

Airport

delivereasy

What amenities or facilities were missing or could have been improved?
to be able to visit the sick

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I support wellington to be a livable city and Wellingtons character and to be build of new homes but really concerned for the future of Wellington if this spatial plan is rushed through with the blanket approach.

2. What would you change or improve?

The blanket approach. Respect the communities and work with them individually. Include all suburbs in the way to grow.

3. No city should be pressurized by the government with a plan that does not fit all cities.

4. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

All suburbs of Wellington and potential new areas - it should not be dictated by a transport link. this can be added or change but the lost of character houses can not.

5. I strongly support all sub areas in the Boffa Miskell report to be included in the pre 1930's protection -

6. shocking they aren't.

7. I don't understand the inconsistency of having part of Owen st six stories on one side(airport side) and then the other side all six stories - is there a lack of transparency here? KISS - Keep it simple ..poor person that buys thinking the house falls in the six story category.

8. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Strongly disagree with any Wellington land being sold or leased

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Respect

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Neutral

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Other: Scooter parking - walking access

Trade parking - couriers / access for delivery people

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Please Listen to the community and consult with all the suburbs. Please reevaluate and consult with all the subareas that are referred to in the Boffa report.

Please Stop the blanket approach - put the high rises where they will fit and have little impact to the community And include all suburbs in this plan . (after all this is a 30 year plan) (15-22 suburbs vs 55 - what is that about? it should not be limited by transport paths) (refer to Newtown residents (NRA) plan)

Most of all ..Please be mindful to the communities who are not professional lobbyist but have spent time to give feedback as they too want the best for Wellington and support growth while respecting the character homes and have offered ideas i.e again refer to NRA

This should not be a numbers game - this is about the best for wellington communities. Working together!

Our street includes a lot of renters who come from out of town and have visitors (also include a good ratio of people to houses) -contrary to the "spin" - the young ones do own cars and a public transport is not an option for them to visit home. (out of wellington) and it will be sometime before the public transport to the regions will happen - so please stop adding pressure to here and now unnecessarily.

This is another remind that the government should not blanket tell cities what to do or try to micro control outcomes as one shoe does not fit all - as wellington topography and history of building creates a different parking need than places like Auckland and the more modern cities . Therefore the gaps in what is dictated and what is actually happening is going to cause a lot of stress among neighbours and pit neighbours against each other in these historic suburbs. This also highlights the gap in the information being supplied or used. So again we have a blanket approach that does not recognise the community one lives in; here and now; but makes it worse.

You can take a horse to the water but you can't make it drink.... unless you plan to make it a rich persons entitlement while making people poorer with additional fees and fines.

The challenge with living wage - is that it does not include managing the forever increasing taxes; rates and penalty incentives i.e - therefore not helping people to get ahead but to help cover some of the increasing costs ...as the hand that gives takes it away.

Please stop using housing and zero carbon emissions as a scapegoat and pitting it against parking.
It will come but not overnight ..People will transfer to EV's so parking will still be something we do.
Unless jet packs become the new norm ;)

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15574**

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Submitter Name: Alex Johnston

Suburb: Berhampore

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Overall I agree with the compromise that has been struck to accommodate growth because of the anticipated backlash from inner suburb homeowners. However, I think that the inner suburbs are not in fact taking their fair share of the distribution of people, with only capacity for 14,000, compared with 42,500 for the outer suburbs. The inner suburbs are prime land for accommodating more people, with short distances to the city centre, good transport connections, and access to employment opportunities.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

I think that the character of the inner suburbs is primarily created by the people that live there, and how they interact with the place around them. In my neighborhood of Newtown/Berhampore, it is because there are a range of housing typologies and strong core of council housing, that a diverse, creative community is enabled. To keep the creative, bohemian and diverse character of this area, we need to accommodate new housing capacity.

I like some of the historic shopfronts and particular buildings that have heritage protection. But what has 'character' develops over time - for instance the character of the Newtown park apartments adds a strong modernist vibe to the area, compared to the more Edwardian vibe of some of the villas. There is no one defining 'character' of this area that needs to be preserved for time immemorial.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Commercial activity (retail,cafes, local businesses), Social services and community facilities, Access to cycleways/routes, Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Parks and playgrounds, New housing, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Having a walkable neighborhood to go for daily walks during lockdown and see/interact with neighbors from a distance. Having access to the town belt to get into nature and exercise in. Having local cafes, bakeries and grocers, and other small businesses that we could support.

What amenities or facilities were missing or could have been improved?

Protected bike lanes from Newtown to the city center to continue to bike safely for daily trips when the cars and traffic returned to the roads.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I like that it allows more homes to be built on areas of land through 'upzoning' - through zoning for apartments and terraced houses, and b) taking a more targeted approach to preserving the character of a place rather than blanket restrictions and demoli

2. What would you change or improve?

I don't support the creation of new greenfield suburbs. These will be largely car dependent and carbon-intensive with large detached housing. To meet our zero carbon goals, we can't keep building these types of sprawling, auto-dependant neighborhoods.

3.

4. I think the plan should be explicit in mandating more accessible housing/universal design principles for all types of housing, to ensure sufficient accessible housing options for disabled people. This should be done in proper consultation with disabled communities, and require things like ground floor apartments to be accessible for 4 story buildings, All buildings 4 story + should be built with universal design principles.

5.

6. There needs to be greater prioritisation of mana whenua heritage over colonial heritage values. The level of protection and detail for often sub-standard colonial housing compared to the scant mention of mana whenua heritage protection needs to be reconsidered, and done in proper consultation with mana whenua.

7.

8. It would be great to see consideration of spaces for urban farms and community gardens built into the allowance/protection of green spaces.

9.

10. The berhampore golf course should be rezoned for high density housing/ green space / urban farm allotments. A far more efficient use of the land than for a few people to play a round of golf on.

11. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

It would be great to see consideration of spaces for urban farms and community gardens built into the allowance/protection of green spaces.

12.

13. Places for kids playgrounds - look to how Copenhagen accommodates playgrounds in the middle of wide boulevard streets - this can help to calm traffic and create kid friendly spaces, as well as slow down vehicles for walkable/bikeable neighborhoods.

14. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Neutral

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Disagree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15026**

Privacy statement – what we do with your personal information

View our full privacy statement online: <https://planningforgrowth.wellington.govt.nz/privacy-statement>

All submissions (including names and contact details) are provided in their entirety to Council officers for the purpose of analysing feedback and to inform you of updates and outcomes of the consultation. Feedback and submissions (including names and suburbs but not contact details) may be available to the public at our office and on our website. Exceptions to how we will share your information may occur over the course of the Planning for Growth project in order to comply with statutory process under the [Resource Management Act](#).

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Submitter Name: Alex Wong

Suburb: Lyall Bay

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

I think the building of affordable, sustainable, good quality and higher density housing has been delayed for some time because of nimbyism and 'character' is often the excuse for it. I think that some of the character buildings in the CBD would be worth keeping, but otherwise I would rather more affordable medium-high intensity housing integrated with green, wetland and public spaces than retain the odd 'character' building outside of the CBD.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Access to cycleways/routes, Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Shops and businesses, Cafes and restaurants, New housing

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Coastal and bush walks were most helpful for mental health and seemed exceedingly popular. More of this.

What amenities or facilities were missing or could have been improved?

Housing for many people was an issue, particularly the homeless and we all saw a massive uptake of emergency housing/scrambling to remedy the issue. We need more permanent housing of all kinds to fix one aspect of this issue.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I like the plan to intensify housing, which has long been overdue.

2. What would you change or improve?

Courageous changes to the city center and suburbs to make them more public friendly and green. For example I loved the idea that was proposed of converting some roads (kent terrace) to green/wet spaces and would strongly support these kinds of projects.

3.

4. I would also ask for cycle lanes for the rest of the city.

5. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

6. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Disagree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area,

investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Retaining significant greenspace/coastal public space where possible. Developing dense (3+storey) affordable housing where appropriate. I am against developing Te Motu Kairangi with expensive housing out of the reach of the vast majority of people.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Improve roading, public transport, public and green spaces alongside a significant increase in development of mixed density public housing with some affordable housing mixed in.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Stongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

No

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

More intensification.

More public green spaces and wetlands integrated into the city-suburb landscapes.

More cycle ways

More public-transport, a light-rail system or something of the like would be futureproofing the city and great for everyone.

Wider walkways and less emphasis on car parks, as we need to be moving away from a car-based transport system anyway.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15342**

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Submitter Name: Andrea Jewell

Suburb: Mount Victoria

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

I disagree with your assumption that 80,000 people are necessarily going to need to live in the city. In the Draft Spatial Plan you state 50,000 - 80,000 yet in the "Citywide Estimated Growth Figures" WCC released 50 days into the consultation and with only 10 days remaining, it states 60,766 - 74,518.

Wellington is a very different place post Covid and these figures need to be brought up-to-date to reflect the world-changing pandemic and people's significantly shifted views.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

The character of the inner suburbs is special and unique. Very few cities in the world have such consistent character, one exception being San Francisco, often likened to Wellington. The vistas of Wellington, in particular Oriental Parade and Mount Victoria are famous and a key reason for tourists visiting, both domestic and international.

The low-rise dwellings allow for good sunlight, assisting in dry and healthy homes.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Infrastructure (stormwater, water supply, wastewater), Medical facilities/centres, Access to cycleways/routes

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Parks and open spaces, particularly Elizabeth St and Pirie St.

What amenities or facilities were missing or could have been improved?

Drinking fountains and public toilets.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Very little.

2. What would you change or improve?

SUBSTANCE OF THE DRAFT SPATIAL PLAN

- 3.
4. The assumptions on which the plan is based (that the people of Wellington still want, amongst other things, a "compact" city) need to be re-considered. The engagement with the public occurred in 2017-2019, before Covid-19 and pandemic viruses was an issue. Further, only 1372 people made submissions, which is less than 1% of the population, and many of whom were students; it was not a representative sample of the Wellington population. You have stated that the final Spatial Plan (and amended District Plan) will affect how Wellington grows and develops over the next 30 years, which will have enduring consequences for many years after that. The focus now is less on the central city as a geographic lynch pin. Far more people are working from home, with flexible working hours, and in different ways.
- 5.
6. Post Covid people have a far greater appreciation of their living space; not just as a place to eat and sleep, but somewhere they feel comfortable spending a whole day, week, or even months living in. It needs to function as a home-office, home-school, family space, private space etc. Perhaps compact living is no longer the preference.
- 7.
8. Further, many businesses are down-sizing their commercial real-estate, which will free-up space in the central city that could be converted into living space.
- 9.
10. The conversation and hence the underlying objectives need to be brought up-to-date to reflect the fundamentally different post-Covid world and associated views, and from a much larger and diverse cohort.
- 11.
12. The entirety of Mount Victoria should be a character sub-area/ protected. Porritt Avenue. Must remain a character sub-area.
- 13.
14. We must maintain the pre-1930s protection, to save history, well-built buildings that have stood the test of time, and are part of the fabric and aesthetic of the inner suburbs.
- 15.
16. We must not build 6 storey apartments in the inner suburbs, in particular in Mount Victoria. It is unlikely to provide affordable housing when developed by private developers, and will likely result in many young people, students, and those on low incomes who currently rent in the area, being priced out of the market, and/or losing their current accommodation to acquisitions by developers.
- 17.
18. Instead, start with a phased approach. Regenerate runned-down inner-suburb areas such as Kent Terrace and Adelaide Rd, and numerous vacant commercial buildings in the central city.
- 19.
20. Off street parking must be provided for. It is unrealistic to assume that residents of the inner suburbs will not own a vehicle. In Mount Victoria the streets are already congested with parked cars, with very little available resident parking or coupon parking spaces available at any given time.
- 21.
22. This is such a significant issue, affecting development and growth decision for the next 30 years, with the consequences of those enduring many generations, the key proposals, such as character sub-areas, parking, and pre-1930s protection, should go to a local referendum.
- 23.
24. PROCESS:
- 25.
26. The process has not been fair and transparent for the following reasons:
- 27.

28. The development and consultation process for the Draft Spatial Plan is concerning. It appears to have been rushed and not well thought-out.
- 29.
30. It was released during level 2 in Wellington, while many people were distracted with Covid-related issues, and physical congregations were restricted.
- 31.
32. The Draft Spatial Plan is largely only available on-line, is very difficult to navigate, and not all documents are available to print, including, significantly, the full Draft Spatial Plan. It is also not available in hard copy from the WCC. This particularly disadvantages the elderly, and those who are less technologically literate.
- 33.
34. Different versions of documents have been released without notice to stakeholders, and information has been difficult to access. This significantly compromises the integrity and fairness of the process.
- 35.
36. The Planning for Growth website is hard to navigate around and naming conventions within the Draft Spatial Plan documents is not consistent. For example, consultation document v submissions form, and the "fact sheets" referred to in earlier versions of this submissions form were not themselves labelled as fact sheets on the website.
- 37.
38. The documents have not been translated into any other languages, in particular it is not available in Te Reo Māori, an official language of New Zealand. Wellington is a diverse and multi-cultural city, and for many English is not their first language. If they cannot fully understand the proposals, they cannot adequately submit on them. WCC has said that the Final Spatial Plan may be available in Māori and other languages, but by then it is too late.
- 39.
40. All the above will likely adversely affect the attrition rate, and therefore submissions will not be from a representative sample of the Wellington community.
- 41.
- 42.
43. **Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?**
Supporting infrastructure must be considered. How will Clyde Quay school in Mount Victoria accommodate the children of a further 92-188 dwellings, or 223-454 people ("Citywide Estimated Growth Figures" labelled "Draft Spatial Plan revised figures Sept 2020"). Assuming 20% are school-aged children, that equates to 44 - 91 more children in the school, which is already at capacity and only has a concrete playground.
- 44.
45. WCC needs to consider how parks and open spaces will be improved. At present Elizabeth Street and Pirie St Parks have tired and out-dated equipment, yet it is used often used to capacity on a daily basis. How will the council ensure there is plenty of space for everyone to play?
- 46.
47. WCC needs to consider the supporting infrastructure, such as waste water, sewerage, waste collection.
48. **To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:**
- 4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.**
Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Planting

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

WCC should go back to the community and re-consult on what they want the city to look like in a post-Covid Wellington. In particular, do they still want it to be "compact"?

The consultation process needs to be far more open and transparent, with public notices about it in all key council buildings, including for example, Freyberg Pool & Fitness Centre.

The document writers at WCC who are making the proposals must physically visit the suburbs as part of their proposals; and not rely on on-line maps.

See the attached photo of Porritt Avenue as an example of the historic low-rise buildings in Mount Victoria that need to be protected.

Have you provided an attachment? Yes

From: [Andrea Jewell](#)
To: [BUS: Planning For Growth](#)
Subject: Further submissions on Draft Spatial Plan
Date: Monday, 5 October 2020 3:13:48 pm

To whom it may concern

Further to my submission made through your online portal, I would like to make the following further submissions:

You need to develop better research methodologies and have a more consistent survey. A lot of your questions are leading which is concerning. Did you engage a proper research agency? The burden of canvassing a representative sample of Wellingtonians should be the Council's responsibility - not the public's.

The implications of some of this plan have lasting effects for potentially hundreds of years. Wellingtonians deserve more awareness, education and consultation. That's your job.

Also, has this plan been reviewed for a post-covid world (apart from a few survey questions)? Life (specifically ways of living and working) has changed a lot in the last few months and seems likely to last.

Above all, protecting our heritage and the charm of Wellington should not be underestimated. It would be so sad for this to go.

I look forward to hearing from you.

Regards
Andrea Jewell

Sent from my iPhone

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **14565**

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Submitter Name: Andrew Gray

Suburb: Tawa

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Neutral

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

The old wooden houses around Thorndon, MT Vic etc that define the neighbourhood amenity.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Access to cycleways/routes

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Parks and playgrounds, Shops and businesses, Cafes and restaurants, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Neutral

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Good walkways and cycleways, good parks where there is enough space

What amenities or facilities were missing or could have been improved?

Lack of street trees in Tawa, lack of quality footpaths, stopping cars parking over footpaths

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I think there is the need to allow for taller buildings around the Tawa shopping centre and train stations

2. What would you change or improve?

Currently the zoning does not recognise the need

3. a) to provide for future open spaces

4. b) to protect from shading the existing open spaces. For example 6 story buildings are proposed on the north side of Coronation Park. Allowing 3m per story means 18m tall buildings. In the middle of winter the maximum sun angle will be 25 degrees the middle of the day. The shade cast by an 18m tall building in the middle of the day is 38m long. The shadows will be longer either side of midday this is the minimum length of the shadows. So the 38m is the minimum amount of shading the park will receive in the middle of winter, for most of the day it will be significantly greater.

5. Within the NPS-UD there is some limited opportunity to modify Policy 3 Matters in an RPS and district plan, but only to the extent that it is necessary to accommodate any of the "qualifying matters" in Policy 4 of the NPS-UD. These include such things as:

6.

7. matters of national importance under section 6 of the RMA;

8. a matter required to give effect to any other National Policy Statement;

9. any matter required for the purpose of ensuring the safe or efficient operation of nationally significant infrastructure; and

10. "providing open space for public use";
- 11.
12. The last point is critical. The NPS-UD recognises that private domestic space becomes less important in intensified City's and that the citizens become more reliant on public spaces. However under your draft spatial plan. The park within walking distance of the village center will be shaded out and become undesirable due to shade. The draft spatial plan needs to recognise the need to protect open spaces from buildings that will shade out these critical public spaces for recreating. Current the draft spatial plan does not recognise this need and proposes tall buildings on the north side of public parks. The plan needs to be designed to a finer grain to protect public open space from being shaded.
- 13.
- 14.
15. **Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?**
Yes the protection of the Porirua stream corridor. As the stream lies in the bottom of the flat valley the whole of the flat space is shown as suitable for intensification. The issue is that with climate change, the intensification of Tawa and the ongoing development of Churton Park means the catchment for the stream is being urbanised. These factors will result in higher flood levels, increased volumes of flood waters and more regular flooding.
- 16.
17. The existing stream channel is already under capacity and the stream banks have become unstable and are eroding in places. The old pathway from Tawa school to Redwood station had to be shut due to erosion and bank instability issues.
- 18.
19. The current stream bank profiles are often near vertical and so are considered unstable under the pfankuch stream bank assessment.
- 20.
21. So in a nutshell we have an issue, the stream cross sectional profile needs to increase to accommodate the new and future flood levels. However the draft spatial plan is proposing intensification directly adjacent to the stream bank.
- 22.
23. So what is the likely outcomes of these two futures meeting? Developers will try and maximise the building footprint and the sections do not have significant depth. Resulting in tall buildings on top of unstable stream banks. As a result the banks will need to be reinforced and this will result in the stream being transformed into a concrete channel.
- 24.
25. The aim of the draft spatial plan is "Wellington's natural and built environments are healthy and robust,
26. and we build physical and social resilience through good design". So where is the good design providing this physical resilience for our natural corridors? Another aim is "Wellington is sustainable and its natural
27. environment is protected, enhanced and integrated into the urban environment" Again not seeing this in action as the draft spatial plan does not recognise the natural values of the stream and how to protect them.
- 28.
29. Also where is all the extra rainwater going to be treated to meet the requirements for improving stormwater quality?
- 30.
31. It would also be good to overlay the flooding maps with the intensification layers as it appears you are proposing more houses in the areas that are already flooding. Yet with more houses you will get more flooding.

Need to start planning to retire areas along the stream edge and create more natural and public spaces to have resilience in the future.

32. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Not sure

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Not sure

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Not sure

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Not sure

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Not sure

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Not sure

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Strongly Disagree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Planting

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

The reason I do not agree with the proposed approach to protecting our natural environment - is not that I am against what is planned but that it fails to identify protecting and enhancing significant streams. If you are going to meet the whitua obligations you need to be thinking now, how to retreat back from the streams rather than intensifying next to them.

If you zone intensification zones next to streams it raises the land value which makes it more difficult to purchase and retire the riparian zones.

Have you provided an attachment? No

[REDACTED]

From: andrew Isbister [REDACTED]
Sent: 04 October 2020 22:39
To: BUS: Planning For Growth
Subject: Submission - WCC Draft Spatial Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

As the owner of three character villas on the eastern side of Myrtle Crescent (numbers [REDACTED]), I'm appalled at the Draft Spatial Plans designation of the eastern side of Myrtle Crescent being available for up to six stories of mixed use apartment buildings, and the western side being designated for up to four.

Myrtle Crescent is a unique residential location. Yes I fully accept the need for a greater number of people to reside in the inner city, but destroying areas like this and other areas of Mt Cook that are being proposed as available for three to four storied apartment blocks, is not justified at this time, and there are possibly higher value outcomes for Wellington in keeping Mt Cook largely as it is. There is ample space for apartments to be pushed up Adelaide Road, we have all accepted that this would occur at some stage, there is no character whatsoever to destroy. But do not let that development spread across the suburb and destroy the obvious character that is currently present.

Instead Wellington should be saving these areas at all costs. These areas are the tourist attractions of the future. What do many tourists do when they visit a new and exciting city? They seek out the older character areas to visit. It is the way the world over, and Wellington is fortunate to have these lovely old character wooden houses. Instead of putting in place a mechanism to replace this character suburb with the sort of new dwellings that are a dime a dozen in modern urban areas, and of no interest to anyone from a tourist perspective, Wellington should be positioning areas like this as the city's heritage trails of the future. Fast forward 30 years and instead of this area being a patchwork of apartment blocks much like many cities of the world, character areas of Mt Cook could instead be a valuable tourist asset.

In your Q&A section "What are the impacts on Planning for Growth and Our City Tomorrow in light of the recent COVID-19 global pandemic?", some of the points stated are; to increase our sense of community,... increase social resilience,... invest in open spaces. How do six storied apartment blocks achieve that in Myrtle Crescent? It already ticks all those boxes. What study has shown putting up apartment blocks, blocking out the sun, and destroying the strong existing communities in those areas helps with those goals? Everyone in Myrtle Crescent knows their neighbours, it has a sense of community, its simply stupid to suggest apartment blocks would achieve a better quality of life for residence than the current situation does.

I'm a full time property investor, who only owns character villas in Wellington. My three in Myrtle Crescent I have restored over the past 25 years. I lived in the street for 10 years. I estimate I've had between 30-35 different groups rent those houses over that time. They have ranged from second year university students, looking for their first home after living in halls of residence, young professional groups, through to middle aged groups who have still to make the step into the property market. Guess what they say (and the many groups who have viewed but missed out on renting these places over the years), when they come to view these houses? Almost without exception, they say wow, ..what an amazing street,... I had no idea it was here. And guess where many of them are living when they are seeking to rent elsewhere? They are in apartments. And the reason the majority (I do always ask why they are moving) are making a move is because they just don't like apartment living. Fill up places like Myrtle Crescent with apartments, and you will eventually flush these types of people out of the city for good. Not everyone wants to live in apartments. And not every property developer will build apartments that people will enjoy living in, but yes, at a price people will live in them, and live in them unhappily they will.

Your potentially putting in place changes that will change Mt Cook forever, based on a consulting company's estimates of population growth. Know doubt they are very competent in their field and have provided compelling arguments to back up their assumptions. In the same manner, highly qualified and intelligent bank economists and independent economic forecasters earlier this year unanimously predicted house prices to decline by strong margins due to the pandemic, all had very compelling arguments to back up their assumptions. They couldn't have got it more wrong. All the so called political experts predicted Trump wouldn't become president. The experts predicted BREXIT would not happen. And very early this year the NZ Govt said there was only a very very small chance that a coronavirus outbreak in China would affect New Zealand. Experts, all of them. Just like your consultant company who have plucked these population growth estimates, experts. The point is experts always have compelling arguments to support their opinions. So yes you do need to solicit experts' projections, but do you really believe they are much more than an educated stab in the dark? Like many things in the world today, they are a best guess with a very high degree of uncertainty. They need to be viewed with a large degree of skepticism. Don't make the sort of changes you are proposing in haste, based on these experts' opinions.

Please don't make the sort of changes you are proposing without considering the above issues. Don't let people in 50 or even 20 years from now, look back and say can you believe the councilors of 2020 let this happen? What were they thinking?

Regards

Andrew Isbister



Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **16187**

Privacy statement – what we do with your personal information

View our full privacy statement online: <https://planningforgrowth.wellington.govt.nz/privacy-statement>

All submissions (including names and contact details) are provided in their entirety to Council officers for the purpose of analysing feedback and to inform you of updates and outcomes of the consultation. Feedback and submissions (including names and suburbs but not contact details) may be available to the public at our office and on our website. Exceptions to how we will share your information may occur over the course of the Planning for Growth project in order to comply with statutory process under the [Resource Management Act](#).

All information collected will be held by Wellington City Council. You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at planningforgrowth@wcc.govt.nz, or at Wellington City Council, 113 The Terrace, Wellington NZ 6011.

Submitter Name: Angela Etheridge

Suburb: Island Bay

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Newer suburbs such as Newlands and Johnsonville.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Wellingtonians are a friendly but fiery bunch. We feel strongly about our community, it's such an intimate city in space and vibe. We are attached to the familiar faces, of people and spaces. To remove the protection of our taonga "spaces and buildings of historical and cultural importance" would mean removing the essence of what makes us so unique and attractive as a place to visit or live in. Working man's cottages, social housing from the 40s, marae, architecturally designed office blocks from the 70s all have their place. They are our ancestors, our community and need a voice. Old homes that have stood the test of time, and are all made with virgin native timbers which are hardy, sacred and will never be found again. They have shaped who we are. Removal is permanent.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Infrastructure (stormwater, water supply, wastewater)

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Parks and playgrounds, Shops and businesses, Community facilities (libraries, community spaces, social services, etc.)

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Parks and open spaces.

What amenities or facilities were missing or could have been improved?

Open spaces within walking distance.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Not sure

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Not sure

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Not sure

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Not sure

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Not sure

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Neutral

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Neutral

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Not sure

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Not sure

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? Yes

The world is changing. We have seen massive expansion over the past 50 years thanks to travel and trade barriers coming down. And more recently, contraction due to the Coronavirus break out. The post-pandemic community is a new one, with new ways of working and living and must be a factor when considering the proposed spatial plan.

The question of affordable housing is a macroeconomic issue including cost, availability, immigration, inflation, regulation, lending and wages. I have focused my submission around cost and availability, and how we achieve this maintaining Wellington's image as a "compact, resilient, vibrant & prosperous, inclusive & connected, greener" city. As a Wellingtonian who's lived in Auckland, I feel strongly about recognizing what IS working in Wellington (so much already does work)and avoiding the mistakes that Auckland has made.

Slow the process down and check facts.

Wellington's population growth rate is in sharp decline

<https://ecoprofile.infometrics.co.nz/Wellington%2bCity/Population>. Our growth rate is only half that of the national growth rate, 0.7% vs 1.6%. The proposal quotes a forecast of 80,000 new residents in Wellington city over the next 30 years, but it's not clear where these statistics are pulled from. It goes on to quote e.g. 14,000 residents in the inner-city suburbs by 2047 and the Wellington Regional Housing and Business Development Capacity Assessment (2019) is cited. Who authored this document and where do they get their predictions from? This is important to bear in mind as it influences both the volume and the urgency with which changes need to be made. We need to base our thinking on reliable resources.

Making more housing available won't mean it's affordable.

Some say that NZ building costs are some of the highest in the world, but the truth is the cost to build hasn't changed much in recent years

(<https://www2.deloitte.com/content/dam/Deloitte/nz/Documents/Economics/nz-en-DAE-Fletcher-cost-of-residential-housing-development.pdf>). What has changed is land values, and why they've changed so quickly is that we've gone from a largely owner-occupier society, to one that's commoditised housing by enticing investors into the market.

Is the loss of our irreplaceable taonga worth sacrificing for a forecast?

Wellingtonians are a friendly but fiery bunch. We feel strongly about our community, it's such an intimate city in space and vibe. We are attached to the familiar faces, of people and spaces. To remove the protection of our taonga – spaces and buildings of historical and cultural importance – would mean removing the essence of what makes us so unique and attractive as a place to visit or live in. Working man's cottages, social housing from the 40s, marae, architecturally designed office blocks from the 70s all have their place. They are our ancestors, our community and need a voice. So many colonial homes are bulldozed overnight in Auckland. And heritage sites that are bought and allowed to fall into disrepair so they become condemned and legally must be pulled down. We've let investors, who aren't part of our communities, dictate what they look and feel like. Old homes that have stood the test of time, and are all made with virgin native timbers which are hardy, sacred and will never be found again. They have shaped who we are. Removal is permanent.

Sustainability

Before we look at drastic changes to our spatial plan, what can Wellington do with what it's got? Let's think sustainably. Remembering that rezoning will entice investor/developers interested in monetary gain. The price of land will increasingly be pushed up making our quarter acre (and smaller) block a distant memory. Investors don't think twice about demolishing these sturdy family homes, to replace them with quickly erected dwellings, that maximise profit by using low cost materials. What about under-utilised spaces in Wellington city? There are carparking buildings close to public transport hubs that could easily be transformed to dwellings. The recent pandemic has also changed the way we live and work, with many of us now empowered and encouraged to work from home, office spaces in town are lying empty. What about using this existing infrastructure?

Wellington is on a major faultline, why are we proposing building even more high-rise living?

The higher you go the greater the cost. And downtown proposals of dwellings 6-10 storeys, on a major faultline, won't be cheap new builds after you roll in earthquake compliance costs. Te Aro, where up to 10 storeys is proposed is a cultural and historical hub and this change would wipe out the entire character of the heart of the city. Not to mention other outer suburbs.

Social housing model, Vienna.

Newer suburbs, such as Newlands and Johnsonville, which are close to the city yet do not have as many heritage buildings/spaces should be considered as a starting place for district plan review. Architecturally designed low-rise apartments could become a feature here. And we also need to think about a shift from an ownership to a renting culture. 60% of Vienna's residents live in rent-controlled flats. Half of this stock is government-owned social housing. By 'social housing' they mean housing available to the poor, low as well as some middle income earners. Diverse communities have sprung up, in these top notch apartments (e.g. with swimming pools and gardens) that promote community spirit - <https://www.equaltimes.org/can-vienna-s-model-of-social?lang=en#.X3g-QC1h01I>, & <https://youtu.be/d6DBKoWbtjE>.

I see the Council has so far received very few submissions about the draft spatial plan. We've all been distracted with just surviving – Covid & the election. It's therefore prudent to:

- **Slow the process down** – what will society really look like in 30 years' time? Covid-19 has changed how we live and work.
- **Listen to the residents** – give our community a chance to voice concerns/ or provide alternative options.
- **Phased & sustainable approach** – start with making better use of existing structures.
- **Learn from the Auckland market** – house prices continue to rise because land has been commoditised.
- **Look to success stories** – the Viennese housing models.
- **Protect our taonga.** Historical and cultural buildings and spaces of significance are irreplaceable. We are a young culture - these are our roots we need to preserve for future generations to understand who they are and where they come from.

[REDACTED]

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **15953**

Privacy statement – what we do with your personal information

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Submitter Name: Angela Rothwell

Suburb: Mount Victoria

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Not sure

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

I disagree with the approach - not the proposed distribution.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

The natural and built heritage are important. Pre-European settlement viewshafts and sites are important. The proximity to each other is important.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Infrastructure (stormwater, water supply, wastewater), Walkability within the centre

Other: Schools - or is that covered under community facilities?

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Shops and businesses, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Matairangi town belt

The streets of Mt Victoria

Adelaide Road - to Countdown supermarket

Wellington waterfront

What amenities or facilities were missing or could have been improved?

We're a healthy, reasonably well-connected family in full employment - we were very fortunate and found that there were no gaps for us

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I think it's a good start. I like the outcomes it lays out - affordable, good-quality housing, and reduction in carbon emissions.

2. What would you change or improve?

I think the housing stock issue can be achieved without removing the pre-1930s rule.

3. I'd like to see more detail around exactly how we'll achieve each of the outcomes.

4. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

I don't see anything in there about schools, hospitals, hospices.

5. I'd like to see a lot more green space throughout the inner suburbs and cbd.

6.

7. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Neutral

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Neutral

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

I can't comment on that - I'm not from there. My answer is to demonstrate support for a co-planning and co-design approach as we move forward

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

I can't comment on that - I'm not from there. My answer is to demonstrate support for a co-planning and co-design approach as we move forward

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

This plan is a start, but it needs a radical rethink - the pre-1930s rule doesn't protect houses at the moment, so putting it on the table is a bit of a red herring. It looks like it's been released about six months too early. I'd love to see the council engage more directly with the community - co-planning and co-design throughout Wellington, please!! People are dead keen to collaborate, and there are some really good ideas out there.

Thanks!

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID 16262

Privacy statement – what we do with your personal information

View our full privacy statement online: <https://planningforgrowth.wellington.govt.nz/privacy-statement>

All submissions (including names and contact details) are provided in their entirety to Council officers for the purpose of analysing feedback and to inform you of updates and outcomes of the consultation. Feedback and submissions (including names and suburbs but not contact details) may be available to the public at our office and on our website. Exceptions to how we will share your information may occur over the course of the Planning for Growth project in order to comply with statutory process under the [Resource Management Act](#).

All information collected will be held by Wellington City Council. You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at planningforgrowth@wcc.govt.nz, or at Wellington City Council, 113 The Terrace, Wellington NZ 6011.

Organisation Name: Mt Victoria Residents' Association

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

We question the underlying assumptions that have generated the projection figures.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Please see the attached submission

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Employment opportunities, Community spaces or 'hubs' that provide for a variety of

functions (working, study, etc.),

Other: Impossible to restrict to 5 - we're a community :)

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Parks and playgrounds, Shops and businesses, Cafes and restaurants, New housing, Community facilities (libraries, community spaces, social services, etc.), Child care, Medical facilities/centres, Bicycle

Other: Again, as a community, we'd be using all of these options if they were available

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Community members needed:

- the hospital and GPs,
- supermarkets and other shops
- green space - the town belt, the waterfront

What amenities or facilities were missing or could have been improved?

No feedback on that

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

It's a start, and it sounds like co-design is on the table

2. What would you change or improve?

More detail required - see attached submission

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

See attached submission

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Not sure

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Not sure

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Not sure

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

We support community involvement

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

We support community involvement

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other: All of the above

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? Yes

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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



Mt Victoria Residents Association

Email: mtvicra@gmail.com

Website: <http://mvra.org.nz>

5 October 2020

Submission on the Draft Spatial Plan 2020

The Mt Victoria Residents' Association Inc (MVRA) aims to improve the wellbeing of the residents in our neighbourhood in central Wellington through activities which include promoting the quality and heritage values of the built and natural environment of Mount Victoria and enhancing it as a place to live and visit.

We appreciate the consultation that's already taken place through the Planning for Growth programme, and the effort that's been made to give the community an understanding of what's coming up in the next 30 years. We're pleased to have the opportunity to submit back on that consultation, and the draft Spatial Plan itself.

We've seen our community, and others throughout Wellington argue over the proposed removal of the pre-1930s demolition rule. This rule hasn't actually saved many buildings in Mt Victoria. The Council focusing on the rule as an impediment to affordable housing is disingenuous, at best. It attempts to move the public's focus away from underlying economic issues that affect affordability, and the issues in the current District Plan – which has resulted in sub-standard developments in many parts of Wellington.

In its current state, **the plan serves as a signal to prospective developers where there will be new opportunities for them while failing to ensure how it will deliver affordable homes of a good standard..** This would be a failure of the plan, and therefore more work needs to be done, and alternative schemes need to be considered.

Part 1 – Feedback on the Document

How will we get there?

This is visionary language – and a wonderful and welcome message – but it is not a plan. There is not nearly enough to show how it will achieve the vision.

Key highlights

Central City

1. Mt Victoria’s planning area boundaries should extend to Cambridge Terrace – see later in this document
2. Adelaide Road and parts of Thorndon are being rezoned as Central City with little regard to maintaining planning coherence with their suburb
3. The “development of guidance to encourage better apartment design” is an unclear process
4. What is the effect of removing height restrictions on green space, shade and sunlight, wind and so forth?
5. Where is the connection for how developments will align with LGWM’s plans?
6. Since Covid, there is a need for a revised understanding of how much commercial space is required for the next 10- 30 years

Inner Suburbs

1. The maps detailing Mt Victoria’s proposed character sub-areas are do not show a coherent plan. There are many areas that fall outside of the sub-areas but contain heritage buildings – Brougham St and Port St, for example. There are areas that are proposed to be character sub-areas, but contain buildings that are not currently subject to the pre-1930s rule and appear to have no particular heritage or character merit – it’s unclear what their status will be.
2. The requirement for a resource consent for any new multi-unit development is not new, but it is currently shabbily enforced – see the section below around what is currently not working with the District Plan. We strongly support training for council officers to ensure they don’t make mistakes that require retrospective consents and administrative tasks to be undertaken in order to get the paperwork in line – as is the current way of working.
3. Four to six storey apartments, anywhere in Mt Victoria outside of the Kent Terrace and adjoining areas, will be out of scale with the surrounding dwellings. The expected LGWM plan shows that Mt Victoria, as well as Kent and Cambridge Terraces, is not part of the proposed rapid public transport spine. These areas should be redefined for residential and business purposes
4. What is the outcome of density done well – Mt Victoria currently has a density of about 50 people per hectare, calculated over a land area that includes the town belt, Welling East Girls College and Wellington Boys College. The actual residential density is much higher, around double that. The Spatial Plan uses building height as the proxy for density but how many people per hectare is intended. This is important as many additional new services will be required to support a more densely populated suburb:
 - a. Another density measure that should be included is based on people, or separate dwellings per hectare and not number of storeys per building.
 - b. Some measure of minimum floor space per person is also required so we don’t end up with tiny low-quality spaces for people to live in.
 - c. The amount of public and green space to be provided, similarly needs to be made explicit.

5. For all inner suburbs, we're concerned that the plan leaves much of our environment vulnerable to demolition with no guarantee of quality and /or affordable development in its place.
6. "Investing in the infrastructure and open space improvements" are great ideas. We'd like to see this activity extended to all suburbs, and not limited to Mt Cook and Newtown only.
7. "Rules and guidance to ensure density is done well" – this must be embedded into the District Plan before removal of the pre-1930s rule. The status quo around design rules is not working well, with too much discretion allowed. WCC have previously advised that council officers need unambiguous design rules to guide them around Density Done Well, but currently suffer from the lack of them – there is enormous community interest in being part of the development of design rules that will guide building in our city.
8. WCC has an excellent Urban Design team, and the community is more than willing to engage in any and all co-design activities. Community involvement is essential to bring about quality development that supports people to live well and thrive.
9. Removing car parking requirements will "allow more efficient use of the site and [indirectly] support the city's Carbon Zero goals." It could also contribute to the affordability of housing developments by removing a significant cost to provide the parking, provided this is not captured by developers. However, it will also make it harder for residents manage parking.
10. "Amending specific residential controls ... to enable site to be more efficiently developed" sounds like code for allowing greater site coverage. If this is the intention then the draft Spatial Plan needs to be more transparent about its intentions. The details of residential control amendments for each density level need to be included.
11. "... enabling the modernisation of older homes" is already able to be achieved under current rules. Modernisation and reuse of Mt Victoria's existing housing stock would more than accommodate the revised growth figures released late in September. We see some excellent examples of subdivision and development throughout the inner suburbs already, and are keen to see this approach pursued, wherever possible – with appropriate design controls, as outlined later in this document.
12. We support the considerable effort going into resolving water issues throughout Wellington. This effort must provide a water system that will be robust enough to support the projected population in 30 years time.
13. The online map indicating green spaces demonstrates a clear lack throughout the inner suburbs. There is the Town Belt but as most of it is up a hill it's not easily accessible to everyone. The flat low density uses along Kent and Cambridge Terraces for instance could be repurposed and benefit the community enormously – aesthetically, mentally and physically – if they were to be converted to community-accessible green space.

Opportunity sites

Development incentives need to be directed to those areas that currently most need redevelopment – like car yards, central city car parks, parking buildings (for example, on the corner of Stout Street - Toy World). Additionally, incentives could contribute to the affordability of these developments.

MVRA supports a targeted approach to development with those lower value, low density uses utilised first. For Mt Victoria this is the Kent Terrace area, and assistance to co-housing projects would be a means of encouraging such development.

Natural and open space

Proposals for green space are scant for the inner city and suburbs. Inner city and suburbs are short on green space for the dense populations here now and will require more in the future, as seen in Covid19 lockdown when people tried to find spaces in their local area. An indicator of how much green space per hectare and per person is required.

The Backyard Taonga project is a good idea but it is unclear how the public can engage with it. It seems to rely on existing gardens to provide for this, but again, this is unclear. How will this work when large-scale developments are in place in the inner suburbs?

Part 2 - What We Want to See

MVRA wants to see our suburb, and all of Wellington, provide places that people want to live in. That means they are quality buildings in pleasant and green inner city and suburbs. This is a long-term goal to provide great places for all our mokopuna. This Spatial Plan is the blueprint for land use in Wellington for the next 30 years and must include all high-level principles if they are to become part of the new District Plan.

While the proposed scheme for Mount Victoria would deliver some protection for a part of its character (the pre-1930s element), overall it would set the stage for a radical transformation that would neither sufficiently respect existing character, nor fulfil our ambition for the future of this area. In particular, as only a minority of properties would remain recognised for their pre-1930s character, adjoining blocks would be opened up for development of four-storey buildings – creating a patchwork of apartment buildings, interspersed with heritage houses. There would no longer be any cohesive character to the suburb. Even pockets intended to be protected would be exposed to having unsympathetic three-storey apartments constructed within these precincts. While there is a general progression from greater height limits on Kent Terrace to lesser ones further up the slopes, this is not consistent. Only a minority of properties would be subject to character rules, and these would be more lenient than existing ones.

There is no commitment in the draft Spatial Plan to embed good design principles into the planning and consent processes – so that residents can be sure that developments adhere to the qualities mentioned above. There are no assurances that any developments will be any better conceived, designed or built than they are today. There are no assurances that council officers will be better able to adhere to those processes than they are today.

The Numbers

The 2017 Housing and Business Land Capacity Assessment completed under the existing District Plan in Wellington City shows that there is capacity for 20,294 realisable dwellings over the period between 2017 and 2047. This leaves a shortfall of only 12,000 dwellings over the period to 2047.

Figures released on 25th September provide projections at a suburb level, but under different assumptions, plan for less than 200 additional dwellings in Mt Victoria over the 30-year life of the Spatial Plan.

Density Done Well

Here's what the draft Spatial Plan tells us Density Done Well looks like:

Character, context and identity: Development that integrates with/relates to existing building form and style in the surrounding neighbourhood.

Choice: Development that provides for and enables occupancy by a diverse range of residents who can benefit from and support a thriving local economy.

Connectivity: Connecting infrastructure that enables safe, universal access using active, mobility, shared and private modes of transport to key destinations and services.

Liveability: Quality facilities and suitable public/private open space that enables positive social connections between residents and the wider community.

Sustainability: Efficient and cost-effective resource use through design, behaviour and technological advancement.

Using the draft Spatial Plan's definition of Density Done Well, here is what MVRA wants to see planned for:

Character, context and identity

Include all of Mt Victoria in the character area from Cambridge Terrace to the ridge, Tangi te Keo

1. This will provide a consistent approach to planning in a well-defined coherent area
2. Consistent treatment of an already dense area will allow for sympathetic building design

Active street frontages need to be part of the spatial plan. Too many streets being turned into an unappealing walk of high fences and blank garage spaces – poor CPTED safety values too. Better use of ground floors and street front boundaries is needed. Allowing for small business on the street would provide opportunities for community connection.

We've seen examples of co-design, where communities work with local bodies to plan and design urban developments, work well overseas. It needs to happen here. MVRA have been part of the public process at every step of the way for many years and support Density Done Well. We need to be part of the solution and included in co-design from an early stage.



Māori /Pre-European Heritage

The viewshaft from Matairangi Mt Victoria over the city towards Te Ahumairangi, Brooklyn and Mt Albert will be greatly diminished if the building heights are realised at the levels imagined in the DSP. There have already been a number of encroachments on the Matairangi Mt Victoria town belt to support private development – should we brace ourselves for more??

Choice

Mt Victoria's boundary

Currently, Mt Victoria includes the area down to Cambridge Terrace, to the ridge Tangi te Keo. We already include businesses and dwellings along that area in our communications and networks. It is

mentioned in the DSP that Mt Victoria has no town centre, but Kent and Cambridge Tces actually perform part of that function.

We want to see all of Mt Victoria treated as one unit for planning purposes, so we can address the transition issues along the boundary between the CBD and Mt Victoria.

We want to see developments with active street frontages that invite connection with passers-by. Including this area within Mt Victoria will provide a much-needed buffer/ transition area from the city centre high rises – not just in heights, but in the character-scape – and will support community connection.

Affordability

It is disheartening to see no path to affordability laid out in the DSP. Land values in Mt Victoria are too inflated for private developers to provide affordable and/or social housing. Commitment to partnerships from the government and Council needs to be in place before we can hope for any different. There have been no proposals from Labour, Greens or National throughout the election campaign that look like changing this for Mt Victoria.

The plan refers to working towards partnerships with Maori enterprises to build affordable houses. Are any other plans in place for public/private partnerships?

This draft Spatial Plan actually encourages gentrification, and the imminent moving on of our more vulnerable residents from Mt Victoria. Removal of the pre-1930s rule will only speed that up, as we see the land under older rental properties made available for development.

Accessibility in housing

Housing needs to provide a high standard of accessibility, because:

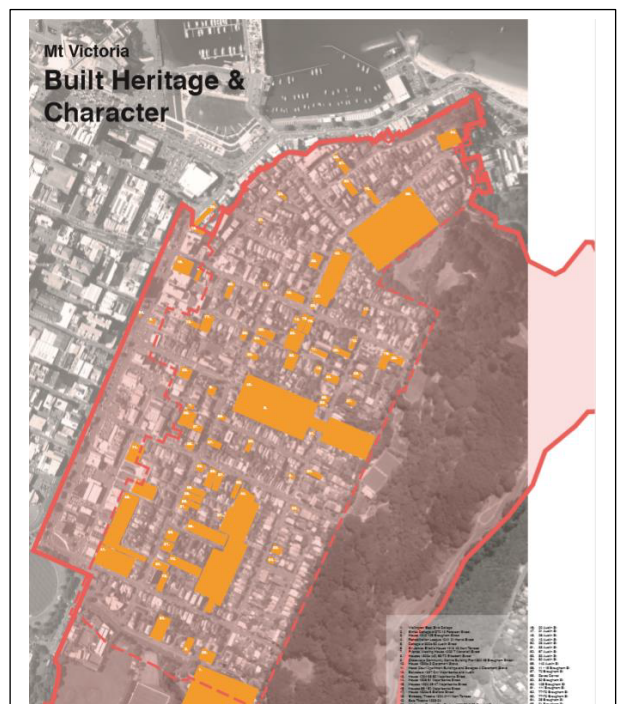
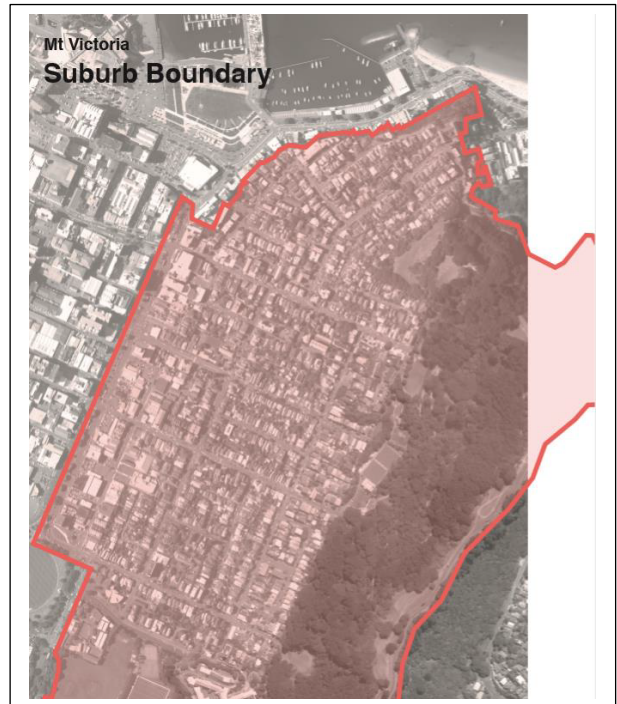
1. 25% of New Zealanders will be over 65 by 2030
2. 25% of New Zealanders have a disability

Connectivity

Low speed, low traffic connected suburb

Mt Victoria is a well-defined neighbourhood ideally suited to traffic calming and low-speed, low-traffic improvements

We support this for most suburbs to allow greater connections with neighbours, as spelt out in Appleyard's work on social connection, and safer spaces for children to play

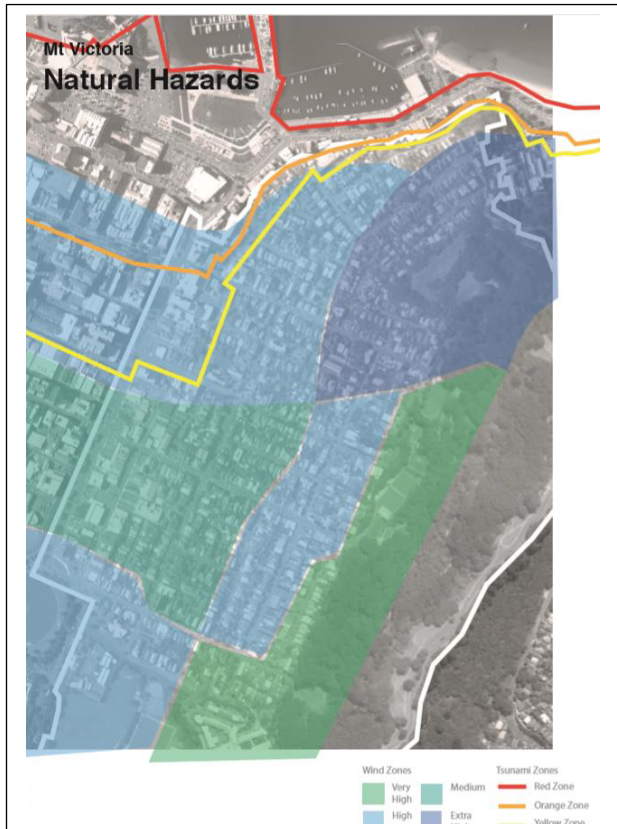


Accessibility in urban infrastructure

The urban infrastructure – footpaths, public furniture and so forth – needs to take into account the needs of all age groups and abilities.

Alignment with Let's Get Wellington Moving

There is nothing to indicate any alignment between Planning for Growth and Let's Get Wellington Moving – this is key to ensuring that we've got good quality infrastructure that supports people to choose the active modes of transport that the plan desires, and that is key to achieving the plan's carbon emission goals.



Liveability

Green space requirements

The green space could include green roofs, parklets, new parks, improved Canal Reserve and access to the Basin Reserve, making Buckle St green, more access to the sea and blue space for people, with allocated spaces for walking and exercising dogs.

Access to green public space in the inner city and suburbs must include provision for children. Development of the Canal Reserve should consider this.

Three areas within Mt Victoria require special amenity protection in the Spatial Plan, they are:

- Mt Victoria bush and lookout - Town Belt
- Canal Reserve
- St Gerards

Currently protected trees

In addition to the heritage listed trees marked on the map, Mt Victoria is lucky enough to have many old olive trees, planted by Greek residents. These continue to provide fruit every year. There is now an annual community event to harvest the fruit and send the bulk of it to be pressed into oil, which is showcased at community dinners through the year.



As mentioned above, developments with oppressive street frontages – garages, for instance - are impediments to community connection, and should be discouraged in the District Plan's design rules.

Access to schools and hospitals

Obviously, the growth in population means more children. Clyde Quay School is already bulging, and it's likely that other communities' schools are in the same boat.

By the same token, more people means more load on hospitals and hospices.

We need to be confident that this plan will account for growth in these areas, and that it will ensure that surrounding development does not rob them of sunlight and warmth.

Sustainability

We need to ensure that new ways of building are included – like the co-op venture in Adelaide Road and further afield. These are exciting, and support a connected, sustainable way of life.

Demolishing old houses and disposing of their materials into Wellington’s landfills is obviously not supportive of any offset to climate change issues. Reworking existing buildings has been shown to be more climate-friendly than construction of entirely new structures – another reason to strengthen the rules and financially support the maintenance of redevelopment of character houses.

Water Sensitive Urban Design

We support WSUD as an essential feature of neighbourhoods to manage and improve stormwater quality and run-off. The WSUD car parking along Evans Bay Parade by Kilbirnie Park should be the standard for on-street car parking, with appropriate accessible crossing places. This will have the huge added advantage of slowing cars down near the kerb.

We need assurance that the water system will be robust enough to support us throughout the life of the Spatial Plan.

Reducing our carbon emissions to zero by 2050

We see that Labour, Greens and National have all committed to a second tunnel, although it’s unclear what purpose each party proposes to use it for. We see that NZTA are currently demolishing viable housing stock in Kilbirnie, despite the housing crisis.

Removal of the pre-1930s rule will make it even easier to argue for a second Mt Victoria tunnel – it will devalue the existing character and heritage of the south end of Brougham Street and lower Ellice Street to such a degree that it will be easier to argue that we’re not losing much by subjecting that area to five years of road works, and then unleashing the outer suburbs’ private car traffic onto it forever more.

Part 3 - An Alternative Approach

Grounds for exceptions to the NPS

The driving force behind the DSP’s proposed changes for the inner suburbs is the National Policy Statement on Urban Design (NPS) and its requirement to accommodate projected population growth. The Council is projecting a shortfall of new dwellings in the inner suburbs and plans to increase density in response.

The key part of that response is to raise height limits on all Mount Victoria properties. While the NPS indeed sets a baseline expectation of height limits of six storeys across the area, it allows for exceptions to be made where there are good grounds. We believe there are a number of good grounds, including:

- Pre-1930s character
- The character of individual buildings, expressed through their shape and form
- Iconic views from the city that Mt Victoria provides
- The shape and form of the urban landscape
- Heritage values that are separate to character

The DSP proposes using only one of these grounds for reducing the effect of the NPS requirement – “pre-1930s character on a refined basis”. This is an insufficient basis for interpreting the NPS.

A new scheme for Mount Victoria required

A new scheme needs to be designed that utilises the full scope of grounds available in this case for exemption from NPS height provisions. In order to allow proper consideration of an alternative scheme, **the Council needs to complete a design for that new scheme in close consultation with affected stakeholders, and complete a draft evaluation report in support of it.** This will preferably be carried out on an explicit co-design basis. It needs to be prepared well in advance of any consultation on proposed revisions to the district plan as it would be fundamental to the shaping of such changes.

Appendix 1 describes principles and desired outcomes for the design of an alternative scheme, and outlines the structure for an evaluation report in support of the new scheme.

Staged introduction of new height limits

There is considerable uncertainty over the amount of new housing that will actually be required over the coming 30 years. A pragmatic response to this uncertainty is to stage any raising of height limits.

While the NPS requires sufficient development capacity to be identified for the coming 30 years, it does not require that all of this be made available immediately. Only what is required in the next 3 years needs to be available at any one time. So instead of releasing all the capacity at once, through changing height limits across the suburb overnight, the capacity can be released in blocks. As one block is nearly used up, more can be made available as there is evidence of need.

Staging the release of new capacity would also allow the Council to channel developer activity into areas of highest priority for redevelopment. With respect to Mount Victoria, the car yards and other low density uses of land along Kent Terrace and immediately behind it are obvious priorities.

Once there is staging of any new height limits, and development is channelled to priority areas, the immediate need for new dwellings can be catered to without having to incur costs through sacrificing amenity values before it is clear there is a need for this.

Part 4 - Issues with the Existing District Plan

1. There is too much discretion in existing rules and therefore uncertainty how WCC officers will follow the consent process.
2. The consent process itself does not allow for transparency and/or accountability. Too often, we are approached by people who had no warning that demolition and building work is scheduled to take place in neighbouring properties.
3. We see that infringement on neighbouring amenity is typically assessed as “less than minor”.
4. Too many precedents have been set up that allow approval of the maximum District Plan limits plus more.
5. Approximately 10% of Mt Victoria’s dwellings were unoccupied at the last census. Other houses are being neglected and allowed to run down, possibly in anticipation of becoming so decrepit that demolition is the only option, thereby subverting the pre-1930s rule. We’d like to see strengthening of rules to enforce maintenance of these buildings - so that there is incentive to develop them as multi-unit dwellings, while maintaining character. Technical and financial support could be provided by WCC, as is provided to business owners to earthquake strengthen.
6. We can see the existing rules are not sufficient to protect the character-scape from degradation

These issues put pressure on staff to accommodate non-compliant development and create uncertainty for people.

Submitted by
Angela Rothwell
mtvicra@gmail.com

An Alternative Scheme for Mount Victoria

Introduction

The Draft Spatial Plan (the Plan)¹ presents a scheme for growing Wellington that builds on the city council's existing planning work but is also responding to the National Policy Statement on Urban Development (the NPS).² The following focuses on the section of the Plan that proposes intensification of the inner suburbs, and Mount Victoria in particular.

The Plan's Inner Suburbs Proposal

The driving force behind the Plan for the inner suburbs is the NPS requirement to accommodate projected population growth. The NPS requires councils to "provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term".³ The Plan's estimate of the capacity needed is summarised as:

"By 2047 up to 14,000 more people are projected to be living in the inner city suburbs. This will stimulate the need for another 4,100 - 5,400 new dwellings within these areas, of which 2,500 are estimated to be realistically delivered over this period."

Overall, the Council is projecting a shortfall of 1,287 to 2,094 new dwellings in the inner suburbs.⁴ In response, it proposes a scheme for increasing density.

Policy 3(c) under the NPS is the key mechanism that drives density in the inner suburbs, through prescribing what building heights a district plan can set. This section of the NPS requires that district plans "enable":

"building heights of [sic] least 6 storeys within at least a walkable catchment of the following:

- (i) existing and planned rapid transit stops
- (ii) the edge of city centre zones
- (iii) the edge of metropolitan centre zones;"⁵

Against this blanket requirement to enable heights "of least 6 stories", Policy 4 of the NPS allows exceptions to be made "to accommodate a qualifying matter in that area".⁶

¹ <https://wcc.maps.arcgis.com/apps/MapSeries/index.html?appid=5d8f3900b7cf4fa99acc218c3d149247>

² <https://www.mfe.govt.nz/sites/default/files/media/Towns%20and%20cities/AA%20Gazetted%20-%20NPSUD%2017.07.2020%20pdf.pdf> This in turn derives from a Productivity Commission report: <https://www.productivity.govt.nz/assets/Documents/6a110935ad/using-land-for-housing-final-report-v2.pdf>

³ NPS, Policy 2, p 11.

⁴ WCC, *Housing and Business Land Capacity Assessment*, p88 and 90.

⁵ Section 2.2 (3)(c) of the NPS.

⁶ "Policy 4: Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 only to the extent necessary (as specified in subpart 6) to accommodate a qualifying matter in that area."

The list of qualifying matters specifically recognised is quite narrow. But a qualifying matter of any form can be adopted by a council, as grounds for differentiating from the blanket rule, providing it can produce an evaluation report that meets the tests set by the NPS.⁷

Utilising this, the Plan states: “The Council considers that there is evidence to **support the continued protection** of pre-1930s character on a refined basis and that this meets the criteria of a ‘qualifying matter’ under the NPS-UD”.⁸

In other words, the Council is planning to use one qualifying matter – “pre-1930s character on a refined basis” - to modify what the NPS otherwise requires. There does not appear to be any Council document beyond the Plan that explains in more detail why this is the only qualifying matter chosen, and whether others were formally considered.

In order to justify even this deviation from the NPS policy, the Council will need to produce a substantial body of research to inform a cost benefit analysis that the NPS then requires.⁹ It is the outcome of this cost benefit analysis that ultimately determines whether good grounds can be shown for exceptions to the NPS requirement.

The Council has indeed recognised the need for detailed assessments of pre-1930s character, and commissioned a series of external and internal reports to research this character issue.¹⁰ However, there do not appear to be any reports that take the cost benefit analysis to the next stage and show how the Council’s particular scheme would be presented. The Plan says only that: “The Council considers that there is evidence to support” this and that it “meets the criteria of a ‘qualifying matter’”.

The absence of documents researching potential qualifying matters and those showing how the single qualifying matter would be justified is critical because:

1. It is not possible to properly **evaluate the particular scheme proposed** without that information; and

⁷ Under section 3.2 (1)(h) of the NPS, a qualifying matter of any form can be cited. Section 3.33 of the NPS sets out the tests for utilising this exemption by way of specific requirements on the standard RMA section 32 evaluation report that is required.

⁸ The full text response reads: “The NPS-UD requires building heights of **at least 6 storeys** within a **walkable distance** of the city centre and metropolitan centres, as well as existing and planned rapid transit stops. The policy provides an exception to this requirement in order to consider ‘qualifying matters’, including **special characteristics** where there is sufficient evidence to show that providing for development to the required density would be inappropriate. The Council considers that there is evidence to **support the continued protection** of pre-1930s character on a refined basis and that this meets the criteria of a ‘qualifying matter’ under the NPS-UD. Without this, building heights of 6 storeys would have to be enabled across the wider inner suburbs. Instead, building **heights of up to 3 storeys** are proposed in character sub-areas, and a range of 4-6 storeys is proposed outside of these sub-areas, within a general character area. Areas outside of the ‘general character overlay’ and within a walkable catchment from the central city would have building heights of at least 6 storeys enabled as required by the NPS-UD 2020. This will ensure housing and character are balanced and integrated, while still providing for change and growth within the inner suburbs.”

⁹ NPS section 3.33 specifies a process that sets requirements in addition to the general ones already present under RMA section 32.

¹⁰ See for example: https://planningforgrowth.wellington.govt.nz/_data/assets/pdf_file/0011/1811/w18043-001-pre-1930-character-Area-FULL-Review-FINAL-20190122.RTS.pdf

2. It is much more difficult to devise and **compare alternatives to the proposal** that could still “meet the criteria” without such information.

Given that the primary purpose of the draft Plan is consultation, this presents a significant difficulty and challenge for submitters. This submission responds by beginning the development of an alternative scheme for Mount Victoria, and proposing matters for incorporation into the cost benefit analysis in support of this. These are:

- Additional qualifying matters
- The staging of changes to height limits
- Principles for developing an alternative scheme to that proposed
- Benefits and costs associated with the alternative scheme

First however, is an overview of what is currently proposed under the Plan.

Outcomes for Mount Victoria Under the Current Scheme

The Council’s current scheme would deliver the following outcomes for Mount Victoria:

- Height limits are increased for all properties not defined as being part of the central city.
- Buildings up to six stories are permitted for: the block bounded by Brougham St, Pirie St, Majoribanks St and the central city area (including Kent Terrace), the block between Ellice St and Patterson Ave, and part of Roxburgh St.
- The majority of the other properties would be able to build to 14 metre heights and would no longer be subject to the requirement for a consent before a pre-1930 house can be demolished.
- The remaining properties that display sufficient pre-1930 character (as assessed by the Council), are grouped into pockets and a slightly increased height limit of 11m is allowed, but the houses remain subject to character planning rules and the requirement for a consent before they may be demolished.

In overview:

- While the current scheme would deliver some protection for a part of Mount Victoria’s character (the pre-1930s element), it would not protect the overall character. In particular, because only a minority of properties would remain recognised for their pre-1930s character, adjoining blocks would be opened up for development of four story buildings – creating a patchwork of apartment buildings, interspersed with heritage houses. There would no longer be any cohesive character to the suburb – only to protected pockets.
- While there is a general progression from greater height limits on Kent Terrace to lesser ones further up the slopes, this is not consistent as there are places where it goes down and then up again.
- Only a minority of properties would be subject to character rules, and these would be more lenient than existing ones.

Additional Qualifying Matters

As a first step towards envisaging an alternative scheme for Mount Victoria, the following qualifying matters are proposed:¹¹

Character (Pre-1930s): As noted above, the Plan currently proposes that “pre-1930s character on a refined basis” be applied as a qualifying matter. It is indeed important that the pre-1930s aspect of character and heritage is recognised, and this is a welcome inclusion.

Character (Building Shape and Form): Being constructed prior to 1930 is however not the only aspect of Mount Victoria’s character that is important. It is also defined by patterns of shape and form of individual buildings, as they relate to neighbouring ones. This is most readily observed on the suburb’s northern slope, and is also generally true of the mid-level and upper slopes of west facing Mount Victoria. The great majority of the houses in these areas are pre-1930 construction, but it is because the new or altered ones are still on narrow pieces of land and constrained to a height in line with the existing older houses, that there remains a very strong pattern and form that reads as being cohesive, particularly from a distance.

Iconic Views from the City: In addition to the suburb having character in its own right, that character forms a critical part of the iconic views across the harbour that those working or living in the city enjoy, as do visitors to the capital, and people living in suburbs with a view of the area.¹² This amenity value is enjoyed by a large number of people. The northern section of the hillside in particular is frequently used when images of Wellington are sought, and is regularly celebrated in magazines and travel literature for its character. Maintaining the shape and form of the individual buildings is critical to that character, and so the quality of the views.

Character (Urban Landscape Shape and Form): The general form of building on Mount Victoria is characterised by taller buildings along Kent Terrace, transitioning to individual houses that flow up the hillside and ultimately form a soft fringe that borders the town belt. This progression from taller structures to low lying houses is not uniform, due to unsympathetic intrusions over the years. However, it is still quite distinct and is an important component of the area’s character and also of what makes for the iconic views from the city. The soft fringe of smaller structures along the town belt provides a transition to green space that both respects it and is visually in sympathy with it. The Plan already recognises the essential idea in the way it proposes height limits that in general progressively step down from Kent Terrace to points further up the hillside.

Heritage: Separate but linked to character is heritage. Mount Victoria is one of the oldest suburbs in New Zealand, dating back to an 1840 plan. Some 85% of its properties pre-date 1930, and 90% of these are categorised as primary and contributory to character (38% and 52% respectively). Large parts of Mount Victoria exhibit heritage qualities. Selected ‘character sub-areas’ offer some protection, but buildings adjacent can impact on the heritage in those areas.¹³

¹¹ These are proposed under NPS sections 3.32 (1) (a) and (h).

¹² The Ministry for the Environment notes that “viewshafts” are an expected category of qualifying matter, p 43, <https://www.mfe.govt.nz/sites/default/files/media/Towns%20and%20cities/Understanding-and-implementing-intensification-provisions-for-NPS-UD.pdf>.

¹³ Mount Victoria Historical Society, <http://mtvictoria.history.org.nz/wp-content/uploads/2020/09/Spatial-Plan-public-meeting-presentation.pdf>

Staging of Changes to Height Limits

Once additional qualifying matters have been applied, if any height limits still need to be raised to provide development capacity, their introduction should be staged.

The NPS requires that councils:

- “at all times, provide at least sufficient development capacity to meet expected demand”,
- “over the short term, medium term, and long term”.¹⁴

The “4,100 - 5,400 new dwellings” that the Plan projects demand for in the inner suburbs is the total expected to be needed over 30 years. There is however considerable uncertainty about such projections. In particular, there is uncertainty concerning the underlying projections for population and the modelling assumptions that drive the results.

This submission contends that if additional capacity is provided for but not needed, that the net effect of raising height limits will generally result in costs, rather than benefits (as further discussed below).

In circumstances where it is uncertain what level of additional development capacity is needed beyond that already allowed by the current plan, and where opening up additional capacity would carry costs, it follows that the optimum approach is to stage the opening up of new capacity.

Such an approach is consistent with the NPS requirement for different levels of surety about the availability of capacity over the short term, medium term, and long term.¹⁵ If at any point in time, the plan makes it legal to use a certain amount of additional capacity in the next three years (through new height limits), it could meet immediate needs without having to open up all the new capacity (through new height limits) until such time as it is found that sacrifice is warranted by the projected demand actually appearing. (For example, it was projected that in the three years from 2017 to 2020, there was a shortfall in capacity for the inner suburbs of between 42 -173 new dwellings – compared to a shortfall of 1,287 to 2,094 new dwellings over a 30 year period.)¹⁶

The requirements of the NPS can be met if a district plan identifies the total capacity that is going to be enabled over the full 30 year timeframe, but reserves the right to determine the time at which each portion of that new capacity is going to be made legally active. Using a proscribed and predictable process, the Council could define segments of the total capacity that it would open up in sequence so that once use of a particular segment reached a threshold level, a new segment would be made legally available. This would ensure there was always a minimum level of additional capacity available to meet the NPS-defined short term requirement for three year’s worth of capacity that is ready to use. The mechanism would operate somewhat like the Cuba St bucket fountain – where at the point one bucket fills up, incoming water tips to the next bucket.

Failing to adopt a staged approach to the release of new capacity would result in “option foreclosure”. It would prematurely and unnecessarily commit the Council to a course of action when it could otherwise retain the option to not release extra capacity until actually needed. Where the

¹⁴ NPS Policy 2, and Policy 3.

¹⁵ The NPS defines the short term as over 3 years, medium term as 3 to 10 years, and long term as 10 to 30 years (definitions section) and sets different levels of expectations for each period in section 3.4 (1).

¹⁶ WCC, *Housing and Business Land Capacity Assessment*, p88 and 90.

status quo carries “option value”, unnecessarily raising height limits destroys that option value and so would impose unnecessary economic costs.

Not only would staging the release of new capacity avert costs, it would provide new opportunities. It would provide a mechanism to assist the Council to channel developer activity into the specific areas of the city that are highest priority for redevelopment.

If 30 year’s worth of new capacity is made legal overnight, developers have the ability to pick the eyes out of the new release, and they could be expected to make that selection largely on the basis of what is most profitable. While those choices will tend to correlate with certain segments of market demand, that does not mean the projects selected (in early years in particular) will correlate with NPS objectives such as housing affordability, for example.

It is also apparent that there are prominent brownfield areas that are in need of ‘tidying up’ and that their early redevelopment would offer an additional benefit to the city in this way. With respect to Mount Victoria, the car yards and other low density uses of land along Kent Terrace are obvious priorities for redevelopment if additional capacity is needed in the suburb. The same is true of Adelaide Road and Thorndon Quay in adjoining suburbs. Staging would allow the Council to better channel developer activity to such areas.

Towards an Alternative Scheme for Mount Victoria

There has been inadequate time to properly consult Mount Victoria residents over the detail of what a new scheme should be based on. However, the following sets out general principles and outcomes we expect the community would support, which are offered on a preliminary basis.

Development Principles

The following are proposed as general principles for developing an alternative scheme covering the zone currently subject to pre-1930s consent requirements.

1. Properties with buildings constructed prior to 1930 require a resource consent before demolition can take place (as the district plan currently provides for).
2. Housing is of a shape and form that is cohesive with the dominant pattern of existing housing. At least the existing “ground level open space and building recession planes” are retained.
3. Height limits progressively decline from Kent Terrace and Oriental Parade to the town belt. They do not rise again once they fall, along that generally west to east axis.
4. Properties bordering the town belt are limited to type 1 housing so as to maintain a soft fringe to the urban area.
5. Any increase in height limits is staged, such that these are changed for certain areas to meet short term demand and priorities for redevelopment, and other areas have height limits changed only as additional development capacity is proven to be needed.

Outcomes Sought

- All of Mount Victoria - from Kent Terrace and Oriental Parade to the town belt boundary - is treated as one unit for the purpose of designing an alternative scheme, even if the Kent Terrace area is regulated as part of the city zone for NPS purposes.
- The amenity values identified within the qualifying matters are protected. In particular:
 - The shape and form of individual buildings is cohesive throughout the suburb
 - Iconic views from the city are preserved
 - The area's heritage values are protected
- All of the area currently subject to the requirement to obtain a resource consent before demolishing a pre-1930s building is treated as a heritage area and remains under that provision.
- There are not abrupt or large changes in height limits between adjacent properties.
- The development of new dwellings is prioritised along Kent Terrace and in underutilised adjacent areas. Any changes of height limits occur first in this area and others follow only to the extent that development capacity there is close to fully utilised, and more is needed to fulfil short term capacity demands.

Council to Develop Draft Evaluation Report for New Scheme

It is submitted that in order to allow proper consideration of an alternative scheme based on the principles and desired outcomes listed above, **the Council needs to complete a design for that new scheme in close consultation with affected stakeholders, and complete a draft evaluation report in support of it.** This will preferably be carried out on an explicit co-design basis. **It needs to be prepared well in advance of any consultation on proposed revisions to the district plan as it would be fundamental to the shaping of such changes.**

The NPS describes the evaluation report it requires in narrow terms when it speaks of the need to assess just “the costs and broader impacts” that limiting capacity will have.¹⁷ Such an assessment is ultimately governed by the broader framing set out under the Resource Management Act (RMA). This makes clear that the benefits of not following the NPS are also to be counted - and across all areas of public policy:

“An assessment ... must identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions”.¹⁸

¹⁷ NPS section 3.33 (2) (b) and (c).

¹⁸ RMA section 32(2) reads in full: “An assessment under subsection (1)(b)(ii) must— (a) identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for— (i) economic growth that are anticipated to be provided or reduced; and (ii) employment that are anticipated to be provided or reduced; and (b) if practicable, quantify the benefits and costs referred to in paragraph (a); and (c) assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.”

In this case, few of the benefits and costs are going to be felt in immediate dollar terms (“financial” benefits and costs). However, for the purpose of making public policy, these “economic” benefits and costs count just the same and are equally important even if they are often “intangibles”.

Benefits of Alternative Scheme

Expanding the List of Qualifying Matters

A first step in the process of evaluating the benefits of a revised scheme will be expanding the scope of “qualifying matters”, as outlined above. The extent to which each of the matters needs to be reported on depends which section of the NPS an exception is being sought under. Heritage matters of national significance require less justification as these are already expressly provided for under the RMA.¹⁹

The amenity values expressed through the qualifying matters are all benefits in the equation: they are things that would be retained or enhanced through an exception to the NPS. However they are both an insufficient list of benefits and also a list that contains overlaps (which results in double counting). So while it is useful to bear the qualifying matters in mind, it is a report on the actual effects of an exception to the NPS that the law ultimately asks for. In some instances the effect will be essentially that expressed by the qualifying matter (eg heritage) but in other cases it will be a derived effect (eg improved health). In all cases what is sought are the net benefits and net costs that an exception to the NPS would deliver.

Classes of Benefits

The following provides a preliminary list of the classes of benefits that need to be researched and assessed by Council for the evaluation report.

Environmental Effects

Character: This includes the environmental effects of all forms of character other than heritage - such as shape and form of buildings, and shape and form of the urban landscape – that are appreciated as part of the urban built environment.

Iconic Views from the City: This includes all forms of amenity value derived by Wellingtonians and visitors to the city from viewing the pattern of urban form on Mount Victoria as a key component of the views.

Open Space: This includes benefits derived from not just the amount of unbuilt area, but also secondary impacts such as more permeable surface area for rainwater to drain through.

Trees: The space for, quantity of, and types of trees that would deliver amenity value.

Economic Effects

Less Disruption: This includes less disturbance as a result of redevelopment being more focused and so more limited in the area it affects.

¹⁹ RMA section 6(f) provides for: “the protection of historic heritage from inappropriate subdivision, use, and development”.

Reduced Congestion: Lower density in the mid-level and upper areas of the suburb will reduce traffic congestion in particular on already narrow streets.

Easier Parking: There would be less competition for parking, particularly relative to the Plan's proposal to adjust consenting requirements for new parking space.

Positive Impacts on Tourism: Retention of character aspects would retain tourism benefits.

Social Effects

Improved Health: There would be less competition for space, and so less stress placed on residents. More sunlight would reach more rooms as those on lower levels of buildings would be less subject to shading from neighbouring buildings.

Peaceful Enjoyment: There would be more opportunity for peaceful enjoyment for residents as a result of less neighbourhood noise.

Cultural Effects

Heritage: All forms of benefit that derive exclusively from heritage values, and can be assessed distinctly from other types of impacts on the built environment (eg character).²⁰

Costs of Alternative Scheme

The following lists classes of costs and also preliminary comment on matters raised by the Plan.

Environmental Effects

Higher Emissions: The plan states that greater density will "support our goal of becoming a Zero Carbon Capital by reducing vehicle reliance".

Comment: There will be limited correlation in future between density and zero carbon transport if the transport fleet is largely powered by electricity and it is generated from renewable sources. Over the 30 year life of the projections, this is a highly likely scenario given the government commitment to achieve 100% renewable generation by 2025 (over 80% now), and the cost competitiveness of EVs and increasingly of buses, together with the phasing out of production of vehicles with internal combustion engines.

Economic Effects

Development Capacity is Less Than Required: If an alternative scheme resulted in less development capacity than is projected to be demanded, this is a cost to the extent there are not backstops for unlocking new capacity at the time it is clear that such additional demand is present.

Currently, considerable uncertainty surrounds the projections for new capacity requirements. For example projections for population cover quite a wide range, and how the uptake in the capacity is modelled makes a considerable difference to the outcomes. A strategy for preserving option value while ensuring adequate capacity is available is to release new capacity only in stages, such that short term capacity adequacy is always catered to and there is a plan for longer term sufficiency, but there is no pre-commitment to

²⁰ This is best evaluated separately due to its separate status under section 6(f) of the RMA.

capacity being releasing overnight to match what is estimated to be required over 30 years. Further, certain types of additional capacity could be exchanged for other types of capacity and thus change the nature of any cost.

More Exposure to Natural Hazards: The plan states that greater density will allow Wellington to “capitalise on the lower levels of natural hazard risk offered by these areas relative to other parts of the city”.

Comment: To the extent that inner city suburbs present less natural hazard, as insurers are increasingly aligning premiums with site specific risk, care needs to be taken that a plan provision does not become a form of double counting.

Social Effects

Less Vibrancy: The Plan states that increased density will “contribute to increasing the vibrancy of inner city living”.

Comment: It is not clear that density of population alone is a driver of vibrancy, or that the two even necessarily correlate beyond a certain level of population. Vibrancy is quite different to intensity and, taken to the extreme, rising density alone would produce stress.

Cultural Effects

Less Compactness: The Plan states that increased density will “help to reinforce the city’s distinctive compact form”.

Comment: The city’s compact form may be distinctive – but is compactness of the inner suburbs an important part of the city’s character attribute, or is it incidental – with just the city centre being the focus of what is valued?

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **16302**

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Submitter Name: Anthony Kemple

Suburb: Te Aro

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Neutral

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Sunlight and views.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Commercial activity (retail, cafes, local businesses), Employment opportunities

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Shops and businesses

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Good walks.

What amenities or facilities were missing or could have been improved?

None.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Plans for green spaces and some low level building.

2. What would you change or improve?

Access to sunlight and views of the harbour have to be maintained.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Access to sunlight and views of the harbour have to be maintained.

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Neutral

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Develop Shelley Bay as proposed

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

No strong view

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Neutral

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

My biggest concern is loss of sunlight and views of the harbour if tall buildings are permitted.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

A City for the People submission ID 195

This submission was originally received through the A City for the People website:

<https://www.cityforpeople.org.nz/take-action>

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Name: Arron Cox

I support the following statements:

I strongly agree with proposals to intensify the Central City, Inner Suburbs and Outer Suburbs to allow for compact, livable, low-carbon urban form.

I support council taking action to ensure everyone in Wellington can live in safe, warm, affordable housing that provide for a diverse range of housing needs.

I strongly encourage the council to partner with iwi and mana whenua, to ensure their aspirations are met, and the current decision making process while we plan for growth is decolonised

I strongly support the council meaningfully engaging with disabled people to ensure decisions about Wellington's growth and development provide for a truly accessible city

I support reducing the size of the character areas to focus on well-preserved sections while allowing homes in poor condition to be redeveloped

I believe that natural heritage and the heritage of mana whenua are important and should be celebrated, protected and enhanced.

I support focusing development along future mass rapid transit routes and agree that strong amenity value must be developed alongside

I support the establishment of safe and easy to use active transport routes alongside areas of development

I support the council developing a plan to make sure everyone will have access to high quality green space and public space

I support requiring new developments to manage stormwater through water-sensitive design

The council should pause plans to develop unsustainable communities in green-field sites in Upper Stebbings Valley & Lincolnshire Farm and instead focus on enabling density closer to the city

I strongly support council meaningfully engaging with marginalised communities to ensure they are heard and have input into the ongoing development of the Spatial Plan and related policies

I strongly agree with taking a city-wide approach to distributing density

What excites you most about having a more compact and liveable Wellington?

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
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Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15450**

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Submitter Name: Betty Jeanne Eydt

Suburb: Berhampore

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

The Draft spatial Plan is not the strategic plan it has been presented to residents as. It is not specific enough to give confidence that the 5 values stated will be fulfilled- we need to create a Future Development Strategy then a draft District Plan, then consult with residents on both, then notify a review of the district pla. Central city can be developed with up to 10 storeys where open space and green can be preserved or created. Inner suburbs - need specific plan for Berhampore and Newtown like the Newtown residents submission indicating

where Type 4a and 4b (up to 6storey buildings)can go protecting light, green space and not encroaching on Type 2 housing. Outer suburbs - again detailed plan needs to be developed with the residents. Look at land banking by developers which may be hindering housing development. Do not leave to the market to decide rather WCC needs to create a detailed plan.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

The existing pre-1930 suburbs have houses with gardens and older trees, many streets with WCC planting on berms. It is not necessarily the fact that they are pre 1930s but that there is a mix of single and 2-3 storey weather board housing with finials, latticework, and gates that reflect the style of those times. In recent times the housing has been renovated keeping the character outside while new 2-3 storey townhouses have been built as part of in fill housing which in the main do not detract from the character of the suburbs like Newtown and Berhampore.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Infrastructure (stormwater, water supply, wastewater), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Shops and businesses, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Easy close (less than 5 min walk) access to green spaces eg Mornington golf course, green belt and City to Sea walkways in every direction from Berhampore.

What amenities or facilities were missing or could have been improved?

More small parks for children - Chilka street and playground on Adelaide Road are great examples but we need more -ie. there is no children focused recreation area near Martin Luckie Park.

Berhampore lacks a community heart mainly due to being split by Adelaide Road which is narrow with dense traffic moving at speed (even with 30km limit). A specifically designed and created shared public space with room for businesses, cafes away from traffic would be beneficial. If the plan to allow for up to 6 storey buildings goes ahead in Berhampore there will be a huge intensification in traffic on already congested streets. The suburb needs to be redesigned.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The vision is great but I do not think we can get there with the present process. I like that City Councillors and City planning staff have been present at community meetings to hear concerns and take questions about the process. The information online ha

2. What would you change or improve?

Change the process: create an overall plan and specific plan for each inner city suburb which will offer some guarantees that the vision values will be met. The current proposal is not a plan and it appears that the changes to allow e.g 4a and 4b type housing in the majority of Berhampore will merely facilitate developers picking off house sections as they come up for sale and building 6 storey apartment buildings dwarfing existing one and two storey housing. Dr Morton Gjerde, Associate Professor at Wellington School of Architecture has commented that international literature questions the appropriateness of 6 storey housing, that it is not a healthy option. Newtown residents agree that it is not appropriate as the Spatial Plan describes and have come up with some detailed thinking and planning of what density type should go where. I agree with their concern that rezoning the majority of Newtown to allow 6storey buildings to be indiscriminately jotted around the community will caste shadows over houses and green space creating dark damp housing. Berhampore needs a similar detailed look at the proposal but with the purpose of coming up with a wholistic community plan however it does not have the resources to do it independently in the timeframe allocated. Could WCC get alongside residents and provide resources for the expertise, there is no feasible plan at the moment to move forward.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

What are the controls that will prevent the market from preventing the vision to be met? At the moment the Mayor has said that residents can challenge any consent but that is not realistic - time, confidence and expertise is required and that is leaving things too late. Proper engagement with community is needed now and throughout the change process. A public meeting with Councillors and city planners then individual submissions is not proper engagement.

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Not sure

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Not sure

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Not sure

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Social and affordable housing aligned with public transport and greenspace with good connections to the city perhaps linked into the future mass rapid transit route.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Social and affordable housing aligned with public transport and greenspace with good connections to the city perhaps linked into the future mass rapid transit route.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

The real underlying issue for me and an increasing number of friends and neighbours is this process itself. It appears to be no more than an expedient deregulatory zoning step which is guided by neither a vision of high quality urban living nor an inclusive strategy of how to achieve this. Put simply it puts the cart before the horse in violation of the government's directive to prepare a Future Development Strategy to inform the review of the District Plan. The logical approach would be to engage with communities in all their diversity to develop a shared vision of the Wellington they want to live in. This would provide the basis for an inclusive approach to develop the strategy required by government, which in turn would provide the context in which sensible and more nuanced decisions can be made on changing building height regulations - bringing communities with you rather than against you as it is currently shaping-up. It is not about heritage vs affordability. It is about being the world's no. 1 livable city for all who chose to live here.

Have you provided an attachment?

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **14297**

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Submitter Name: Bryan Hall

Suburb: Mount Victoria

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

I would start by looking at all the desolate, unused and under utilized buildings scattered through the city. I would then seek to have legislation enacted if required to acquire those buildings and make them available to developers. These buildings are purely being land banked and whole tracts are suitable for inner city living buildings of up to 4 story's. One only has to walk the streets of Wellington to see this on a daily basis yet this submission just wants to take the lazy approach and demolish our heritage. There has been huge investment into the restoration and preservation of pre 1930's buildings in all of the inner city suburbs which

was not only actively encouraged by the Council but in many cases property owners were forced to comply with preservation characteristics. How do you now just do a total flip flop.

In addition given the outcomes of Covid 19 will high density central city living be required? Will that population growth happen in reality? No one knows right now so is this the time to destroy our Heritage. Is this the same council who fights property developers offer the demolition of buildings which in some cases are post 1930's?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

I believed we had moved beyond destroying heritage purely to satisfy growth. Any new housing should be in character with the existing houses in a heritage area not for 4, 6 story building.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Shops and businesses, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other: Transport connections to other parts of the suburbs.

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

The city and inner suburbs are very walk-able and this should be maintained but not at the expense of vehicle transport. The open spaces and green belt were also a significant asset and must be maintained.

What amenities or facilities were missing or could have been improved?

City Library!!!!

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Actually I don't like a lot of it but agree we need to have a plan to accommodate growth. The plan outlined to me smacks of a lazy and easy to get done approach.

2. What would you change or improve?

I would open my eyes to what is in the city and suburbs and look to see how the City could much better utilize

the land and existing unused, under utilized commercial buildings.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Yes the preservation of our heritage suburbs!

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in

this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Improved housing with better land utilization to accommodate more people but still preserving a balanced approach.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Improved housing with better land utilization to accommodate more people but still preserving a balanced approach.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other: Transport connections to other parts of the suburbs.

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

[REDACTED]

From: Carol Comber [REDACTED]
Sent: 04 October 2020 20:22
To: BUS: Planning For Growth
Subject: Submission - Planning for Growth
Attachments: C Comber-Submission to WCC on Proposed Spatial Plan.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Kia ora,

Please find attached my submission on the Planning for Growth public consultation.

I would like to speak to Councillors during the hearings.

Ngā mihi nui,
Carol

Carol Comber
Mobile [REDACTED]

4 October 2020

Submission to Wellington City Council on the Proposed Spatial Plan

Thank you for the opportunity to comment on the proposed Spatial Plan, and for the time and energy that Councillors and Council Staff have put into the public engagement process.

Approach Used by WCC

It is fair to say that the approach used to create the proposed Spatial Plan has caused disquiet in many people living in the inner suburbs. In part, this is because some areas have been designated as 'character sub-areas', while other areas with just as much heritage value have been omitted, without rhyme or reason.

During public meetings we heard that Stats NZ provided a high population growth estimate (80,000) and a medium population growth estimate (46,000) for Wellington, and recommended that planners use the *medium* estimate for 30 year planning. Instead the high estimate has been used.

Last year Boffa Miskell was commissioned to undertake a house by house appraisal of the character housing stock in the inner suburbs. The identification of high value character houses, neutral and detractive houses in their analysis seemed logical when compared to the results of the current proposal, which we heard was prepared using Google Streets Maps.

What are the guidelines for light industry close to the city? Some businesses, e.g. some car yards and motor vehicle workshops, have relocated. Others are still conveniently located close to the city, but taking up a valuable urban footprint.

Suggested Guidelines for the Spatial Plan

1. Rather than designating character sub-areas which give developers the run of the character suburbs, why not designate 'new build' areas instead? This would keep a tighter control on where the new developments are sited.
2. Please do not put high rises (6 storeys and higher) at the top of a hill where they will be seen widely and will block existing view shafts to the hills. Nairn Street and Thompson Street in Mt Cook are steep hills that fall into this category. The top sections of those two streets are not a suitable place for tall buildings.
3. In character areas such as the current pre-1930s suburbs, 3-storeys is as high as can be comfortably mixed in amongst one-storey housing. 4-storeys adds another 33%. In Mt Cook we have lots of examples of 2 and 3-storey terraced housing in the mix. It is easy to see that 4-storeys would be out of place on residential streets.
4. I am not in favour of the site coverage being increased from 50%. Small inner suburban houses already face the prospect of being uncomfortably close to the windows of adjacent neighbours; we and our neighbours often keep our curtain closed.

Wooden inner suburban properties that are close to each other need corridors between them to limit the spread of fire.

It is preferable that as many people as possible have a large water tank on their property for emergency use. Part of the site needs to be available for a water tank.

5. Please cluster taller buildings together. In Mt Cook there are clusters of apartment blocks on Webb Street, Torrens Terrace, Hopper Street and southern Tasman Street.
6. Please designate priority areas to be built on first, e.g. Adelaide Road from the Basin Reserve – John Street. In 2012 this area was identified as one with the potential to house an additional 5,000 people. This area is still ripe for development.
7. It is confusing to learn that a building will be a minimum of 6 storeys, without having an idea of what the maximum number of storeys will be.

The Value of Heritage / Character Housing

Character houses are part of Wellington's identity. The stories of the city's past are bound up in some of the houses; we should celebrate this, not destroy it. By protecting pockets of heritage and allowing open slather to developers in the rest of the character suburbs, we will destroy the look and feel of the character housing areas. Tourists, both Wellingtonians and visitors to the city, are intrigued by the housing and enjoy wandering the streets to get a glimpse of houses from over a century ago.

Affordable Housing

The city relies upon developers to create new multi-storey accommodation. Developers are in the business of making money, not making affordable homes. It seems likely that new developments will be on a par with current apartment prices, from \$600,000+. The idea of flooding the market with more homes than there is demand for in order to drive the price down seems an unlikely strategy, as developers keep a sharp eye on the market and are unlikely to build more homes than they think they can get a good price for.

Central and local government are the most likely providers of additional affordable housing, as social housing, or units that are sold at a subsidised price. The accommodation supplement could be increased to provide a rental subsidy for private accommodation.

Another option could be to incentivise homeowners to subdivide their homes to allow a second household to move into part of their house. Couples whose children have set-up their own households are often sitting on a larger house than they need, but are not wanting to leave their neighbourhoods.

Climate Change and Earthquake Resilience

The majority of the character houses in Mt Cook are built of wood. Many of them are over 100 years old, with plenty of years left in them. Demolishing the houses and rebuilding them is wasteful of building resources.

Wood is able to flex during an earthquake, unlike the concrete that is used to construct most high rises. We live in an earthquake-prone city and should be mindful that wooden homes serve us well.

NPS-UD Height Designations

Some of the minimum 6-storey areas have this designation due to the requirements of the National Policy Statement on Urban Design (NPS-UD). It would be useful to see these 'NPS 6-storey minimum' areas in a different colour on the maps to provide this context.

Transport Routes

Without a good understanding of where the designated Bus Rapid Transit routes will be, it is not possible to fully interpret which areas will be affected by their proximity to the BRT routes, as per the NPS-UD. The northern section of Adelaide Road is likely to be a BRT route, but what about Wallace Street in Mt Cook? Wallace Street is relatively narrow and is lined with old houses (one-traffic lane each way, parking on both sides). Wallace Street carries more traffic than Adelaide Road.

Thank you for the opportunity to comment on this proposal.

I would like to speak to Councillors at the hearings for the draft Spatial Plan.

Mt Cook resident

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID 15841

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Organisation Name: Sustainability Trust

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

No comment.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Infrastructure (stormwater, water supply, wastewater), Social services and community facilities, Access to cycleways/routes

Other: We have selected five as required by the submission format, but we don't think it is useful to be limited to the options provided. All of the items listed are necessary for suburban centres that have a community and are resilient, connected and self-reliant

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Shops and businesses, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other: We have selected five as required by the submission format, but we don't think it is useful to be limited to only the options provided. It is important to have mass rapid transit stops located at the heart of communities.

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

We believe our open spaces including parks, beaches and reserves were crucial to mental health and wellbeing during Level 3 and 4. In addition, the importance of our food rescue centres (including marae) in looking after our vulnerable was highlighted. The continued availability of public transport, and the fact that it was made available free of charge, was hugely important in terms of maintaining normalcy as well as supporting our essential workers.

What amenities or facilities were missing or could have been improved?

We experienced increased interest in food resiliency and were inundated with enquiries from people wanting to start growing food. Wellingtonians showed concern about food security which showed the need and the opportunity to build food resiliency into the plan for our capital city. We strongly believe we need to create more spaces where our communities can come together: food sharing, growing and cooking hubs, community halls.

Recycling collections stopped during Level 3 and 4 because of inadequate processes and insufficient capacity of the recycling system in Wellington. We strongly believe that we need a network of resource recovery centres and living compost hubs, so that recycling would be able to continue during periods of lockdown. This would avoid the need to landfill valuable resources and also support the security of jobs in this industry.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

â€¢ We strongly agree with proposals to intensify the Central City, Inner Suburbs and Outer Suburbs to allow for compact, livable, low-carbon urban form.

2. â€¢ We strongly agree with taking a city-wide approach to distributing density.

3. â€¢ We support the council developing a plan to make sure everyone will have access to high quality green space and public space.

4.

5. What would you change or improve?

â€¢ We support council taking action to ensure everyone in Wellington can live in safe, warm, dry, affordable housing that provides for a diverse range of housing needs. Intensification should not be achieved at the cost of housing quality, so we would like to see Wellington continue to take a lead in exceeding current building code and building for the future.

6. ☐ We strongly encourage the council to partner with iwi and mana whenua, to ensure their aspirations are met, and the current decision making process while we plan for growth is decolonised. Kaitiakitanga and mahinga kai as determined by mana whenua.
7. ☐ We strongly support the council meaningfully engaging with the disabled community and DPOs to ensure decisions about Wellington's growth and development provide for a truly accessible city.
8. ☐ We strongly support council meaningfully engaging with young people to ensure they are heard and have input into the ongoing development of the Spatial Plan and related policies as the plan is for their future.
9. ☐ We believe that natural heritage and the heritage of mana whenua are important and should be celebrated, protected and enhanced.
10. ☐ We support focusing development along future mass rapid transit routes and agree that strong amenity value must be developed alongside.
11. ☐ We support the establishment of safe and easy to use active transport routes alongside areas of development.
12. ☐ We support requiring new developments to manage stormwater through water-sensitive design.
13. ☐ We strongly support council meaningfully engaging with marginalised communities to ensure they are heard and have input into the ongoing development of the Spatial Plan and related policies.
14. ☐ We encourage the council to ensure plans are aligned with the wider region, Te Atakura and the Wellington Resilience Strategy.

15.

16. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

- ☐ We believe regenerative food systems need to be integrated into planning for Wellington. Food growing supports the goals of the plan for Wellington to be: Resilient (local food production); Vibrant & prosperous (generates business/livelihoods/jobs); Inclusive & connected (brings communities together); and Greener (supports biodiversity, water management and soil restoration). Planning is required to ensure that space is protected and available so there can be food growing everywhere and that it is incentivized.
17. ☐ We believe that Council should engage with groups working in Wellington to establish regenerative food systems as part of the process for planning for high quality green space and public space.
18. ☐ The goal for Wellington to be Vibrant and Prosperous can be supported by valuing waste as a resource. Planning will support a waste free Wellington if there is space for infrastructure development including local and small scale community compost hubs and resource recovery centres.

19.

20. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Neutral

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Neutral

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Neutral

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Neutral

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Neutral

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

As an organisation we do not represent this community, but we do strongly support working with communities across Wellington in finalising the Spatial Plan and developing the District Plan.

The Para Kai trial in Miramar will start to create a local culture of composting and should be built on to further local organic waste recycling and food growing.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

As an organisation we do not represent this community, but we do strongly support working with communities across Wellington in finalising the Spatial Plan and developing the District Plan.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other: Question set up only allows one option to be selected. We also think planting and weed and pest control would help landowners.

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

We partially agree with the proposed approach to protecting our natural environment and investment in our parks and open spaces but strongly believe that consideration of regenerative food systems is currently missing.

The draft spatial plan has goals for Wellington as Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener. We think designing for food growing and the development of a sustainable local food system can have a powerful and central role in supporting all these goals.

We have submitted more detail on the above in our separate joint submission with other groups and individuals involved in urban agriculture in Pāneke. We have attached the draft vision document prepared with these groups for information (but this has also been separately submitted with the joint submission).

Have you provided an attachment? Yes

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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

Joint submission to Wellington City Council on:

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Wellington's local food future: how designing for food growing will connect people and communities for a green, vibrant and resilient city.

Submitted 5 October 2020

This submission has been prepared jointly by Sustainability Trust, Kaicycle, Growspace Wellington, Papa Taiao, Rebeka Whale and Gradon Diprose. We gratefully acknowledge the support and input from the following organisations and people in preparing this submission: Te Kawa Robb (Para Kore), Liam Prince (The Rubbish Trip), Tessa Vincent (NZ Food Champions 12.3) and Rebecca Gouldhurst.



As a group we have identified a real lack of food systems thinking in the draft Spatial Plan. The draft spatial plan has goals for Wellington as Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener. We think designing for food growing and the development of a sustainable local food system can have a powerful and central role in supporting all these goals.

We have been motivated to create our vision of what Wellington could look like in 2050 with integrated planning for regenerative and resilient food systems. We present our draft vision in this document to supplement our responses to the consultation questions. We would welcome the opportunity to talk to the Council about how to make our vision a reality.

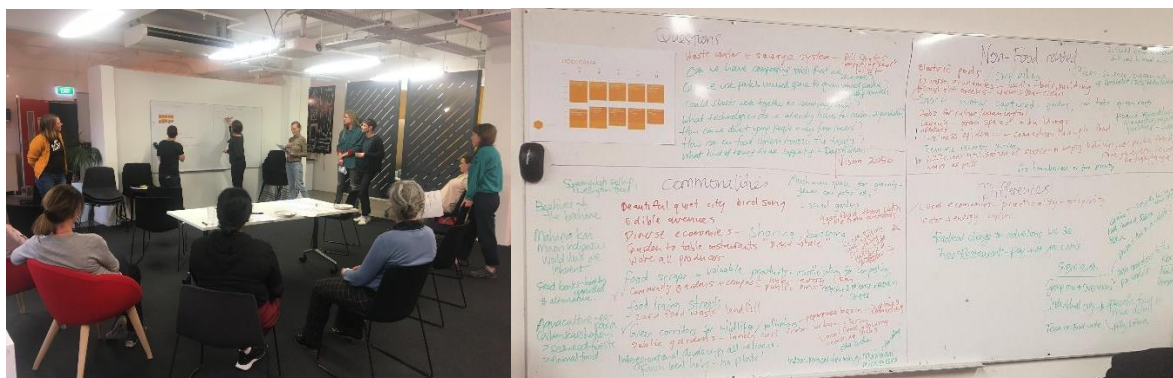
Background

Sustainability Trust, Kaicycle and GrowSpace Wellington have been meeting since 2019 to explore how we can collaborate to make our shared vision a reality in Wellington. We have strengthened and grown our alliance, joined by advocates from Papa Taiao and Manaaki Whenua and the Growers of Wellington Project, and regularly connect with others in Wellington passionate about food growing. Our achievements:

- Secured seed funding from the Wellington City Council Waste Minimisation Fund to trial Community Compost Hubs, creating a model that is a first for our city and Aotearoa.
- Collaborated on a series of 4 food growing and composting webinars.
- Papa Taiao and Kaicycle have been working together to deliver Wellington's first regenerative urban agriculture course for high school students.
- Kaicycle and Sustainability Trust have been granted the contract to deliver the composting education component of the Para Kai Miramar Peninsular Trial.

Globally COVID-19 brought into stark reality why local food resilience is so important. In Wellington as supermarkets showed empty shelves and plant nurseries sold out of seedlings, people became more aware of the weaknesses in our food systems and supply chains. Our groups all experienced increased interest in food resiliency and were inundated with enquiries from people wanting to start growing food. Many of our city's most vulnerable residents struggled to access the food they needed. Wellingtonians showed concern about food security which showed the need and the opportunity to build food resiliency into the plan for our capital city.

Food systems thinking is missing from the draft Spatial Plan, despite it being an important factor in the [Wellington Resilience Strategy](#) (Community Resilience: Develop sustainable food networks). The Resilience Strategy highlights the importance of growing food in the city for a number of benefits, particularly so that there is 'more local food available in an event where Wellington has reduced connection with the rest of the country' ([Goal 1: pg 53](#)). We should not wait for a natural disaster before implementing a plan to produce and improve access to local food. We believe that local food production should be integrated into the Spatial Plan for Wellington City.



Our group held two visioning workshops in September with wider stakeholders, including members from the Zero Waste Network. What struck us most about the outcome of the process was how aligned we all were, and how achievable our vision is.



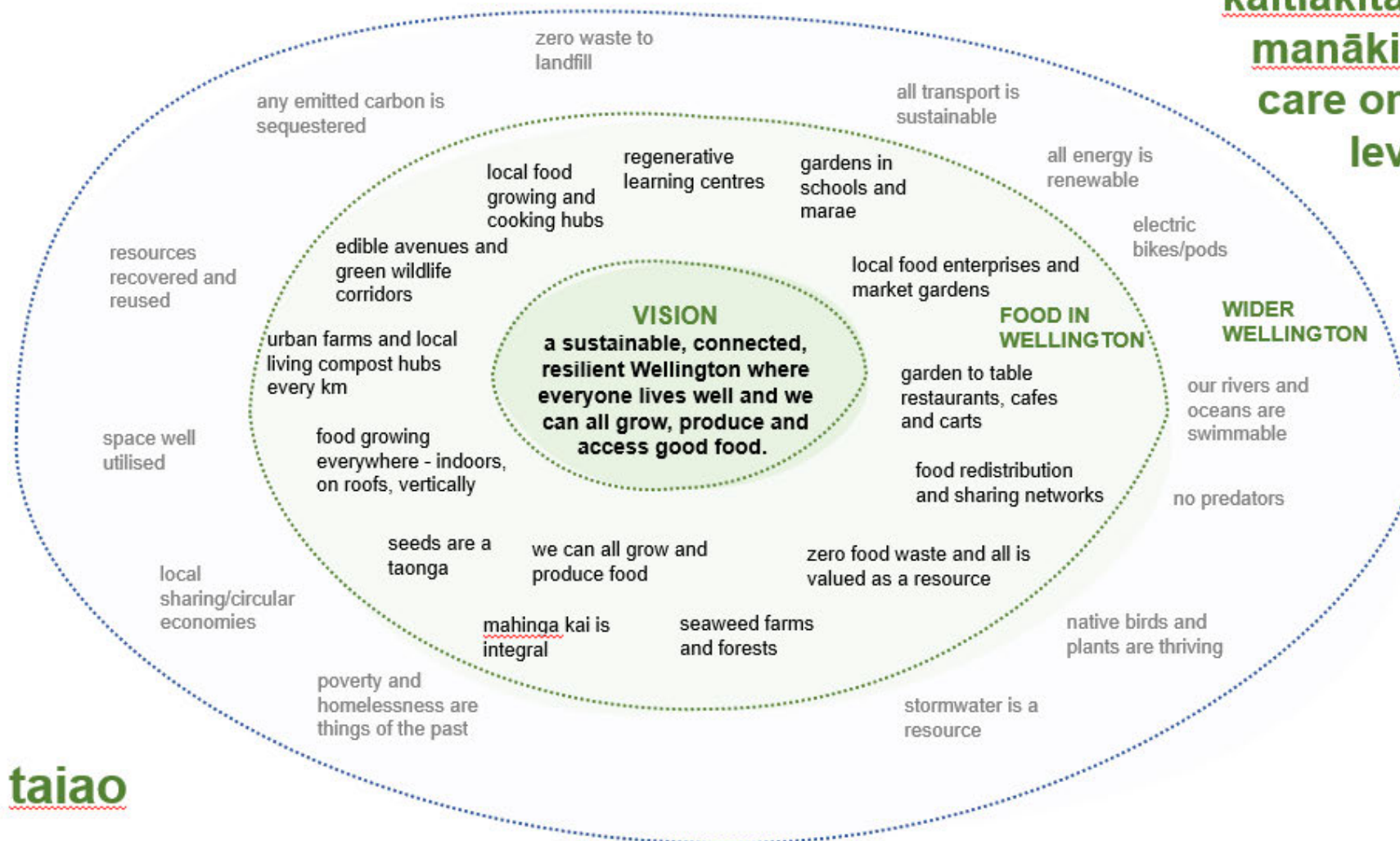
Our draft Vision is of a sustainable, connected, resilient Wellington where everyone lives well and we can all grow, produce and access good food.

Our draft Purpose is to advocate for and support design, implement and integrate regenerative local food systems into our city.



Our vision can be realised using the knowledge and skills we already have in Wellington and Aotearoa. Our vision does not rely on huge capital or infrastructure investment. Our vision does need Council and other stakeholders to act as enablers, starting with recognising the importance of planning our space to allow for urban food growing. Our draft vision is presented below, our next steps will be to work with design partners to refine the vision and to create an implementation plan

kaitiakitanga and manākitanga - care on every level



te taiao



Urban Farms and Local Living Compost Hubs'

(these illustrations have been created to support our work in implementing the first Community Compost Hubs in Wellington)

Homegrown Minneapolis Food Council: "Visual Methods for Collaborative Food System Work" (https://www.researchgate.net/figure/Five-visual-story-posters-combine-to-create-one-175-x-4-banner-developed-for-the_fig1_307861735)

(as we develop our vision we will be creating more visual resources, drawing on national and international expertise such as this example).



[REDACTED]

From: amanda mulligan [REDACTED]
Sent: 05 October 2020 17:10
To: BUS: Planning For Growth
Subject: Draft spatial plan submission
Attachments: Wellington City Council draft spatial plan submission 5 Oct 2020.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Our City Tomorrow - Draft Spatial Plan for Wellington City

Submission from:

Amanda Mulligan, former Wellington City Council heritage advisor

Lara Simmons, former Wellington City Council heritage advisor

Cherie Jacobson, director Katherine Mansfield House & Garden

Chris Cochran, conservation architect

Michael Kelly, independent heritage consultant

Lianne Cox, heritage architect

Elizabeth Cox, independent heritage consultant

Russell Murray, conservation architect

Natasha Naus, former Heritage New Zealand Pouhere Taonga advisor

Chessa Stevens, principal conservation architect and heritage consultant

About us

We are a group of heritage professionals with qualifications in architecture, planning, history, engineering and architectural history. We have experience managing character and heritage values in accordance with national, regional and local planning instruments. We are experienced at writing and implementing district plan provisions for heritage and character and managing properties with heritage values. Most of us also have experience working with heritage in other jurisdictions including Victoria, Washington state and the United Kingdom. Short summaries of our professional qualifications and experience are at Appendix 1.

We live in Wellington but we don't personally have a great deal of financial interest in the character areas. Most of us don't live or own property in them and in our professional lives we usually work with items deemed to be 'heritage' as opposed to 'character' (more on that distinction below).

Summary

While we support the Wellington City Council Draft Spatial Plan's vision for a greener, more diverse, connected city, we have concerns about the Draft Spatial Plan in its current form and believe Wellington can do better.

We are concerned that the plan is based on flawed or missing analysis, does not take sufficient account of the value of the character areas, and may not solve Wellington's housing affordability problems. As such, we propose the following four changes:

1. Demolition controls should not be lifted from all the character areas.
2. The spatial plan should recognise that heritage conservation contributes to liveable cities and is inherently sustainable.
3. The spatial plan should be based on an understanding of development capacity of underdeveloped non-character and heritage sites.
4. The spatial plan should identify new areas with historic heritage value.

We also believe that there are issues outside the Draft Spatial Plan process which, if addressed, will help solve Wellington's affordable housing problems. These include

normalising resource consenting, investment in social housing and legislation that directly impacts the quality of housing in New Zealand.

Section 1: Context

The heritage character of Wellington's inner suburbs is one of the city's most distinctive qualities

Wellington is a harbour city with a compact CBD and distinctive weatherboard housing from the late 19th to mid-20th centuries nestled in surrounding hills. Successful cities trade and capitalise on their distinctiveness. The people of Wellington have long understood this and have worked hard over many decades to identify and protect places with heritage and character values that contribute to Wellington's success. Our unique heritage and streetscapes are an integral part of what makes Wellington the coolest little capital city.

We protect places from the past for people using rules in the District Plan

In Wellington, we protect significant places from our past by using heritage and character provisions in the District Plan. This protection acknowledges the economic, social and environmental wellbeing benefits that conservation of heritage and character brings for people.

Under New Zealand's planning legislation, the Resource Management Act 1991 (RMA), New Zealand's historic heritage encompasses a diversity of significant places – historic buildings and structures, archaeological sites, historic sites, coastal sites, historic areas and Māori heritage. The RMA says that protecting historic heritage from inappropriate subdivision, development and use is a matter of national importance. Character is an 'other matter' at s7 that decision-makers have to have regard to.

Character areas have heritage significance

There is an arbitrary distinction made between 'heritage' and 'character' in the current District Plan and in the draft spatial plan. Wellington's character areas have been identified for their pre-1930s character. This is, by its very nature, heritage character and the character areas have historic heritage value as a 'physical resource that contributes to an understanding and appreciation of New Zealand's history and cultures'.¹

There are known problems with New Zealand's system of heritage protection

In July 2020, the Resource Management Review Panel published its report on the need for review of New Zealand's resource management system. The report noted that 'historic heritage is valued by the public. It makes an important contribution to quality urban environments, our sense of place and nationhood, and wellbeing. Historic heritage values, once destroyed, cannot be replaced. They are a non-renewable resource.'

Our system of heritage protection is performing poorly. All submitters to the Resource Management Review on the topic of historic heritage raised concerns about the effectiveness of heritage protection under the current system. ICOMOS New Zealand

¹ RMA definition of historic heritage.

suggested that the heritage protection system had gone backwards in recent years. The Ministry of Culture and Heritage is currently undertaking a review of the heritage protection system in their Strengthening Heritage Protection project.

Some significant issues like housing affordability, vulnerability to seismic events and climate change concern Wellingtonians

We acknowledge that Wellington has a housing affordability problem. We agree that this problem is more pressing as Wellington's population is forecast to grow significantly, in part because Wellington is a desirable place to live.

Our vulnerability to seismic events and the effects of climate change makes some parts of the city less appropriate to develop intensively. There are also aspects of our city that can help to mitigate or adapt to the effects of climate change, including our historic heritage and character, which can be sources of resilience.

Timber homes like those that exist in our heritage character areas are inherently resilient to earthquakes. Having neighborhoods that survive significant seismic events will be imperative for Wellington's recovery following a major earthquake. A new six storey building, designed to 100% NBS will likely have greater damage after a significant seismic event than a two storey timber home in Mt Cook.

We agree that making changes to planning controls to incentivise development is an appropriate way to encourage more housing construction. We don't think that lifting demolition rules in the character areas will bring the change that Wellington needs and instead, will lead to permanent and irreversible effects on the city's historic heritage and valuable distinctiveness.

New Zealand also has a problem with poor quality housing

New Zealand homes are considered to be poorly constructed and heated by OECD standards and experts estimate that around 40% of our houses are damp and mouldy.

We are concerned that some submitters are conflating the problem of housing supply with the problem of poor quality housing. It is also of concern to us that some submitters seem to believe that enabling demolition of character housing will lead to better quality housing. In our view, character or pre-1930s housing does not equate to damp, mouldy, unhealthy housing. Houses of any age that are poorly constructed and/or poorly maintained are likely to be unhealthy. New Zealand's recent experience with leaky buildings has shown how newer, modern buildings can also perform poorly.

Older buildings are designed to breathe making them healthier residences when properly maintained, vented and insulated. Wellington's older houses are amenable to retrofitting. Retrofit of housing with character and historic heritage values not only conserves these values, but also has economic, social and environmental benefits for people. This is outlined in more detail below.

The overall poor environmental quality in New Zealand's housing stock is an issue that needs to be addressed, but it is outside the scope of the Draft Spatial Plan. We have provided some further commentary on this in the last section of this submission.

Section 2: The spatial plan, character and heritage

In the face of a growing population, a changing climate and other natural hazards, Wellington City is consulting on a draft spatial plan outlining its vision for the future development of the city.

The draft spatial plan implements the National Policy Statement on Urban Development 2020 (NPS_UD) which requires Wellington to allow a minimum of six storeys in the CBD, within walking distance of the CBD and within walking distance of existing and planned rapid transit stops. Local authorities can modify, but only if necessary, the intensification requirements if one of the qualifying matters in the NPS-UD apply. The qualifying matters are very specific and include historic heritage (as a s6 matter in the RMA). But the NPS-UD also acknowledges that there may be 'other matters' that would make high density development inappropriate. Guidance on implementing the NPS-UD identifies 'special character' as an example of what might be anticipated to be raised as an 'other matter'.²

The spatial plan proposes no change to heritage protections; however some heritage areas, such as the Hataitai Shopping Centre, are proposed to be zoned for developments of up to 6 storeys. This is likely to lead to pressure from developers to allow any adverse setting effects on adjacent buildings. The spatial plan is also proposing to lift the resource consent requirement for demolition in character areas and to create new sub areas of character within the existing areas.

[We support the spatial plan's vision for a greener, more diverse, connected city](#)

We believe that heritage and character are essential to achieving the vision and objectives of the spatial plan around affordable housing, amenity/healthy pleasant places to live, liveable and resilient communities, reducing carbon emissions and good quality buildings.

We support allowing intensive development on under-developed sites in the central city and inner suburbs (for example on vacant sites, car parks and car parking buildings) where heritage values can be maintained and enhanced.

We support the identification of smaller developable areas potentially within the zones of existing character areas provided its impact on the character areas as a whole is assessed.

We also support implementing the NPS-UD requirement that means that there are no longer any minimum car parking requirements.

²<https://www.mfe.govt.nz/sites/default/files/media/Towns%20and%20cities/Understanding-and-implementing-intensification-provisions-for-NPS-UD.pdf>

Why we are concerned about the spatial plan

1. The plan is based on flawed or missing analysis

From the information provided, it appears to us that the spatial plan has pursued development in the character areas before analysing how much development capacity there is in other parts of the city that do not have identified heritage or character value.

There is underdeveloped land in the CBD. VUW student research in 2018 found that 20 percent of the CBD is car parks and parking buildings.³ There is also under-development on some inner suburban sites and along existing transport spines, such as Adelaide Road and Kent and Cambridge Terraces.

We are also concerned that the assessment of the character areas carried out by Boffa Miskell is based on flawed analysis which elevates architectural integrity over the pre-1930s character described in the District Plan. Placing value on architectural integrity in this way (i.e. valuing buildings that have changed least since original construction) does not align with the District Plan which says: *the date of 1930 has been chosen as buildings older than that date tend to match the characteristic building types of the inner city suburbs. It is recognised that different parts of the same building might be different ages.* Even the casual observer would agree that it is characteristic of many buildings in the character area to have had changes made up to the 1930s.

2. The plan does not take sufficient account of the value of the character areas

Reducing the character areas to smaller sub areas ignores the fact that much of the value in the areas is a consistency of pre-1930s character over a large area. The draft spatial plan significantly reduces the primary/contributory character areas proposed by Boffa Miskell in their report to smaller sub-areas. There does not appear to be any justification for this reduction. Placing heritage overlays or character area controls over large areas is an approach successfully applied in many cities in Australia, the UK and US.

The plan also does not sufficiently take account of the economic, social and environmental wellbeing benefits that heritage and heritage character conservation bring to people.

Economy and society

As noted above, heritage and character drive economic outcomes for cities by contributing to distinctiveness. Cities trade off their distinctiveness which makes them desirable places to live, work, visit and invest in.

We are concerned that the development anticipated by the plan will erode the distinctiveness and amenity that makes Wellington a desirable place to live. Given our experience working with Wellington's District Plan, we think it is likely that height limits will be seen as the permitted baseline as they have been in other parts of the city

Heritage and character also contribute to identity, community cohesion and health outcomes at a local, regional and national level. The *Heritage, Health and Wellbeing* report recently

³ <https://www.stuff.co.nz/dominion-post/comment/105219467/survey-finding-on-car-parks-at-odds-with-students-vision-of-city>

published by the UK Heritage Alliance recommended that ‘heritage should be considered in the planning system. Good design, quality local environments, and vibrant green spaces all help to support local wellbeing. The same can be said for the historic environment. Heritage can and must be central to planning proposals, to ensure that it is easily accessible to as wide an audience as possible - boosting wellbeing for all.’⁴ Closer to home, it was observed how the loss of buildings and landmarks following the Canterbury earthquakes deeply affected people’s mental health and feelings of belonging and connectedness.

Environment and climate change

We think that climate change is the number one concern for Wellington. Heritage and character is under threat from the effects of climate change. Heritage and character can also help us to mitigate and adapt to the effects of climate change.

We understand that climate change means that some parts of the city are less suitable for intensive development because of the changes in sea level and weather conditions that will occur.

We are also aware that the building sector is responsible for around 20% of New Zealand’s energy-related GHG emissions and about 50% of New Zealand’s waste is from construction and demolition. Plastic recycling is a normal part of our daily lives, but huge amounts of carbon are locked up in existing buildings.

Part of the solution to our climate change problem is retaining, reusing and retrofitting our existing building stock. In 2007, the New Zealand Business Council for Sustainable Development’s research project looking at how we could make New Zealand’s homes more sustainable concluded that the greatest potential for improvement was in upgrading New Zealand’s existing housing stock. The New Zealand Green Buildings Council’s May 2020 report, ‘A Green Recovery’ aligns with the Sustainable Building Council’s findings and says that New Zealand will not meet its carbon targets without a deep improvement of existing homes. Kate Raworth’s bestseller *Doughnut Economics* similarly says that we need to retrofit existing buildings in order to transform the economy to one that is regenerative by design.

The evidence for the environmental benefits of retaining existing building stock is strong. In 2016, the US National Trust Preservation Green Lab released The Greenest Building report which concluded that:

- Building reuse typically offers greater environmental savings than demolition and new construction.
- It can take between 10 to 80 years for a new energy efficient building to overcome, through efficient operations, the climate change impacts created by its construction.
- The majority of building types in different climates will take between 20-30 years to compensate for the initial carbon impacts from construction.

There is international evidence that historic buildings can be energy efficient:

⁴ Heritage Alliance, *Heritage, Health and Wellbeing*, September 2020

- Heritage Victoria and RMIT carried out research on a variety of heritage building typologies in 2012
- Historic England's 2019 Heritage Counts research shows that the carbon emissions of historic buildings can be reduced by over 60% by 2050 through refurbishment and retrofit.

Research by American economist Donovan Rypkema others has shown that refurbishing buildings instead of demolishing them and building again from scratch typically generates more jobs, comparable energy consumption, and far less use of water and new materials.⁵

3. The plan to increase the supply of land for development may not solve Wellington's housing affordability problems

We are aware that the whole of Wellington's CBD was designated as a special housing area, relaxing plan provisions for housing, but this led to little if any new housing being built. We are also concerned that demolitions of heritage character buildings may in fact reduce the supply of affordable housing by reducing the supply of older building stock.

The spatial plan goes too far in opening up developable land to the point where developers can pick and choose their sites. This could lead to an underdeveloped city with a smattering of 6 storey buildings in ideal development locations that are out of context with their surroundings and adversely impact on what we value about Wellington. Focusing development into smaller areas will force development to happen within those areas, and the likelihood of dense, walkable neighborhood development will increase.

[We know that Wellington can do better](#)

We propose the following changes are made to the spatial plan.

[1. Demolition controls should not be lifted from all the character areas](#)

Successful cities grow while maintaining the distinctiveness that drives their success. The character areas that surround the city are particularly important to the distinctive heritage of the city.

We agree with the spatial plan documents that 'character and advantages of living close to the central city making [the inner suburbs] a highly attractive and popular place to live' and that 'this concentration of highly visible buildings, along with the hilly topography and the Inner Town Belt, has also contributed to shaping the city's unique 'sense of place'.' These areas already have high levels of density compared to outer suburbs.

There are ways to achieve density without losing heritage character, such as allowing secondary units to be developed at the rear of lots. Maintaining the character area provisions ensures that a critical eye is kept on this development so that we are able to densify these areas without losing their unique and valuable qualities.

⁵ (Crawford, K et al (2014) Demolition or Refurbishment of Social Housing? A review of the evidence. London: UCL Urban Lab and Engineering Exchange).

We acknowledge that more stable ground conditions and better elevation away from the effects of sea level rise makes the character areas attractive for redevelopment. We would welcome some critical analysis of smaller areas within the existing character areas that might be suitable for larger scale development. Essentially, the opposite of the current approach, choosing smaller areas to develop rather than deregulating large swathes of places with heritage value and only protecting small collections of buildings.

2. The spatial plan should recognise that heritage conservation contributes to liveable cities and is inherently sustainable

Heritage and character are part of the solution to Wellington's population growth. Wellington should enhance and build on what it values. It would be a mistake to lose the non-renewable heritage character that is a major contributor to Wellington's distinctiveness and makes people want to live here.

Heritage character is not just a 'nice to have' but is something that contributes to good outcomes for people. As outlined above, it contributes to our economic, social and environmental wellbeing. Most importantly, heritage and character can help combat climate change. Reusing existing buildings reduces emissions through retaining embodied energy and being part of a circular economy. Cultural heritage can also build community resilience by helping us to respond to the social impacts of climate change.

3. The spatial plan should be based on an understanding of development capacity of underdeveloped non-character sites

From the information provided, it does not appear that an analysis of these sites has been carried out. There should be a careful study of the capacity of land that is presently available for housing without making any planning changes at all. It is essential that this analysis is factored into plans to make more capacity available. Additionally, analysis should be done to indicate what the development potential is in the areas of development proposed by a spatial plan. Although we are planning for a growth of 80,000 people, how are we assured that this development will occur?

The COVID-19 pandemic may not only have changed these population growth figures but is also influencing work patterns. The demand for office space will possibly be levelling off with more work done from home, and residential could take over redundant office space. Molesworth Street, for example, has high rise office buildings that have partially turned over to residential. There are also several former commercial buildings in the CBD, some with recognised heritage values such as the former Dominion Building, which are now residential.

4. The spatial plan should identify new areas with historic heritage value

In our view, the distinction between character and heritage in the District Plan is confusing, arbitrary and misleading as the pre-1930s character areas in Wellington have historic heritage value. The Council should investigate deeming the character subzones as heritage areas and implementing the new heritage places and areas proposed in Boffa Miskell's report. There are also opportunities to identify new historic heritage areas in Kilbirnie and Kelburn, for example.

Section 3: Other issues

There are issues outside the spatial plan process which, if addressed, will help solve Wellington's affordable housing problems.

Resource consenting

Some of the changes proposed in the spatial plan appear to be driven by a desire to reduce resource consenting requirements. Heritage and character are poorly served by reduced consenting requirements. One reason for this is that every place has different values which makes it time consuming to identify works that could be exempt from consent at the plan-making stage. Wellington City Council should work to normalise consenting by making it more affordable. Other cities with successful planning regimes don't see consenting as a barrier to development as they scale consent fees according to total development cost and make them payable up front.

Social housing

Wellington City Council and central government should continue to invest in social housing. Historically this is how housing shortages have been solved in New Zealand. Recent experience in Wellington and other cities has shown we cannot rely on the market to fix our housing affordability problem.

The availability of social housing is critical to ensuring diversity and accessibility in the inner suburbs. Developers won't be building social housing, however liberalised the planning rules. Wellington City Council should build on its excellent record of the 1960s and 1970s when it built extensively in the city and inner suburbs. The Council should also be lobbying central government to contribute, as they built social housing in the heart of the city in the 1950s very successfully in the form of the Gordon Wilson Flats and Dixon Street Flats.

Housing quality

As noted above, New Zealand has a problem with poor quality housing that demolishing heritage and character buildings won't solve. The quality of housing is largely regulated by the Building Act, not town planning. The Healthy Homes initiative – being enforced in 2021 – and changes to the Tenancy Act to make a fairer relationship between tenants and landlords should also contribute.

5 October 2020

Appendix 1 - About us

Chris Cochran has had a wide-ranging practice as a conservation architect for 30+ years. His work in Wellington includes (for the Wellington City Council), the 'Wellington Heritage Building Inventory' with Boffa Miskell (2001), and the 'Thorndon Heritage Project' with Jane Black and Michael Kelly, 2008. He has written conservation plans (a number of them with Russell Murray) for some of the city's most important heritage buildings, including Parliament Buildings, Old St Pauls, Turnbull House, Massey House in Lambton Quay, Futuna Chapel in Karori, Katherine Mansfield Birthplace, Lilburn House, and The Moorings in Glenbervie Tce,

where he has lived since the 1970s. He was made MNZM in 2007 for services to heritage conservation.

Elizabeth Cox has worked in the heritage field for more than 20 years, at both Heritage New Zealand and the National Trust in the UK. She has run her own heritage consultancy business in Wellington, Bay Heritage Consultants, for more than 10 years, during which time she has written the history and assessed the significance of hundreds of buildings. She has written a book about the heritage battle to save Old St Paul's, Wellington.

Lianne Cox is a Heritage Architect with 26 years experience. She is a registered architect, and a member of ICOMOS (NZ). Lianne's work ranges from conservation plans, assessments, to her speciality of advising and documenting heritage projects.

Cherie Jacobson is Director of Katherine Mansfield House & Garden. After ten years in the arts, including managing historic and contemporary performance venues, Cherie completed a Master of Museum & Heritage Practice at Victoria University of Wellington. Recent roles include an Advisor at Manatū Taonga Ministry of Culture and Heritage and preparing heritage significance assessments for Bay Heritage Consultants.

Michael Kelly has been working in heritage management since 1983. He has been a self-employed consultant since 1997 and prior to that worked for the both the New Zealand Historic Places Trust and Department of Conservation.

As part of a broad collection of heritage conservation work, Michael has contributed to the preparation of a number of district plans for local authorities, including the Palmerston North, Hastings, New Plymouth and Wellington City Councils and Greater Wellington Regional Council, as well as heritage inventory and assessment criteria preparation for the New Zealand Defence Force and Department of Conservation, and listing proposals for Heritage New Zealand Pouhere Taonga.

Some of the relevant projects Michael has undertaken include:

- New Plymouth District Council – inventory upgrade 2018-19 (with Russell Murray)
- Suburban centre heritage and central city heritage areas identification and assessment, for Wellington City Council, 2008 and 2010 (with Russell Murray)
- Revision of Greater Wellington Regional Council heritage inventory, 2009-12 (with Russell Murray, Chris Cochran and Andy Dodd)
- Heritage inventory for New Zealand Defence Force, 2010 (with Russell Murray and Karen Greig)
- Hasting District Council inventory upgrade, 2004 (with Chris Cochran)

Amanda Mulligan has been a heritage professional since 2009 when she started her career at Heritage Victoria. Amanda was a heritage advisor at Wellington City Council for four years and before that, the registrar at Heritage New Zealand 2014-2015. In these roles Amanda became skilled at analysing the significance of places and assessing the impacts of development on heritage values. Amanda has been a Senior Policy Advisor at the Ministry for Culture and Heritage in Wellington since late 2018, and has been a key contributor to the Ministry's work to strengthen New Zealand's heritage protection system. An architectural historian by training, Amanda also has qualifications in history and building conservation.

Chessa Stevens is Principal Conservation Architect and Heritage Consultant at WSP specialising in assessment, preservation, restoration, management and maintenance planning for heritage and historic buildings and structures. She is registered with the NZ Registered Architects Board, and has a Master's Degree with Distinction in Conservation Studies (Historic Buildings) from the University of York, UK. Chessa has been with WSP (formerly Opus) since 2015, managing a national portfolio of projects, and now leads a national team of built heritage specialists in her role. Chessa provides multiple services to Wellington City Council, including heritage advisory services for resource consent processing and conservation architecture services for the Wellington Waterfront. She is also currently engaged in providing heritage advisory services for resource consent processing at Porirua and Palmerston North City Councils, and has recently been involved in assessing properties for scheduling as part of their District Plan Review. She is also currently engaged by Invercargill City Council, and has previously been involved with submissions made under the Proposed Christchurch Replacement District Plan, as well as heritage area reviews, and heritage significance and effects assessments for Rangitikei District Council, Matamata-Piako District Council, and Waipa District Council.

Amanda and Chessa have been co-secretaries of ICOMOS New Zealand since 2017, the NZ branch of an international non-governmental organisation of heritage professionals engaged in the conservation of places of cultural heritage value.

Russell Murray is a conservation architect with 20 years experience. He has contributed to the preparation of heritage inventories for a number of councils.

Lara Simmons graduated with her Masters of Museum and Heritage Practices from Victoria University in 2018. She worked for Wellington City Council as a Senior Heritage Advisor from January 2019 to August 2020. Lara has experience using the district plan to provide specialist heritage advice on Resource Consent applications and is aware of the current pressures facing Wellington's heritage buildings.

Prior to completing her MMHP, Lara had a career in structural engineering spanning nearly two decades. Her speciality was heritage building work and seismic strengthening including work on significant landmarks such as the Town Hall (Wellington), Arts Centre (Christchurch), and Pike Place Market buildings (Seattle). She brings a strong knowledge of heritage buildings and their construction with her into her heritage advisory work.

Since 2016, Lara has served on the advisory panel for the Ministry for Culture and Heritage's Heritage EQUIP fund which serves to provide private building owners with funds to enable seismic strengthening work on listed heritage buildings. During her tenure in the United States she also served on King County's 4 Culture Landmark Grant Review Panel and the City of Seattle's Unreinforced Masonry Policy Committee.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15219**

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Submitter Name: Christopher Andersen

Suburb: Mount Cook

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Heritage buildings are important to preserve ONLY if there's a reasonable chance they can be restored and fit for purpose, the number of heritage buildings that sit vacant or not fit for purpose is a shame. Retrofitting needs to be made achievable to investors or individuals who have bought these properties. IF this isn't possible then it is far better to have high density housing built then to let the buildings sit fallow for years. I do think preserving heritage is important but not at the expense of increasing density

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Access to cycleways/routes

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Shops and businesses, Cafes and restaurants, New housing, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Parks

What amenities or facilities were missing or could have been improved?

Not sure

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I think increasing density and providing housing is the most important need this city faces and appreciate that multiple areas are being up zoned to try and increase development

2. What would you change or improve?

I think we need to make sure that what is being built is reasonable quality housing that isn't an eyesore.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

I like the idea of a shelly bay development but a transport plan that involves bike paths, ferries, and public transport needs to be sorted before ground breaking

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Not sure

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15547**

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Submitter Name: Christopher Thompson

Suburb: Aro Valley

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

There could be more intensification in some of the outer suburbs. The plot sizes are reasonably large, and take up a considerable amount of the city footprint. Larger populations in the outer suburbs would attract more amenities into the communities.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

The older houses add an aesthetic value to the streetscape. And they tell a story about the history of the city. But - importantly - the value of this character depends on the streets being used. It is the older houses on the main roads, the bus routes, and the roads that people walk up and down that are worth preserving.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Access to cycleways/routes, Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Shops and businesses, Cafes and restaurants, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Neutral

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Local shops.

What amenities or facilities were missing or could have been improved?

N/A.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

The Aro Valley does have a distinctive character and a distinctive community. This is enjoyed by residents, but is also a factor that draws in other Wellingtonians to the area. The current proposals for the Aro Valley fail to protect this character.

3.

4. The Aro Valley is already quite densely populated. The plot sizes are generally quite small and modest, and residents are not taking up a disproportionate amount of the city footprint. There is significant congestion already, even in terms of foot traffic. The suggestion that future residents will be willing to go without cars and car parking is simply unrealistic.

5.

6. The Aro Valley is quite narrow, and could not sustain the heights of buildings being suggested. Access to sunlight is extremely important for residents' wellbeing, and this will be materially impacted by allowing higher buildings.

7.

8. The identification of special character subareas seems arbitrary. First, the maps identify some houses as 'neutral' that are clearly pre-1930's, and visible from the street. Second, it is unclear why character needs to be substantially intact on both sides of the street, since pedestrians would typically have one side of the street in view. Third, and most importantly, if there is value in preserving character houses it is because they are ACCESSIBLE to Wellingtonians, and frequently used by them. The current character subareas identified in the Aro Valley ignore main thoroughfares such as Aro Street that have lots of foot traffic, and are on a main bus route.
- 9.

10. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

11. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Not sure

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Planting

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment?

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15780**

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Submitter Name: Clare Masters

Suburb: Kilbirnie

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Neutral

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

I would look overseas to see 'what has worked and what hasn't' with regard to central city intensification. Certainly there are some older character buildings in the central and inner suburbs that would be worth retaining but there also a considerable number that are in a derelict state that could be replaced with good quality modern buildings in keeping with the area. Buildings 'made to last' rather than the ones that need replacing in 10years time. Increase high-rise apartment dwelling in the central city, medium density (max 2-

3 storey dwellings in the inner and outer suburbs and create new developments in those areas marked as 'opportunities for growth'.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

When I look around the inner suburbs there are marked differences in the properties from a maintenance aspect. Areas like Thorndon, Mt Vic & Roseneath, where there is obviously more wealth, have well maintained properties which will likely remain for another 100years. Wellington is renowned for these beautiful old character homes. Let's not make the same mistake as Auckland did with Ponsonby, by putting up ugly high rises on either side of beautiful old villa's and cottages!

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Infrastructure (stormwater, water supply, wastewater), Social services and community facilities, Medical facilities/centres

Other: please note that not all people can walk, scoot or bike. There are the elderly and disabled go consider who will need access by car to community services.

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Shops and businesses, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Child care

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Walkways and dog friendly parks/beaches.

What amenities or facilities were missing or could have been improved?

With the increase in dog ownership, as well as dogs being part of the family these days rather than in a working capacity, it would be nice to see more open spaces and walks where dogs can be off-leash in Wellington. We need more places like Lyall Bay beach where dogs can be dogs and run free.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

That it includes more open space planning and community inclusion.

2. What would you change or improve?

WCC should be working alongside Hutt City Council & Porirua to plan for growth of the city as the increase in population will be across all areas of Wellington. Improving transport links including light rail from the airport to

the city via Newtown has been talked about and now is the time to spend the money and just do it. When tourists finally do return, this will be a huge advantage to move people around the city and take the cities attractions. There is no time like the present.

3. More high rise could be done in central city but leave the outer suburbs with no more than 2-3 storey's. I strongly disagree with buildings of 6-8 storey's in Kilbirnie. This will entirely change the character and landscape of the area. The infrastructure is already struggling to cope with schools at capacity, medical services at capacity, traffic congestion to name a few.

4. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Infrastructure to support the growing population, transport links, easier way for the elderly and disabled to access community support.

5. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Not sure

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Not sure

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Strong building of both infrastructure and medium-density good quality housing.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Strong building of both infrastructure and medium-density good quality housing.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

We are very upset and concerned about the proposed high density housing, 6-8 storey buildings proposed for Kilbirnie. In my view, this will be extremely detrimental to the community by over-crowding schools, increasing traffic in the area and exacerbating an already difficult parking situation. With many carparks being taken up with

cycleways this has meant many workers/apt dwellers parking in nearby residential streets, taking away residents car parks. If more high rises go up with little parking allowance, this will make the problem even worse. Having low cost high density housing will put more pressure on all services in the area. Streets and pavements are already in a state of dis-repair and this will likely deteriorate further with more traffic. The 8 storey buildings will destroy the view many householders enjoy (and paid a premium for) and lower property values for these home owners. Wind tunnels between high rise buildings will be a concern and finally building these high rises on the flat in tsunami danger zones and where sea levels rising within the next few decades should be enough to deter anyone from building in this area.

Have you provided an attachment? No

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Online submission form ID 14241

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Submitter Name: Clare Pohlen

Suburb: Northland

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

I think that the plan is over simplified and a lot of assumptions have been made that are not necessarily going to be accurate. While we will definitely have growth I am not sure where the figure of 80,000 comes from. Also, it would be nice to think that people won't use cars but I don't think will be the case. In particular, with the outer suburbs people will find that if they are not next to a bus stop or have limited shopping then they will continue to own and use a vehicle. This will do nothing to ease congestion and parking and access through already small streets will worsen. If they want to add large housing blocks then

the roading needs to be looked at and potentially changed with more one way streets to suburbs like Northland rather than 2 lane streets that hamper parking and are difficult to navigate when there are a lot of users.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

A lot of time and effort has gone into designating houses of historic significance and this plan would seem to take a red pen right through this. There are, and post covid may be a lot more, empty commercial buildings that could be repurposed first.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Commercial activity (retail, cafes, local businesses), Employment opportunities, Infrastructure (stormwater, water supply, wastewater), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Shops and businesses, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Neutral

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Te Ahumairangi hill was great for walks.

What amenities or facilities were missing or could have been improved?

No local supermarket

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Not a lot

2. What would you change or improve?

i think more thought needs to go into how the outer suburbs will grow and also how to retain the character of the inner city suburbs. We live in Northland and the council has just granted resource consent to a proposed multi unit development in a cul-de-sac that would potentially double the number of people in the street and add up to 30 more vehicles with no apparent thought to parking or the impact of people living there. The proposal breached the resource consent in 9 areas and was still granted. The architects stated all impacts would be minor without acknowledging that 9 minor impacts would add up to a major impact for most of the street. If there are

going to be rules then people should have to work within those otherwise there is no point. In areas like Northland where there are no major shops and bus routes are some distance then consideration needs to be given for how people will commute and what sort of development is being proposed. The person building the multi-unit dwelling will not be residing in the street and will not be impacted. I see a lot more of this happening with this draft plan.

3. In regards to Northland I also think that consideration should be given to Northland and Garden Roads changing to one way (one up, one down) as this will enable parking on one side of the street and utilise the whole street for parking without the issues that are currently faced.

4. **Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?**

I am not sure how you vet the town planners but they seem to be lacking in common sense and are unable to visualize how the developments they sign off on will impact the existing street dwellers.

5. **To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:**

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Neutral

5. **Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?**

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Disagree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **16263**

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Submitter Name: Colin Bloomfield

Suburb: Newtown

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

This question and the plan seems premised on growth projections that may not come to pass. For that reason a more staged and agile response to growth is required over the coming decades, not a sweeping change now that could have significant impacts on particularly valuable character neighbourhoods.

Only 20 years ago Wellington's population was decreasing, and the assumption that growth predictions will continue to follow patterns of the last 15 years are not necessarily soundly based. Much of the predicted growth arises from migration from overseas, rather than internal migration. This will be heavily dependant on future national immigration policy (which may not pursue a strategy of economic growth stimulated by immigration). I note that it was mentioned that growth might slow for 3 - 5 years, but then resume at the predicted rate, that being regarded as 'positive'. The value of economic growth for its own sake is now strongly contested on sustainability grounds.

The plan rightly targets housing development with a focus on intensity and access to public transport links, however, designation of vast areas as ripe for medium to high rise development is an excessively blunt approach. There are plenty of areas that can be identified for such development in a more targeted way.

There is reference to the city centre remaining the heart of employment. This does not seem to take into account the future trend of more dispersed working patterns that the Covid-19 response has highlighted. It seems increasingly likely that people will increasingly work from home or from connected shared spaces in neighbourhoods.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

If this is the case, the proposals for Newtown, in particular, sit uncomfortably with the stated objective.

The approach taken to 'character' is particularly reductive - the focus on streetscapes in certain sub-areas of Newtown seems to elevate the tree over a broader appreciation of character.

There seems to be no appreciation of the potential of urban tourism, of the type well understood in Europe (for example), where tourists value not only particular sights but the sense of what makes the cities they visit unique. In that sense, the unique built heritage of cities contributes significantly to city 'experience' tourism. Wellington offers a unique urban landscape, with a living built heritage that the city should be celebrating and highlighting in its marketing to visitors. It's not all about conferences, hotels and the waterfront - there has been a strong growth internationally in sophisticated urban tourism with a focus on the built environment overall to communicate the essence of the city.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Access to cycleways/routes, Walkability within the centre

Other: New housing that better integrates with the existing built character of neighbourhoods such as Newtown. Character commercial areas should be protected and not blighted by compromises such as facadism.

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Shops and businesses, Cafes and restaurants, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Library.

The roads, for cycling with less car traffic.

What amenities or facilities were missing or could have been improved?

Nothing in particular.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

More explanation of how new housing will be improved - outside car charging points in new developments; bike garaging in new developments; rainwater collection in new developments; communal vegetable allotments in new developments - a better integration of the Council's other goals, including around climate change.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Stongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment?

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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

We want to hear your views on Our City Tomorrow (the Draft Spatial Plan).

Tell us what you think by answering these questions below

You can post this form to us (no stamp needed) or email this form to: planningforgrowth@wcc.govt.nz

You can also answer these questions online at:
planningforgrowth.wellington.govt.nz/your-views/consultations/draft-spatial-plan/consultation-form

Make a submission by **Monday 5 October 2020 at 5pm**.

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View Our City Tomorrow (the Draft Spatial Plan) online

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Our City Tomorrow: A Draft Spatial Plan for Wellington City (mobile and accessible version)

Downloadable PDF planningforgrowth.wellington.govt.nz > Draft Spatial Plan >

Summary of Our City Tomorrow: A Draft Spatial Plan for Wellington City (PDF)

Section 1 - your details *mandatory field

Your name (first and last)*:	COLLEEN SMITH
Your email*:	
Postal address*:	
Suburb:	KHANDALLAH
Phone number:	
Age range:	
Household:	
Preferred method of contact: <input type="checkbox"/> Email <input checked="" type="checkbox"/> Post	
<input type="checkbox"/> You would like to sign up to our email newsletter and receive news and updates regarding Planning for Growth	
You are making this submission:	
<input checked="" type="checkbox"/> as an individual	
<input type="checkbox"/> on behalf of an organisation. Your organisation's name: _____	

Section 2 - compulsory questions

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
1. To what extent do you agree or disagree with what is proposed with intensification in the central city?* (Refer to Central City fact sheet number 02)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. To what extent do you agree or disagree with what is proposed with intensification in the inner suburbs?* (Refer to Inner Suburbs fact sheet number 03)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. To what extent do you agree or disagree with what is proposed with intensification in the outer suburbs?* (Refer to Outer Suburbs fact sheet number 04)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs, and outer suburbs. Overall to what extent do you agree or disagree with our approach to this distribution?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?*	UPPER STEBBINGS, SLENSIDE LINCOLNSHIRE FARM, MIRAMAR PENINSULA & STRATHMORE PARK					
5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?* (Refer to Character Areas fact sheet number 05)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about character in these suburbs is important to you?* (Refer to Character Areas fact sheet number 05)	AGREE WITH GENERAL PLAN PRESENTED. ACKNOWLEDGEMENT OF OTHER CHARACTER AREAS NEEDED SUCH AS: TERIKAKA SETTLEMENT (I believe there are some requirements in the current DISTRICT PLAN) NEEDS SAME PROFILE AS INNER SUBURBS. "SPECIAL CHARACTER"					
7. What amenities would you want to help create a vibrant suburban centre?* Please pick your top 5 from the options below.	<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input type="checkbox"/> Proximity to parks and open space <input checked="" type="checkbox"/> Access to public transport <input type="checkbox"/> Public/shared spaces <input type="checkbox"/> Commercial activity (retail, cafes, local businesses) <input type="checkbox"/> Employment opportunities <input checked="" type="checkbox"/> Community spaces or 'hubs' that provide for a variety of functions (working, study, etc) </div> <div style="width: 50%;"> <input checked="" type="checkbox"/> Infrastructure (stormwater, water supply, wastewater) <input checked="" type="checkbox"/> Social services and community facilities <input checked="" type="checkbox"/> Medical facilities/centres <input type="checkbox"/> Access to cycleways/routes <input type="checkbox"/> Walkability within the centre <input type="checkbox"/> Easy walking distance to the centre <input checked="" type="checkbox"/> Other (please specify) COMMUNITY SPACE/HUBS COULD/SHOULD CONTAIN MEDICAL & SOCIAL SERVICES </div> </div>					
8. What amenities would you want to see around future mass rapid transit stops?* Please pick your top 5 from the options below.	<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input checked="" type="checkbox"/> Public shared spaces <input type="checkbox"/> Landscaped spaces/plantings <input checked="" type="checkbox"/> Parks and playgrounds <input checked="" type="checkbox"/> Shops and businesses <input checked="" type="checkbox"/> Cafes and restaurants <input type="checkbox"/> New housing </div> <div style="width: 50%;"> <input checked="" type="checkbox"/> Community facilities (libraries, community spaces, social services, etc) <input type="checkbox"/> Child care <input type="checkbox"/> Medical facilities/centres <input type="checkbox"/> Bicycle parking <input checked="" type="checkbox"/> Other (please specify) IT IS VILLAGE MALL WAS DEVELOPED, IT COULD BE AN EXAMPLE OF A VIBRANT SUBURBAN CENTRE. </div> </div>					

	Strongly Agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
<p>9. To what extent do you agree or disagree with the following statement?*</p> <p>Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be compact, resilient, inclusive and connected, vibrant and prosperous, and greener.</p> <p>(Refer to Our City Tomorrow fact sheet number 01)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighborhood in a different way.</p> <p>What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?*</p> <p>PUBLIC TRANSPORT, COMPACT KHANDALLAH VILLAGE WITH ALL AMENITIES I.E. SUPERMARKET, CHEMIST, LIBRARY, MED CENTRE, CAFES, VARIETY OF SHOPS, PARKING, TOWN HALL</p> <p>What amenities or facilities were missing or could have been improved?*</p> <p>PUBLIC TRANSPORT (BUS) ROUTES COULD BE IMPROVED, POSSIBLY RETURNING TO FORMER ROUTES of "44", "43" & "48" (BROADMEADOWS) BEGINNING IN J. VILLE.</p>						

Section 3 - non-compulsory questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?						
2. What would you change or improve?						
3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?						
4. To what extent do you agree or disagree with the following statements considering what is proposed for the inner suburbs:						
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through retention of a general character area to ensure that new development respects the local streetscape and is well-designed.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations where streetscape character is substantially intact.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements? <i>View this section of Our City Tomorrow (the Draft Spatial Plan):</i> planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Opportunity Sites						
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, greener city.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement? <i>View this section of Our City Tomorrow (the Draft Spatial Plan):</i> planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Opportunity Sites						
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. We also want to understand the public appetite for community planning processes in specific areas, such as: Te Motu Kairangi/Miramar Peninsula This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route. Strathmore Park This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighborhood center.						
8. Do you support with the idea of a community planning process for the following areas? 8.1.1 Te Motu Kairangi/Miramar Peninsula <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not sure 8.1.2 Strathmore Park <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not sure						

9. If you answered yes, to the two questions above please respond to the following questions:

9.1.1 What should the **Te Motu Kairangi/Miramar Peninsula Framework** focus on or cover?

AS I AM OUTSIDE THE AREA, CONSULTATION WHICH COULD
ACHIEVE MODERATION BETWEEN OPPOSING PARTIES
IS MY GOAL.
INFRASTRUCTURE SHOULD BE A MAJOR PART OF PLAN.

9.1.2 What should the **plan for regenerating Strathmore Park** focus on or cover?

PLAN SHOULD INCLUDE LOCAL INPUT &
MANAGEMENT OF IDEAS.

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
10. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces? View this section of Our City Tomorrow (the Draft Spatial Plan): planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Natural & Open Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

☒ Yes ☐ No ☐ Not sure

12. If you answered yes, to the question above what types of assistance would help landowners?

☒ Financial assistance

☒ Planting

Other (please specify) _____

☒ Advice and guidance

☒ Weed and pest control

13. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

I WISH FOR A COLLABORATIVE W.C.C. WHERE ALL
THOSE ELECTED COUNCILLORS COULD WORK TOGETHER
FOR THE COMMON GOOD OF WELLINGTONIANS.
PERHAPS THERE NEEDS TO BE A JOB DESCRIPTION:
"COUNCILLOR." ALL THOSE STANDING SHOULD BE
INTERVIEWED BEFORE BEING ABLE TO FORMALLY STAND ^{AND}
MEET THE REQUIREMENTS OF THE J.D.

14. Have you provided an attached document?

☐ Yes ☒ No

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2nd fold here

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**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



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Wellington City Council

PO Box 2199

Wellington 6140

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **13871**

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Submitter Name: Daniel McGaughran

Suburb: Johnsonville

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Neutral

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

I live in Johnsonville, which is disproportionally affected by the imposition of 6-8-storey apartment blocks in a wide area beyond the immediate urban centre, yet other suburbs (e.g. Newlands, Karori, Tawa, Churton Park/Glenside, Grenada Village, Island Bay, Miramar and Hataitai) do not have as extensive an intensification. I'd also support spreading the intensification into Porirua and the Hutt Valley, in collaboration with the respective local bodies.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Very little. Putting myself in the shoes of homeowners there, I'd be more concerned about protecting my Fee Simple title and not be beholden to a body corporate (as apartment owners would be).

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Commercial activity (retail, cafes, local businesses), Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Walkability within the centre, Easy walking distance to the centre

Other: Make the public & community spaces fully smoke-free

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Shops and businesses, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.)

Other: Adequate shelter from the weather (wind + rain) - as an example there is poor shelter accessing the Johnsonville Train Station, from either Broderick Rd or Johnsonville Mall.

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Neutral

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

The greenery in the vicinity, footpaths on both sides of the road (to practice physical distancing when out for a walk during L3-4).

What amenities or facilities were missing or could have been improved?

Wider footpaths, though there is often little room for this without encroaching on road/cycle space, private properties and geographical hazards (e.g. streams, hillside banks)

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Addressing a need for more housing; the reports produced so far evaluating residents' comments qualitatively.

2. What would you change or improve?

Spread the densification of housing more evenly. Reduce the coverage area of Type 4 housing in Johnsonville, as this is practically indistinguishable from Type 5 (≥ 6 stories and up to 8 stories is practically the same). As someone who bought Type 1 housing in a neighbourhood of families with children in, looking to eventually raise a family here, I do not want to lose my house and garden to some apartment building (given that my property falls within the proposed Type 4 zone, yet some 150m up Cortina Ave is suddenly zoned for Type 1 with no in-between state). I do not want to be forced into a Unit Title arrangement where I would be involved or subject to body corporates and all the shenanigans that ensues, and I do not want to see my neighbourhood (whom I'll

assume feel the same way) have views and sunlight compromised by large apartment buildings popping up next door.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

* Why is Type 4 housing defined as a mandated MINIMUM of 6 stories, and not a maximum? There is otherwise no middle ground between the currently-defined Type 3 and Type 4 housing.

- 4.
5. * Consider environmental impacts of intensification, particularly concerning a sense of privacy, exposure to noise and all forms of smoking from neighbours and/or their visitors. I deliberately bought a freehold property so I would have a greater sense of privacy and space to breathe, without feeling like I'm living in a motel unit.
- 6.
7. * I enjoy having my own garden, where I can choose what to plant in it and not be limited to container gardening.

8. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Neutral

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Not sure

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Balancing nature walks & reserves with housing needs / commercial development

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Balancing nature walks & reserves with housing needs / commercial development

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Neutral

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other: Adequate shelter from the weather (wind + rain) - as an example there is poor shelter accessing the Johnsonville Train Station, from either Broderick Rd or Johnsonville Mall.

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

To reiterate a point I made earlier, I bought Type 1 housing last year with a longer-term look to the future raising a family in a neighbourhood of other families with children. There were several aspects that attracted me to this, which weren't provided by opting for apartment living or closer to the central city where similar housing is much less affordable. Even if I can keep my house and section under the proposed district plan, having neighbouring sections converted to 6-storey apartment blocks would be a huge detriment to sunlight, views and privacy, which I strongly oppose.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **15546**

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Submitter Name: Darren Bottin

Suburb: Johnsonville

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Put Greenfields back into the plan as they are already under development (Woodridge, Stebbings, etc), taking their planned growth proportion as targeted by the council for the last 10+ years.

Growth should not be dumped into areas with poor infrastructure, and higher than average commuting distances/times. Greenfields growth figures seem to be excluded from the total and documented away from the core plan.

Narrow streets with existing MDRA rules have shown that intensity does not reduce dependence on private cars when the 2018 Census clearly shows that the train is NOT an option for travel to work for HALF of Johnsonville residents.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Character and historical must be combined into the assessment of what level of protection is needed.

History is not enough to make a very poor condition house difficult to improve.

Character is also not enough as proven by the Central Library, where it has little history and some forms of character would be impractical to preserve without preserving the inherent structural risk.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Employment opportunities, Social services and community facilities

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, New housing, Community facilities (libraries, community spaces, social services, etc.)

Other: Shared business/commercial spaces, such that residents can dramatically shorten their commuting and not be as car dependant. Eg call centres, government departments, short term desk space rentals

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Libraries, parks, community spaces

What amenities or facilities were missing or could have been improved?

Understanding that the shift of working locations from the city to the suburbs is not temporary, and may have rebounded somewhat, but will continue to further shift away from the CBD in the long term.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Balance of historical protections

2.

3. What would you change or improve?

For council to visit in person the areas of most impact to witness the actual environment and suitability for density. If an area is very steep and un-walkable, a broad brush approach to rezoning should be strongly

avoided.

4. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Rail line capacity to grow and actual commuting patterns analysed.

5. Connect with more residents and produce a localised impact statements so that residents don't have to filter through too many documents, only to find out their transport is assumed to be more practical than it is, and they will likely have reduced property protections.

6. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Not sure

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Not sure

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly disagree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

The local communities interests and concerns

Community planning should be included in all suburbs where possible

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

The local communities interests and concerns

Community planning should be included in all suburbs where possible

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Disagree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other: Shared business/commercial spaces, such that residents can dramatically shorten their commuting and not be as car dependant. Eg call centres, government departments, short term desk space rentals

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Honest impact documents to those most affected.

The leveraging of consultation support of 3 or 4 storeys into for higher buildings was questionable.

Have you provided an attachment? Yes

GIS mapping: miss classifications in the DSP, suggesting old GIS data

- Apartment blocks in the former school just south of Raroa Station not zoned
- Developments in Woodridge are mostly showing as open space
- There are many examples of missed pedestrian access ways, limiting the walkable impact scope
- Terrain is not sufficiently accounted for: a 1.0km x 80m climb is 'walkable'

2019 consultation

- Support for Greenfield avoidance was flawed as the areas suggested were in difficult locations(Ohariu), but existing sprawling Greenfields not mentioned continue to grow
- Support for density was founded on a 3 or 4 storey model.

2020 consultation

- Data was withheld until 1 week before close off and suggestive that it was not used during the initial planning stages as required by the NPS requirements
- Old resources (pre NPS) were not pulled from the site when the NPS was released.
Many examples of these distorted maps/descriptions are still being published today:
eg [Outer Suburbs Assessment and Evaluation \(Northern\)](#) : very out of date maps & figures

JVL Train Line

2018 Census data proves that the JVL rail line is not a viable commuting option for the majority as is NOT:

- **"Frequent": Constrained intervals**
The train runs only at 15 minute intervals at peak, and not a viable option to improve due to single tracks, many tunnels, steep terrain.
- **"Quick": The buses are quicker**
The train takes 23 minutes to the city and only to the city rail station, and in addition requires a 10 minute walk to a large portion of the golden mile travel+walking = 30min+,
Taking the #1 you can get from Johnsonville stop B to: Wellington rail in 15, Courtenay Place in 30.
- **Reliable: Operator reliability at 93.4% in April 2019**
Given the 'eggs in one basket' situation of rail, when it fails, 'spare' buses are urgently needed
Any fault just drives residents to rely on more resilient forms (bus/car):
Sep 2020: Slip, Jan 2020: Points fault, Nov 2019: Slip, Feb 2019: "Planning issue"
- **High-capacity: It is near or at capacity, on a line designed for only 6 carriages**
Census 2018 shows only ~10% travel to work using the train (~20% by bus)
It is not a viable commuting option for the ~50% who work outside the city centre!

For these reasons, the JVL line must be **removed** as a trigger for densification (and the resulting zoning) along it's entire length, it must not be considered a 'Rapid Transit Service'.

Schools

Should schools (already being stretched) have to cover the rest of their sports fields with prefabs just to keep up with growth? Simply: No

Schools take longer to purchase land(if any block large enough can found), plan, build and staff than a typical 6 storey building!



Johnsonville School (Morgan St): Oct 2020

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15429**

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Submitter Name: Dave Shea

Suburb: Mount Cook

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

I have no reason to believe that there will be anything like the 50,000 to 80,000 additional people in Wellington over the next 30 years. These figures were pretty wild 2 years ago, and now in these very different times, they seem ludicrous.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

I live in Mount Cook. The period look and structure of the housing is what makes Mount Cook special and a delight to live in. Living in a single level, wooden structured house with a bit of garden is pretty good for me. Wooden buildings like the one I live in have been standing pretty well through 100 years of occasional earthquakes.

In the street that I live in, if I am out the front working on my small garden, it is not uncommon for people to wander up on a Sunday afternoon walk and tell me how nice the whole street looks with its pairs of cottages. Needless to say, no street is perfect, but the low level of the building allows us to see the green of the ridge leading to Mount Victoria, and it is sometimes easy to forget that we live in the inner city.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Infrastructure (stormwater, water supply, wastewater), Access to cycleways/routes

Other: I'm not sure if "community spaces" in the list above is code for a library, but yes, having a library is a very good idea.

Good access to walking tracks such as the Southern Walkway.

8. What amenities would you want to see around future mass rapid transit stops?

Parks and playgrounds, New housing, Bicycle parking

Other: I am not at all convinced that Wellington needs a "mass rapid transit", in the future other than the existing bus and train services. I have ticked the above items based on the existing bus and train network

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Beautifully empty roads

What amenities or facilities were missing or could have been improved?

The library.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I understand that New Zealand needs more housing, but this Draft Spatial Plan ruins the character of our city. I

have lived in other places, outside of New Zealand, where high-rise buildings have utterly destroyed the character of the city, I am strongly

2. What would you change or improve?

I would ensure that existing blocks of character housing remained intact.

- 3.
4. Allowing 4 and 6 storey modern apartment blocks next to existing and long standing 1 and 2 storey housing is a nightmare in the making. What provision is there to prevent someone building a 6-storey apartment block on my boundary blocking out most of my daylight and destroying any privacy that we currently enjoy ?
- 5.
6. What provision is there to preserve the current peace and quiet that we mostly enjoy at weekends and in the evening ?
- 7.
8. Who thought that the typical modern dwelling types as shown on this website could even pretend to fit in with the character of existing dwellings ? The thought of one of these huge blocks looming over me and my house is not what I want for my city. These designs are for green-field sites.
- 9.
10. Apartment dwelling offers nothing for families with young children, no garden, a life lived up in the air. This may be OK for a retired couple whose children have left home, but raising small children in a multi-storey apartment just does not work.
- 11.
12. Councillors who believe that by supporting this Draft Spatial Plan are supporting students and young professionals to find housing may be doing them no favours. In my street there are approximately 28 dwellings. 18 of the 28 are occupied by tenants, not owner-occupiers. These rental houses comprise 73% of the people who live in our street, the majority of whom are students and young professionals.
- 13.
14. It is foolish to believe that any new blocks of 4 and 6 storey apartments are going to be priced at the student/young professional market. These blocks of new apartments will become the "during-the-week" apartments for people who live out of town. The current population of students and young professionals will simply lose their current rental places as a landowner seeks to build-up, and maximise return whilst living nowhere near the block themselves.
- 15.
16. Councillors who wish to support the students and young professionals of Wellington need to prevent the destruction of the existing rental housing stock.
- 17.
18. The housing problem will be exacerbated and not relieved by the ideas in this Draft Spatial Plan.
- 19.
20. **Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?**
I understand that the Council employed Boffa Miskell consultants to walk the streets of Mount Cook to determine the character/non-character areas.
- 21.
22. I cannot believe that a Boffa Miskell consultant walked up my street, in daylight, with their eyes open, and then allowed my street to be the worst hit area in Mount Cook under the Draft Spatial Plan which provides for buildings of up to 6-storeys on the side of the street that currently has 14 single-storey houses and only 1 double-storey house.
- 23.

24. I would like to see the evidence that my street was correctly and competently surveyed for this Draft Spatial Plan because it makes me wonder what other elements of this plan may need to be re-visited urgently.
- 25.
26. The heritage rules regarding pre-1930's buildings must be retained.
- 27.
28. I find it hard to believe that Wallace Street, already pretty tight squeeze for the volume of traffic that uses it, could become even more congested when 3 and 4 storey dwellings are allowed as right. This is folly of the highest order.
- 29.
30. Despite the optimism that "the car is dead" and that we will all be cycling to work or going using hover-boards etc., New Zealanders love the car. Any provision for new dwellings, especially multi-storey apartments must force the developer to provide for off-street parking. Assuming that people will not just have cars if it difficult to park have clearly not lived in Wellington long. All that happens to people who live in dwellings without parking is that they occupy parking elsewhere. The problem is not solved by not providing parking, it is just given to someone else. If all the vehicles parked on Wallace Street were suddenly taken away, it would be lovely, buses would run smoothly and to time. But that dream is not going to happen, certainly not in the next 50 years.
- 31.
32. Council supported car-share schemes do not really seem to have taken off, and it would be good to see how much use is actually made of these car-share schemes, and what the aims of the Council actually were for them.
- 33.
34. We should not be putting hopes on a mass-transit/light-rail solution. We have trains and buses. Eventually, our bus fleet might really become the all-electric fleet that we were promised in return for the loss of the trolley-buses and that will lead to better air quality and reduced use of diesel.
- 35.
36. The buses would run better if the streets along their routes were cleared of more parked cars, and traffic signals were synchronised to give an approaching bus an "always green" light.
- 37.

38. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other: I am not at all convinced that Wellington needs a "mass rapid transit", in the future other than the existing bus and train services. I have ticked the above items based on the existing bus and train network

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

If the building heights available under the Draft Spatial Plan were ever to become reality, my beautiful 100 year old Pohutukawa and my neighbour's Totorā would risk loss of sunlight and their eventual doom.

How's that for protecting Backyard Tāonga ?

The Draft Spatial Plan appears to be wedded to a population growth of 80,000 people in Wellington over the next 30 years. I think that now, in late 2020, this growth estimate needs to be very carefully examined as it feels to be grossly overstated.

The provisions for building heights and designs within this Draft Spatial Plan are absurd and need to be thrown away and re-considered.

The destruction of Mount Cook provided for under this Draft Plan defies belief.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **14134**

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Submitter Name: David Harris

Suburb: Berhampore

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Incentivise the Hutt Valley and Porirua (and North) with Government-backed high-speed railway. As a Nation we are sorely lacking a decent rail network for commuting. I would leave the inner suburbs for a life in Waikanae or Upper Hutt if there was high-speed rail to bring me in, no question.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Well the character in these areas seems to be running-down ancient character homes that are rented because there is no other choice, so modernising them would be fantastic, with the character being left in the central hubs of each suburb. We will only ever fit so many homes in this plan, and it looks to me like a lot of this plan relies on existing use of land with big old character homes on them, which are a terrible use of space, and I'm just not convinced that we'll see all of the change that the plan envisages in these inner areas.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Shops and businesses, Cafes and restaurants, New housing, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Macallistar Park, general open spaces to be able to get out and about without intruding on others.

What amenities or facilities were missing or could have been improved?

Easier capability for walking to Central Wellington for essential work

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Removing archaic protection on buildings that are not fit for purpose, prioritising mass transit and creating modern green spaces

2. What would you change or improve?

This plan relies too heavily on adding density to roading that cannot currently handle its volume. Johnsonville is a massive chokepoint, Newlands road is crawling for hours in the mornings and evening and reaching those inner suburbs using the Basin is a nightmare. We can't urbanise without creating new roading infrastructure alongside it, whether they be shotovers for those in the back parts of suburbs to skip straight to the highway or making some roads dual carriageways (Newlands Road and Adelaide Road) as they were designed for a population that we had 30 years ago.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

I want to see the city thrive, especially with public transport, but we simply cannot grow the density without mending out stressed roading network that doesn't even cope with non-peak traffic. It takes 20-30 minutes to get from central Berhampore to the terrace Tunnel entrance on average for me; that's crazy. If we are to grow another 50,000 people then I cannot see how transport will even be possible. The public transport is hindered by us doing nothing on roading for so long, and to allow it to grow with the people then they need either dedicated channels or cars need to be routed somewhere else. If we make Public Transport a priority then the new population will just use that rather than try to bring more cars into the network, so we really need to sell that to Wellington.

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Neutral

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Ring roading that's bus and traffic friendly so to prevent additional choking

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Green building practices and green space retention

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Stongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

[REDACTED]

From: David McCrone [REDACTED]
Sent: 02 October 2020 13:54
To: BUS: Planning For Growth
Subject: Submission on the Draft Spatial Plan
Attachments: Submission Spatial Plan.docx

Categories: Blue Category

This submission is made on behalf of an individual:

David McCrone

[REDACTED]

Mount Victoria
Wellington 6011

Tel: [REDACTED]
[REDACTED]

Submission: Wellington City Council Draft Spatial Plan

Submission: Wellington City Council Draft Spatial Plan

1. REMOVAL OF PRE-1930 DEMOLITION CONTROLS: EXCLUSION OF HERITAGE AREAS

Mount Victoria is one of the oldest suburbs in New Zealand. Its character comes from the heritage nature of its predominantly Victorian and Edwardian housing. Eighty-five percent of properties pre-date 1930.

The Draft Spatial Plan proposes the removal of pre-1930 demolition controls over 'those parts of the Character Areas that no longer exhibit a cohesive streetscape character or where character has been compromised'. In doing so, it excludes a number of areas of distinctive heritage and character from designation as 'character sub-areas': Tutchin Avenue, lower Ellice St, nearly all of Austin Street, half of Brougham Street and the end of Porritt Avenue, for example.

This puts at risk of potential loss individual houses and groups of houses that are an important part of Wellington's identity, history and culture. An example is the house at 49 Porritt Avenue, once the home of Kate Edger, the first woman in New Zealand to get a university degree, and one of the 39 houses of particular interest featured in the Wellington City Council's [Mt Victoria Heritage Study Report](#).

Demolishing many of the large Victorian and Edwardian villas in Mount Victoria that contain several flats would mean the loss of great deal of affordable accommodation for the many young people who are currently tenants of these flats.

Pre-1930 demolition controls must be maintained and enforced to protect the heritage and character of the whole of Mount Victoria and other inner suburbs.

2. HOUSING DENSITY

The proposed replacement of houses that are demolished in Character Areas with new buildings of up to six storeys, and extension of site coverage, would create visual anomalies of scale that would destroy Mount Victoria's heritage values.

It would be incompatible with the Plan's aims of 'sensitive development', 'a continued emphasis on streetscape character and building design', and 'respect (for) the local streetscape'.

It would compromise sunlight, view, light and privacy for neighbouring properties.

Even houses within the character sub-areas would be adversely affected, in terms both of amenities and property values. For example, my property in Porritt Avenue backs onto a house and section in Austin Street, nearly all of which is not a designated character sub-area. If the adjacent house in Austin Street were to be demolished and replaced by a four-six storey apartment complex, I would completely lose my privacy, my view of Mt Victoria, and some morning sunshine.

Densification of Mount Victoria as an inner suburb is not a good solution for providing more housing. A much better idea is to develop affordable housing in areas in need of regeneration, such as Adelaide Road and Cambridge and Kent Terraces, and to convert vacant commercial buildings into residential accommodation.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **14726**

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Submitter Name: Derek Williams

Suburb: Thorndon

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Neutral

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Neutral

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Taking a city wide approach is fine, but the devil is in the detail. The devil is also in the extent to which street character can be preserved. In some areas of Thorndon new developments have been sensitive and such developments can be welcome. Other developments have awful design e.g. mansard roofs that are totally out of character, block looking structures that are again out of character. The plan does not specify exactly how design control will be achieved and past performance gives no confidence in the future.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Low rise housing of varied but compatible design. Four, six and eight storey blocks have no place in the character suburbs.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Medical facilities/centres, Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

The network of pathways within Thorndon, including the Botanical Gardens and side streets. The Quayside and the Cable Car in the central area.

What amenities or facilities were missing or could have been improved?

Seating along the street pathways in Thorndon.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

In general the plan is a good basis for future development.

2. What would you change or improve?

The plan needs to be far more nuanced. E.g. The top of Hill Street would be fine for medium density housing, but is not the place for commercial or office uses. On the other hand Hawkestone Street is already compromised and can accommodate offices and commercial uses.

3. In an earthquake prone city one major vehicle link (the motorway) through the city is plain daft. The quays should be regarded as a vehicle through route as well.

4. Light rail does not provide access to the airport. No one is going to carry heavy luggage up to a kilometre to get on a tram. It may serve as a commuter service from the suburbs it crosses to the central area. But an improved bus service would be a much more flexible option (but don't leave it to the Regional Council to organise).

5. The Government precinct, including the Cathedrals, National Library, Old St Paul's etc deserve some protection from overpowering office/commercial blocks. protection from

6. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Provision of adequate car parking. No matter how much the Council may wish cars away, they are here for another 20 or 30 years and need to be provided for in a controlled way.

7. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Neutral

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Strongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

No

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

The concept of community developed plans for each suburb should be pursued not just for Miriamar.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID **15917**

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Submitter Name: diana munster

Suburb: Paparangi

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Although I generally agree with the proposals above I do not support minimum building heights, I believe there should be some flexibility to go below these heights depending on site specific issues

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

vibrancy

architecture

green spaces

walkability

community space (seats in parks, libraries etc)

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Access to cycleways/routes

Other: I believe all the above are important - while infra-structure in its self isnt vibrant good quality infrastructure with capacity for population growth is critical

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Parks and playgrounds, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres

Other: I believe all are desirable around mass transit hubs

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

-the tracks through surrounding parks and reserves which I used for walking and mountain biking (Skyline walkway/cycleway); walking paths off Woodridge and Grenada (to Horokiwi Road),

-during level 4 lockdown there were fewer cars travelling on the road on the road, and as many houses made use of off street parking there weren't many parked on the roadside, so I was able to able to maintain social distancing when out walking by walking on the road. I noticed many others doing the same, and indeed there seemed to be more of a community feel

- I felt safer cycling on the local roads during level 4 lockdown due to lower traffic volumes

What amenities or facilities were missing or could have been improved?

I was concerned that those living in multi story apartments during level 4 did not have the same opportunity as I did to get out and were confined to their own apartment

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I like the fact that we are planning for our future and agree some densification of housing and development in general is needed

2. What would you change or improve?

- 1) I would like to see how Wellington City's spatial plan fits in with the city's and towns that make up Greater Wellington in particular Porirua City and Hutt City
3. 2) I would like to see review stages in rolling out the spatial plan so we can respond to unexpected events or aspects of the plan that do not work (e.g. transport mode, earthquake even, covid 20)
4. 3) I would like to see some safeguard to ensure new developments do not become the ghettos or leaky homes of the future and that
5. -Wellington remains the coolest little capital
6. -the suburban areas retain their character
7. the city remains walkable and indeed increases in walkability through paths and walkways and having future roads with capacity/road reserve width for all road users
8. 4) I do have concerns that doing away with the requirement for on site parking will result in increased use of roadside space for parking thus making roads less pleasant for cycling I would like to see provision for off street car parking maintained at some level as I dont see car ownership will suddenly be eliminated
9. 5) I see developing a sense of community and spaces for community gardens, recreation as critical and given our weather is fickle some thought given to shelter or indoor space
- 10.
11. 6) I have reservations about developing in Ohariu Valley as to me it would change the rural character of the valley.
- 12.
- 13.

14. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

sorry cant think of anything just now

15. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects

local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Disagree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

I would like to see the recreational character retained

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other: I believe all are desirable around mass transit hubs

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

I would like to see more greenspace and reserves- especially for recreational walking /cycling
- e.g from Woodridge to Horokiwi

Accessibility of housing and community is really important given our aging population

Have you provided an attachment?

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID **15680**

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Submitter Name: Don Gillies

Suburb: Brooklyn

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

This equates to between 1700 and 2700 per year. Intensify between Victoria Street and Cambridge Terrace.

The region would be foolish not considering populating green spaces currently sitting next to the rail corridors

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

House form and character.

New housing can assimilate or repeat patterns such as the complex on the corner of Webb Street and Willis Street. The overall bulk and location did not detract from its neighbours.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.)

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Shops and businesses, New housing, Community facilities (libraries, community spaces, social services, etc.)

Other: It has to be safe; especially to women

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Neutral

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Open spaces near shopping and transport, walking tracks

What amenities or facilities were missing or could have been improved?

Open green, safe all weather spaces

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

No comment

2. What would you change or improve?

No comment

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

We should be extended to going back into the local communities

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Neutral

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

It starts with ownership of the ideas and the public areas violable to the public. Community consultation as been hugely successful in some areas of the UK often grappling with diverse parts such as affordability of homes and energy saving

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

More green spaces, generate hubs near the shops on Broadway

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Neutral

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Planting

Other: It has to be safe; especially to women

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

I'd like the WCC to slow down. In your plan there are some very short sighted changes the council are promoting. 2017 is a long way from Covid 19 Wellington 2020 or in fact the world.

The WCC needs to consider investing more time in this.

If the RMA is about to slung out the door then the town plan needs to be virtually water tight.

The community are on the whole good people and don't need the greedies hammering on the door to build slums four - six stories high reducing future amenities for all of Wellington.

Have you provided an attachment? Yes

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

A City for the People submission ID 197

This submission was originally received through the A City for the People website:

<https://www.cityforpeople.org.nz/take-action>

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Name: Elaine Gyde

I support the following statements:

I strongly agree with proposals to intensify the Central City, Inner Suburbs and Outer Suburbs to allow for compact, livable, low-carbon urban form.

I support council taking action to ensure everyone in Wellington can live in safe, warm, affordable housing that provide for a diverse range of housing needs.

I strongly encourage the council to partner with iwi and mana whenua, to ensure their aspirations are met, and the current decision making process while we plan for growth is decolonised

I strongly support the council meaningfully engaging with disabled people to ensure decisions about Wellington's growth and development provide for a truly accessible city

I support reducing the size of the character areas to focus on well-preserved sections while allowing homes in poor condition to be redeveloped

I believe that natural heritage and the heritage of mana whenua are important and should be celebrated, protected and enhanced.

I support focusing development along future mass rapid transit routes and agree that strong amenity value must be developed alongside

I support the establishment of safe and easy to use active transport routes alongside areas of development

I support the council developing a plan to make sure everyone will have access to high quality green space and public space

I support requiring new developments to manage stormwater through water-sensitive design

The council should pause plans to develop unsustainable communities in green-field sites in Upper Stebbings Valley & Lincolnshire Farm and instead focus on enabling density closer to the city

I strongly support council meaningfully engaging with marginalised communities to ensure they are heard and have input into the ongoing development of the Spatial Plan and related policies

I strongly agree with taking a city-wide approach to distributing density

What excites you most about having a more compact and liveable Wellington?

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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Name: Eleanor West

I support the following statements:

I strongly agree with proposals to intensify the Central City, Inner Suburbs and Outer Suburbs to allow for compact, livable, low-carbon urban form.

I support council taking action to ensure everyone in Wellington can live in safe, warm, affordable housing that provide for a diverse range of housing needs.

I strongly encourage the council to partner with iwi and mana whenua, to ensure their aspirations are met, and the current decision making process while we plan for growth is decolonised

I strongly support the council meaningfully engaging with disabled people to ensure decisions about Wellington's growth and development provide for a truly accessible city

I support reducing the size of the character areas to focus on well-preserved sections while allowing homes in poor condition to be redeveloped

I believe that natural heritage and the heritage of mana whenua are important and should be celebrated, protected and enhanced.

I support focusing development along future mass rapid transit routes and agree that strong amenity value must be developed alongside

I support the establishment of safe and easy to use active transport routes alongside areas of development

I support the council developing a plan to make sure everyone will have access to high quality green space and public space

I support requiring new developments to manage stormwater through water-sensitive design

The council should pause plans to develop unsustainable communities in green-field sites in Upper Stebbings Valley & Lincolnshire Farm and instead focus on enabling density closer to the city

I strongly support council meaningfully engaging with marginalised communities to ensure they are heard and have input into the ongoing development of the Spatial Plan and related policies

I strongly agree with taking a city-wide approach to distributing density

What excites you most about having a more compact and liveable Wellington?

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **16119**

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Submitter Name: Elizabeth Steer

Suburb: Kilbirnie

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Neutral

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Areas of character in all the suburbs should be identified. An assumption that all 100year old houses are cold and draughty and of no value as they are constantly being renovated and updated. Not everyone wants to live in a soulless tower block.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Infrastructure (stormwater, water supply, wastewater), Social services and community facilities

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Shops and businesses, Medical facilities/centres, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

having a garden to get fresh air in whilst working from home

What amenities or facilities were missing or could have been improved?

I didn't leave the house so n/a

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

involving the community in designing the look and feel of their own suburbs rather than having it imposed on them. We have a responsibility to the future generations to provide them with good living spaces rather than covering everything up with tower blocks and no green spaces.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

The fault lines and natural hazards of the different areas. these don't seem to have been adequately considered.

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

providing good healthy living spaces for families of all income types

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

providing good healthy living spaces for families of all income types

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Neutral

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

the questions above relate to areas selected for comment by the council. There isn't the opportunity for the same type of questions to be answered in relation to each area of the city. This could be considered selective canvassing and not inclusive to the whole city.

Have you provided an attachment? Yes

Planning For Growth Submission

[REDACTED]

[REDACTED]

Submission on the proposals for the Eastern Suburbs, particularly Kilbirnie, Lyall Bay, Rongotai.

Ross Street, Yule Street, Te Whiti Street, Salek Street, Kilbirnie Between Rongotai Road and Coutts Street

I am objecting to the draft plan for these streets / part streets.

The draft plan has a change in height in the middle of the street between Rongotai Road and Coutts Street – ie not at an intersection.

After asking 3 times the reason for this split in the middle of the street I was eventually informed (on the online question night) that it was:

- This was the old shoreline
- It relates to the hazard map line

Looking at the hand-drawn map from the workshop on page 113 of the Suburbs Assessment map and it is clear that there was no split suggested for these streets, although the height proposed is different from the proposed plan. Why is there a now a split in the heights halfway down the street?

It is clearly a 'nonsense' to split the heights in a street, and it is particularly difficult to comment as the 'split' has yet to be defined in reference to which numbers on the street have a higher height proposal than the one next door.

The reasons for splitting the street in half are also a 'nonsense'. The old shoreline relates to 1858, and there is no less a hazard if you live at number 24 or number 26 on any of the streets.

Heritage Value:

There appears to have been no assessment of the heritage value of these streets. This was informally recognised several years ago, and it was agreed there would be an assessment. This has never happened.

The majority of the houses in this block are original workers cottages or more than 100 years old. Many of them have been renovated and there are constant upgrades. For example, the houses at Nos 22, 26 and 30 Yule Street are the existing workers cottages with facades that are the same as the original planning drawings of 1907, although they have all been renovated internally. Before 'destroying' the look of these streets, I would request that a heritage review is undertaken.

Plot Size:

The plot sizes on these streets are not wide. There is already an historic loss of sunlight as most of the houses are built to the maximum boundary width and in many cases are one room wide.

If 3 storey houses are built on these small sections then they would potentially be very tall and narrow in construction.

Considering the land is a sandhill and deep piling would be required to support such structures, it would result in the loss of sunlight and privacy in any backyards that remain, not to mention the construction would be untenable financially.

I am objecting to the increase in population size due to the significant natural hazards in the area.

Earthquake and Tsunami Zones

There seems to have been no consideration when drawing up these maps that Kilbirnie is in a high hazard zone.

Reports on these hazards are not contained anywhere on the information page. There is only a high-level, undefined drawing.

Looking at maps from the Regional Council and WREMO it is clear that there will be issues if there is a severe earthquake and follow-up Tsunami.

The Greater Wellington Regional Council Emergency Management Combined Earthquake Hazard map shows that there is there is a high chance of shaking, liquefaction and Tsunami in the area.

The WREMO / Greater Wellington Regional Council map shows that the streets between Coutts and Rongotai will probably be evacuated in the event of a large earthquake Tsunami.

The Blue Tsunami Safety lines are 10 minutes walking distance from these streets.

The earthquake of 2016 showed the WREMO alerts were ineffective and people decided on their own to evacuate to high ground. With the population of the Eastern Suburbs at that time there was barely any space on high ground and there were queues to get to high ground.

Putting more people in the path of a potential Earthquake/Tsunami is reckless in the least.

Flooding and High Winds

The potential to flood has not been taken into consideration. Although the 'supposed' flood line is the old shoreline, there is no evidence that this would in fact be the limitation line. Based on the Council's Flood Zones map, the Yule and Te Whiti Streets would become an island, along with most of the housing in the area, with the only possible escape routes through peoples back yards. Adding more people into this scenario is again, bad planning.

Kilbirnie is a high wind zone. The construction of the Airport Tower was undertaken to accommodate the high winds in the area. Section 4 of the report outlines that the wind flow from both the North and the South flow along the streets which are orientated in the prevailing wind directions. As can be seen on Rongotai Road, the 3 storey houses are bearing the brunt of the wind flows and in less than 5 years several of them are starting to look 'shabby'.

The impact of higher houses in the high wind zone will produce a greater 'tunnel' effect that is currently experienced and will have a direct impact on pedestrians and the living conditions of people in the suburb.

I'm objecting to additional population as no allowance has been made for their leisure time activities

Green space

There is very little flat public green space in Kilbirnie / Lyall Bay. The green spaces, such as Kilbirnie Park and the Education Ground are designated sports fields and are not available for general recreation.

There may be other sports facilities, but these are Regional Sports facilities that have taken away the Suburb's green spaces.

Putting additional people in the suburb without making allowances for accessible, free recreational space that can be used by people with all types of walking capabilities and ages has been shown to be detrimental to good mental health.

It could be argued that there is Lyall Bay Beach that could be considered a 'green space'. Unfortunately, the whole of Wellington considers this their beach and it is often crowded out and can no longer be considered a recreational space for locals.

I'm objecting to the additional population as there has been no allowances made for the increased traffic / public transport requirements.

Traffic

The increase in traffic going to the Regional Sports venues in Kilbirnie has made it almost impossible for locals to travel around the suburb and into the city during the weekends. Adding more people to the mix will only exacerbate this issue, and there are no plans to mitigate these issues.

I don't consider there should be any additional housing in the Eastern Suburbs until the travel and roading issues have been resolved.

Public Transport

The public transport in the area is only busses and the Eastern Suburbs are one of the biggest users of this service, yet the bus routes do not adequately service the area. At peak times there is often overcrowding and standing room only. How is this going to be resolved, and what will the impact be if several hundred people are added to the system. No resolutions on this have been provided.

[REDACTED]

From: Gay Williamson [REDACTED]
Sent: 22 September 2020 12:50
To: BUS: Planning For Growth
Subject: [SPF: Suspicious Sender] Draft district plan submission - Thorndon

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

- I oppose the provisions of the Draft Spatial Planas they apply to the residential areas of Thorndon
 - Thorndon is a suburb of heritage and historic interest with unique qualities and values
 - There needs to be consideration of the infrastructure of Thorndon, particularly
1. Water supply. Many water pipes in this suburb are old, and water leaks are frequently reported to the Council (e.g. 3 were noted but not reported by me on the week-end of September 19 2020). There have also been 2 incidents of heavy flooding in Wellington, in 1977 and 1997 resulting in chaos to housing and roads
 2. Thorndon is directly on an earthquake fault, which is a danger to current housing and future growth
- I see Thorndon as a potentially developing suburb with updated amenities and safe buildings
 - I see Thorndon as historic area of Wellington, continuing to be a suburb frequently visited by visitors to Wellington

Gay Williamson
[REDACTED]
Thorndon
Wellington 6011
[REDACTED]
[REDACTED]

22nd September 2020

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **14873**

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Submitter Name: Gay Williamson

Suburb: Thorndon

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

In existing outer suburbs

This would require more inter-suburb/city transport and awareness of heritage Infrastructure and Earthquake faults

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Heritage buildings

Heritage roads and walkways

Views of City from housing

Views of greenery on Tinakori Hill

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Medical facilities/centres

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Parks and playgrounds, Cafes and restaurants, Child care, Medical facilities/centres

Other: Earthquake-proof buildings

No water wastage via leaking water pipes

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Cafes, restaurants, walkways, viewing historic houses

Compactness and friendliness

Caring nature of Thorndon suburb

What amenities or facilities were missing or could have been improved?

None

Within safe walking/bus/car distance of amenities required

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. **What would you change or improve?**
3. **Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?**
Infrastructure update eg water pipes
- 4.
5. **Earthquake fault-lines and dangers**
6. **To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:**
- 4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.**
Strongly Disagree
- 4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.**
Strongly Disagree
- 4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.**
Strongly Disagree
- 4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.**
Strongly Agree
- 4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.**
Strongly Disagree
- 4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.**
Strongly Disagree
5. **Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?**
- 5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.**
Agree
- 5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.**
Agree
6. **Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?**

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

No

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Neutral

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other: Earthquake-proof buildings

No water wastage via leaking water pipes

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Please seriously consider ALL views submitted by Wellingtonians

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

A City for the People submission ID 146

This submission was originally received through the A City for the People website:

<https://www.cityforpeople.org.nz/take-action>

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Name: Geraint Scott

I support the following statements:

I strongly agree with proposals to intensify the Central City, Inner Suburbs and Outer Suburbs to allow for compact, livable, low-carbon urban form.

I support council taking action to ensure everyone in Wellington can live in safe, warm, affordable housing that provide for a diverse range of housing needs.

I strongly encourage the council to partner with iwi and mana whenua, to ensure their aspirations are met, and the current decision making process while we plan for growth is decolonised

I strongly support the council meaningfully engaging with disabled people to ensure decisions about Wellington's growth and development provide for a truly accessible city

I support reducing the size of the character areas to focus on well-preserved sections while allowing homes in poor condition to be redeveloped

I believe that natural heritage and the heritage of mana whenua are important and should be celebrated, protected and enhanced.

I support focusing development along future mass rapid transit routes and agree that strong amenity value must be developed alongside

I support the establishment of safe and easy to use active transport routes alongside areas of development

I support the council developing a plan to make sure everyone will have access to high quality green space and public space

I support requiring new developments to manage stormwater through water-sensitive design

The council should pause plans to develop unsustainable communities in green-field sites in Upper Stebbings Valley & Lincolnshire Farm and instead focus on enabling density closer to the city

I strongly support council meaningfully engaging with marginalised communities to ensure they are heard and have input into the ongoing development of the Spatial Plan and related policies

I strongly agree with taking a city-wide approach to distributing density

What excites you most about having a more compact and liveable Wellington?

Being able to live without a car and seeing more vibrancy from the increase in people on the streets

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **13728**

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Submitter Name: Geraint Scott

Suburb: Khandallah

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

The visual nature of these suburbs can be easily replicated if that is what is so important to people. What ought not be replicated is the horrific quality of these houses. So many of our residents are forced to spend ridiculous amounts of money on heating and suffer from respiratory illnesses just because a small cabal of residents who could afford to entirely renovate their own character homes don't want to allow any progress to occur. I would gladly sacrifice the character of these areas to provide safe and healthy housing to my fellow citizens. Of course the settler era houses have a certain charm to them and that is lovely but it should not usurp the need for high quality housing in our suburbs. Please don't let a minority of cashed up conservatives block the ability of the rest of us to live in a house that won't kill us.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Access to cycleways/routes, Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Parks and playgrounds, Shops and businesses, Cafes and restaurants, New housing, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

I lived in Kaiwharawhara during the lockdown and therefore had no suburb centre or local amenities.

What amenities or facilities were missing or could have been improved?

Kaiwharawhara has nothing so anything would be an improvement I suppose.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I highly appreciate that the plan addresses the perverse nature of our existing pre-1930 character protection rules and reduces their ability to prevent quality housing from being built. I also highly appreciate the focus on getting medium and high densit

2. What would you change or improve?

From observing the plan here online it would seem that some more areas could be designated for 2-3 story terrace housing development rather than 1-2 story detached and semi-detached, but I don't have intimate knowledge of all these streets so maybe there are factors precluding more areas from becoming denser.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Stongly Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Stongly Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Stongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Stongly Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Stongly Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Stongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Stongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Stongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area,

investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

More of what the plan sets out: dense housing surrounded by natural amenities, good public transport links, and services.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

More of what the plan sets out: dense housing surrounded by natural amenities, good public transport links, and services.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Strongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

The proposed greenfield areas are acceptable given their location within the larger urban form and their proximity to existing centres. But please don't make the mistake of suburbs like Churton Park where endlessly meandering dead end streets make effective public transport links near impossible to provide. With a clean slate and decades of high quality urban design research available to you there is no reason whatsoever to make these new developments anything less than the green, sustainable, climate friendly suburbs of the future that we have all come to expect.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **14762**

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Submitter Name: Glenda Yee

Suburb: Aro Valley

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Heritage and victorian style look of buildings

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Commercial activity (retail, cafes, local businesses), Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Access to cycleways/routes

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Shops and businesses, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Parks and local shops

What amenities or facilities were missing or could have been improved?

Cycle lanes

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The city's response in densifying the city in response to the estimated number of people living in the city in the near future.

2. What would you change or improve?

I would like to see fewer social housing development in the CBD area.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

There are higher risks (weathertightness, fire, structural, etc.) with building buildings of that size. What is Council's plan to mitigating these risks?

4.

5. What is the strategy/plan to aligning the design and construction of new buildings with MIBE's Building for Climate Change: Transforming operational efficiency and reducing whole-of-life embodied carbon?

6. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Neutral

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Not sure

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Not sure

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Disagree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

- Developing new modern or upgraded state housing
- Improved public transport connections to the rest of the City

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

- Developing new modern or upgraded state housing
- Improved public transport connections to the rest of the City
- Developing new public/share community spaces

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Millions of dollars are spent in remediating buildings (at premature ages far from the end of its 50 years expected service life) and legal fees each year due to leaky buildings. See links to the articles below.

Its important to mitigate these risks by ensuring quality control and assurance during the design and construction of the new developments. Auckland City Council are mitigating these risks by outlining compliance requirements for building facades.

<https://www.stuff.co.nz/business/money/122666263/nzs-massive-leaky-building-scandal-isnt-going-anywhere-so-heres-how-to-solve-it>

<https://www.stuff.co.nz/business/116236850/the-rottenomics-of-the-47-billion-leaky-homes-market-failure>

<https://www.stuff.co.nz/business/money/113814346/no-price-stigma-for-exleaky-homes-clad-in-weatherboard-researchers-find>

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID 15082

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Organisation Name: Spark NZ Trading Limited

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Streetscape amenity of character - making it feel human and lived in and engaging for people to connect.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Commercial activity (retail, cafes, local businesses), Employment opportunities, Infrastructure (stormwater, water supply, wastewater), Social services and community facilities, Easy walking distance to the centre

Other: Infrastructure is a critical base layer to any successful city including suburbs. Network utilities need to be integrated and designed into these suburbs and space.

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Shops and businesses, Cafes and restaurants, New housing, Medical facilities/centres

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Ensuring that all communities and people have access to telecommunications and spaces that is safe to work and live within their homes or locally. Relook at our local to enable the opportunity for people to access critical commercial or social services by walking or cycling. Places to meet and work outside the residence are important. Signage to support people to find less known walking routes to provide a diversity of options. Ensure that walking paths are safe and well lit.

Bring back the community notice boards as a way for providing ways for local to meet and connect or participate in local project eg planting or joining interest groups - to assist to break-down isolation and build community resilience

What amenities or facilities were missing or could have been improved?

Safe footpaths and cycling. Places to meet

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Good to see that vision for the City.

2. What would you change or improve?

The document is very focused on what Wellington City Council will be directed to do or influenced to do including the key delivery outcome of the proposed Wellington City District Plan. All of this is appropriate but the Spatial Plan does not give enough recognition that the future of the City is dependent on a wide range of stakeholders not really mentioned including central development, private network utilities, companies, and developers.

3. Needs to have a great recognition of provide for significantly greater role for Māori in this document and spatial planning . Not clear how the document give effect to the principles of Te Tiriti o Waitangi?
4. The Spatial plan need to have 100plus year vision to enable the data modelling of the vision to see the potential outcomes or recognise the consequences of climate changes to see how these impact on the proposed vision and actions.
5. It would be great to see the Plan in the context of Wellington Regional Spatial Plan
6. The actions and outcomes should promote more engagement and informal arrangements and initiatives with the private sector.
7. Infrastructure is more than just roads and water.
8. Spatial Plans need to be inclusive and involve a wider range of organisations to help inform and development.
9. Not clear what the governance of the Spatial Plan will be beyond being controlled by Council. If the document is to be agile and relevant to the future of the plan it could be useful to have a independent group to monitor and provide alternative assessment on the performance of the plan and identify where change in direction is required or should be considered.

10. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Collaborative approach to thinking about space and what is relevant or trending. Private network utilities need to be engaged with and enabled as part of the delivery of the vision and not just in regard to resilience but also the creation of living spaces, connections, greening and mobility etc.

11. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Neutral

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Neutral

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Neutral

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Neutral

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **13876**

Privacy statement – what we do with your personal information

View our full privacy statement online: <https://planningforgrowth.wellington.govt.nz/privacy-statement>

All submissions (including names and contact details) are provided in their entirety to Council officers for the purpose of analysing feedback and to inform you of updates and outcomes of the consultation. Feedback and submissions (including names and suburbs but not contact details) may be available to the public at our office and on our website. Exceptions to how we will share your information may occur over the course of the Planning for Growth project in order to comply with statutory process under the [Resource Management Act](#).

All information collected will be held by Wellington City Council. You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at planningforgrowth@wcc.govt.nz, or at Wellington City Council, 113 The Terrace, Wellington NZ 6011.

Submitter Name: Guy Shaw

Suburb: Newtown

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Scale/density

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Access to cycleways/routes, Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Parks and playgrounds, Cafes and restaurants, New housing, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Parks

Wide pavements

What amenities or facilities were missing or could have been improved?

More parks

Wider pavements

Traffic calming

Cycle lanes

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Not sure

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Not sure

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Not sure

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

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9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Strongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

[REDACTED]

From: Harriet Margolis [REDACTED]
Sent: 05 October 2020 11:46
To: BUS: Planning For Growth
Subject: Submission on the Draft Spatial Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

kia ora

Please find attached a .pdf of the submission form plus an addendum.


Once again, the Council's process for this submission has been unsatisfactory., further undermining the Council's credibility.

regards

Dr Harriet Margolis

[REDACTED]
Mount Victoria
Wellington 6011
New Zealand

Mob: [REDACTED]

 [Margolis Submission on Draft Spatial Plan Oct 2...](#) 

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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

We want to hear your views on Our City Tomorrow (the Draft Spatial Plan).

Tell us what you think by answering these questions below

You can post this form to us (no stamp needed) or email this form to: planningforgrowth@wcc.govt.nz

You can also answer these questions online at:
planningforgrowth.wellington.govt.nz/your-views/consultations/draft-spatial-plan/consultation-form

Make a submission by **Monday 5 October 2020 at 5pm.**

Privacy statement – what we do with your personal information

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All submissions (including names and contact details) are provided in their entirety to Council officers for the purpose of analysing feedback and to inform you of updates and outcomes of the consultation. Feedback and submissions (including names and suburbs but not contact details) may be available to the public at our office and on our website. Exceptions to how we will share your information may occur over the course of the Planning for Growth project in order to comply with statutory process under the Resource Management Act.

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View Our City Tomorrow (the Draft Spatial Plan) online

planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan

Mobile and accessible version planningforgrowth.wellington.govt.nz > Draft Spatial Plan > Our City Tomorrow: A Draft Spatial Plan for Wellington City (mobile and accessible version)

Downloadable PDF planningforgrowth.wellington.govt.nz > Draft Spatial Plan > Summary of Our City Tomorrow: A Draft Spatial Plan for Wellington City (PDF)

Section 1 – your details *mandatory field

Your name (first and last)*: <u>Harriet Margolis</u>			
Your email*: <u>[REDACTED]</u>			
Postal address*: <u>[REDACTED]</u>			
Suburb: <u>8</u>			
Phone number:			
Age range:	<input type="checkbox"/> Under 18	<input type="checkbox"/> 25-34	<input type="checkbox"/> 45-54
	<input type="checkbox"/> 18-24	<input type="checkbox"/> 35-44	<input type="checkbox"/> 55-64
			<input type="checkbox"/> 65-74
			<input type="checkbox"/> 75 and older
Household:	<input type="checkbox"/> Couple without children		
	<input type="checkbox"/> Household with children living at home		
	<input type="checkbox"/> Household with children who are no longer living home		
	<input type="checkbox"/> Household of unrelated persons (flatting) Other (please specify) _____		
Preferred method of contact: <input checked="" type="checkbox"/> Email <input type="checkbox"/> Post			
<input checked="" type="checkbox"/> You would like to sign up to our email newsletter and receive news and updates regarding Planning for Growth			
You are making this submission:			
<input checked="" type="checkbox"/> as an individual			
<input type="checkbox"/> on behalf of an organisation. Your organisation's name: _____			

Section 2 - compulsory questions

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure														
1. To what extent do you agree or disagree with what is proposed with intensification in the central city?* (Refer to Central City fact sheet number 02)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>														
2. To what extent do you agree or disagree with what is proposed with intensification in the inner suburbs?* (Refer to Inner Suburbs fact sheet number 03)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>														
3. To what extent do you agree or disagree with what is proposed with intensification in the outer suburbs?* (Refer to Outer Suburbs fact sheet number 04)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>														
4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs, and outer suburbs. Overall to what extent do you agree or disagree with our approach to this distribution?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>														
a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?*	See attachment.																			
5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?* (Refer to Character Areas fact sheet number 05)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>														
6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about character in these suburbs is important to you?* (Refer to Character Areas fact sheet number 05)	See attachment.																			
<p>7. What amenities would you want to help create a vibrant suburban centre?* Please pick your top 5 from the options below.</p> <table border="0"> <tr> <td><input type="checkbox"/> Proximity to parks and open space</td> <td><input type="checkbox"/> Infrastructure (stormwater, water supply, wastewater)</td> </tr> <tr> <td><input type="checkbox"/> Access to public transport</td> <td><input type="checkbox"/> Social services and community facilities</td> </tr> <tr> <td><input type="checkbox"/> Public/shared spaces</td> <td><input type="checkbox"/> Medical facilities/centres</td> </tr> <tr> <td><input type="checkbox"/> Commercial activity (retail, cafes, local businesses)</td> <td><input type="checkbox"/> Access to cycleways/routes</td> </tr> <tr> <td><input type="checkbox"/> Employment opportunities</td> <td><input type="checkbox"/> Walkability within the centre</td> </tr> <tr> <td><input type="checkbox"/> Community spaces or 'hubs' that provide for a variety of functions (working, study, etc)</td> <td><input type="checkbox"/> Easy walking distance to the centre</td> </tr> <tr> <td></td> <td><input type="checkbox"/> Other (please specify)</td> </tr> </table> <p>Blunt instrument -</p>							<input type="checkbox"/> Proximity to parks and open space	<input type="checkbox"/> Infrastructure (stormwater, water supply, wastewater)	<input type="checkbox"/> Access to public transport	<input type="checkbox"/> Social services and community facilities	<input type="checkbox"/> Public/shared spaces	<input type="checkbox"/> Medical facilities/centres	<input type="checkbox"/> Commercial activity (retail, cafes, local businesses)	<input type="checkbox"/> Access to cycleways/routes	<input type="checkbox"/> Employment opportunities	<input type="checkbox"/> Walkability within the centre	<input type="checkbox"/> Community spaces or 'hubs' that provide for a variety of functions (working, study, etc)	<input type="checkbox"/> Easy walking distance to the centre		<input type="checkbox"/> Other (please specify)
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<input type="checkbox"/> Cafes and restaurants	<input type="checkbox"/> Other (please specify)																			
<input type="checkbox"/> New housing																				

	Strongly Agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
9. To what extent do you agree or disagree with the following statement?: <i>Our City Tomorrow</i> outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be compact, resilient, inclusive and connected, vibrant and prosperous, and greener. (Refer to <i>Our City Tomorrow</i> fact sheet number 01)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighborhood in a different way.						
What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?						
<i>My own garden.</i>						
What amenities or facilities were missing or could have been improved?						
<i>What could have been better had to do with the tangata.</i>						

Section 3 - non-compulsory questions

1. What do you like about <i>Our City Tomorrow: A Draft Spatial Plan for Wellington City</i> ? <i>Not much.</i>						
2. What would you change or improve? <i>See attachment.</i>						
3. Is there anything that needs to be considered as we plan for the future that is not provided for in <i>Our City Tomorrow</i> ? <i>Facts.</i> <i>→ again, blunt instrument questions</i>						
4. To what extent do you agree or disagree with the following statements considering what is proposed for the inner suburbs:						
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through retention of a general character area to ensure that new development respects the local streetscape and is well-designed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations where streetscape character is substantially intact.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements? <i>View this section of Our City Tomorrow (the Draft Spatial Plan):</i> planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Opportunity Sites						
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, greener city.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. We also want to understand the public appetite for community planning processes in specific areas, such as: Te Motu Kairangi/Miramar Peninsula This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route. Strathmore Park This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighborhood center.						
8. Do you support with the idea of a community planning process for the following areas? 8.1.1 Te Motu Kairangi/Miramar Peninsula <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not sure 8.1.2 Strathmore Park <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not sure						

9. If you answered yes, to the two questions above please respond to the following questions:

9.1.1 What should the **Te Motu Kairangi/Miramar Peninsula Framework** focus on or cover?

9.1.2 What should the **plan for regenerating Strathmore Park** focus on or cover?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
10. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces? View this section of Our City Tomorrow (the Draft Spatial Plan): planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Natural & Open Space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

☐ Yes ☐ No ☐ Not sure

12. If you answered yes, to the question above what types of assistance would help landowners?

☐ Financial assistance ☐ Planting Other (please specify) _____
☐ Advice and guidance ☐ Weed and pest control _____

13. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

14. Have you provided an attached document?

☒ Yes ☐ No

Addendum to submission form from Harriet Margolis

██████████ Mt Victoria; ██████████

Some General Observations as a Starting Point:

Cities change over time.

Sometimes urban planning works, but sometimes not.

All Wellingtonians should be able to live in healthy, affordable homes in safe neighborhoods.

If Wellington is to continue to be a desirable city to live in, it must retain fundamental characteristics that appeal to its growing population. Not least among those characteristics is the fact that it is a pleasant place to live, not least because so many of its **neighborhoods** offer the opportunity for their residents to live together as neighbors.

All neighborhoods should have diversity in their population, including economic diversity. **Government support—both national and local—should play a role in making economic diversity possible** because economic considerations will not lead private developers to support affordable housing.

Neighborhoods have amenities and characteristics that enable civil interactions among their inhabitants. That's how they become neighborhoods.

Not all neighborhoods are alike, but **successful neighborhoods enable neighbors to interact**, kanohi ki te kanohi, on a casual basis as well as at organized events, for example, at annual street parties or at large group meetings with local political representatives. Such encounters require both people-friendly outdoor public spaces and accessible indoor spaces available for public gatherings of as many as 100 people.

Casual interaction among neighbors often involves bumping into each other on footpaths, lingering for a moment instead of hurrying on, or stopping to talk in passing with a neighbor spotted on her/his property. **Built as well as natural environments affect this sort of interaction.** High blank walls and urban canyon architecture do not contribute in a positive way.

Inhabitants of neighborhoods should be able to **interact with other parts of the city, especially through footpaths friendly to pedestrians and through easy access to public transport.** (If new housing is so important, then space for parking and more roads or tunnels should be a secondary concern.)

Wellington currently has a mix of housing throughout its suburbs, including multistory buildings in older areas better known for their single-story, single-family dwellings. Some of that has been planned, but much of it has happened over time, partly as a natural evolution.

Some multistory buildings are better than others.

Some developers are better intentioned than others.

Some urban planning proposals are more specific than others.

Some General Observations Drawn from My Neighborhood:

As it happens, **my neighborhood is Mt Victoria**. When I moved here in May 1994, there were very few children on my street; now, more houses than not have families with children living here. As weekly rates for renting have risen, tenants are more likely to be young professionals rather than students. None of the houses on this street are derelict; every house on the street has had repair and maintenance work done, much of it significant and all retaining the street's historical character. Even the two two-storey buildings built in the 1990s that replaced a pre-1930s house have fitted in relatively well, given their placement on their lot and the amount of street-facing garden that enables.

Many of us who live here could not now afford to buy into the street at current prices, and yet many of the new owners are relatively young.

We have a mix of ages, a mix of ownership, a mix of permanent and more transient residents. While the population has changed, diversity remains, albeit of a different variety, and what were shabby houses are now tourist attractions because of their history, charm, and beauty, including their gardens.

The street, like Mt Victoria itself, has progressed through a natural transition.

Council has been able to raise our rates, benefiting the city at large.

Neighborhoods can also make transitions from better to worse. Bad urban planning often hastens such transitions.

If an area already has a high level of population density relative to other parts of the city, should planners impose a disproportionately higher level of population density on it, against the will of its inhabitants? That doesn't seem fair. In the case of Mt Victoria, as the current proposal stands, that imposition seems arbitrary.

Are there no **alternatives**? Of course there are.

Wellington has numerous areas of **brown field spaces** throughout the CBD as well as in the suburbs. And are **low-rise commercial buildings** as well as derelict, unused spaces more important than viable housing in existing, flourishing neighborhoods? Adelaide Road may be an obvious example, but Kent and Cambridge Terraces are equally obvious, and residents throughout the city must have their own favorite suggestions for other alternatives.

Perhaps the housing that could be built on these sorts of spaces would actually cover requirements.

The Draft Spatial Plan could do with more statistics in this regard for sure.

Our street, full of wooden houses up one side and down the other, is so narrow that a fire appliance cannot make its way from entry point to end. In 1997 a commercial building on Hania Street that runs behind several of our homes was converted into flats. Since then there have been problems with tenants from those flats tossing all sorts of rubbish, including cigarette butts, out their windows onto our properties, as well as increased noise and decreased privacy.

If the developers had had their way, the conversion in question would have involved an additional storey. Fortunately for us, in this case Council rejected their request, instead adhering to Council rules about height limits.

I am usually dubious about citing precedent as a justification for current and ongoing practice. However, I cite this example to make the point that, **over time, Council has taken various, sometimes contradictory, positions on how it handles resource consents, demolition, character/heritage issues, and so forth.** One consequence is that we have learned to distrust Council when it writes reassuringly about changes that might affect our daily lives in significant and negative ways.

The current proposal to scrap the protection for pre-1930s houses is a case in point.

This point is worth further consideration.

My point is not the usual one about how older houses in older neighborhoods embody a city's history of development through, for example, the stories of their inhabitants as well as the evidence of their physical structures and gardens. This point is more along the lines of being doomed to repeat our failures if we forget our history.

In the mid-1990s one of the local gallery spaces had an exhibition about the group of architects who argued in the 1950s that the single-family dwellings in Mt Victoria should give way to high-rise, densely populated towers.

Their argument clearly failed to convince Mt Victorians and Wellingtonians more generally, and later efforts by Mt Victorians who were raising families in the 1970s-1990s also managed to stave off similar attempts to reconstruct this suburb from the ground up.

In 2017 Council itself sent a letter notifying Mt Victoria property owners of completion of the Mt Victoria Heritage Study that it had undertaken. Although that document has apparently been removed from the website announced in the Council's letter, less than three years ago Council was assuring us that it appreciated the value of our houses and their contribution to the city's greater good.

Obviously there were **some seriously good reasons for keeping Mt Victoria's old houses** over the previous seven decades, just as there are now. **Must we really fight this fight over and over again?** Valuing these houses is not necessarily a total rejection of change, but the failure to value them, the constant threats that need to be fought off—these things do tend to make residents take a harder line against change proposed by a Council that squanders our trust and good will.

Here is another historical recollection. **For more than a decade there was a gaping hole in Courtenay Place**, the result of a wholesale tearing down of buildings in the 1980s without having secured the means to build their replacements. That hole is **filled now, by the Reading Cinema building.** Hardly an improvement, but it does serve as a cautionary example, for **a building that**

cannot be used because it was not properly built is worse than an open space.

There is nothing in the Draft Spatial Plan that precludes such poor construction in the future—only casual unsupported assertions meant to reassure.

I do not on principle oppose high-rise buildings or increasing density. I actually prefer high-rise buildings to the appropriation for housing and transport of publically accessible natural green space.

I have traveled extensively in Asia, Europe, North America, Australasia, and countries bordering the Mediterranean. **I love cities**, not least because of their architecture, both old and new. **But some architecture is better than others**, and Aotearoa provides many examples of bad choices and worse decisions.

Furthermore, **tall buildings do not equal density**. And they do not, in and of themselves, equal density **done well**.

Have you noticed that **Wellington's older buildings** have not done so badly when it comes to **withstanding earthquakes**, while **some of the city's newest buildings have been extraordinary failures**? My own home's resilience through reasonably serious quakes has been reassuring, in contrast with the CBD's tall buildings with glass facades.

So why should Wellingtonians blindly accept assertions in the Draft that the proposed new housing will be an improvement when there are no guidelines to provide assurances of their nature and quality, and past history shows that guidelines are not always followed?

Instead, the Draft tells us that previously debated, accepted, and established guidelines will be removed, with the likely consequence that some of Wellington's most reliably earthquake-resistant housing will be torn down.

And for what? Get-rich-quick schemes for today's developers at the expense of tomorrow's residents?

What would I like to see?

1) Get Wellington's infrastructure problems sorted before plans advance for housing. Ideally, considerations of clean air as well as clean water would figure more largely in Council planning. But sewer systems and geological considerations also seem to be getting short shrift.

In 2019 Council planners told us that housing plans would be organized around future public transport plans, but that isn't what appears in the Draft. Planning for both problems should at least go forward in tandem.

2) Where's the coordination with WRC? Sorting out our housing issues is a regional problem.

3) Acknowledge officially the de facto boundaries of Mt Victoria. If you include Kent Terrace at the very least, your calculations and plans for housing density, etc., will need some adjustment. And take into consideration the many public buildings and green space that occupy such a large percentage of Mt Victoria—

meaning that where there is private housing, there is already a significant density of population.

4) Develop a phased system of changes to housing in Wellington and its environs, rather than suggesting wholesale demolition with no serious assurance that something better will replace what will be lost. Phasing will also allow for the possibility of variations in style, as well as the opportunity to learn as changes progress, incorporating new developments in materials, construction practices, and so forth. I do not want to see a sameness of construction throughout the town; I want to see the expression of personality and creativity on the part of our architects, designers, developers, builders, owners, and so forth.

5) Above all, I want Wellington to continue to be a desirable place to live.

I understand that Wellington got classified as a Tier 1 city, putting it in with Auckland. That has to be a bad thing. The cities have different geographical characteristics; their residents have different tastes. Imposing what would work for Auckland onto Wellington and its residents is not just insulting—it's likely to be harmful. Whatever attracts people to Auckland, that isn't what attracts people to Wellington.

If you destroy Wellington's character in an attempt to impose one-size-fits-all solutions to urban challenges, then you will ruin Wellington's economic viability as well.

Some Observations on This Submission Process

1) **The Council's credibility has been undermined by its own processes asking us to use submission forms that corral our responses into easily quantifiable results that tend to support what appear to be the Council's pre-set desired outcomes.** This Draft Spatial Plan process seems less reprehensible than the recent process for the Central Library, but the damage has been done.

For example, references in the official submission form to "Central City fact sheets" come without indications of how to access those documents, and the general website for the Spatial Plan exercise must have hidden them very well, for they don't appear via the search function or even a manual search. This, among so many other aspects of the process, is frustrating not least because it creates the impression that Council is just trying to wear down citizen will to engage in an informed way.

The one .pdf

(https://planningforgrowth.wellington.govt.nz/data/assets/pdf_file/0011/13700/OCT-Vision-Goals-Directions-010987-Planning-for-Growth-Spatial-Plan-Fact-sheets-Digital-Final.pdf) that I managed to find that calls itself a fact sheet is merely a collection of assertions that sound highly aspirational rather than factual—much like the Draft Spatial Plan itself.

2) **Aspirations** are lovely things, but an official proposal of this sort should rest on more solid ground. So many problems with **unsupported assertions** appear in the "Summary of Our City Tomorrow" that it is difficult to know where to begin. For example, I have heard plausible arguments for questioning the fundamental assertions about expectations and timing of population growth.

That assertion underpins everything else. When Council itself provides various figures for expected growth, well, what are we to believe? Not the Council's credibility, and possibly not its competence.

Another, almost equally problematic fundamental assertion is that building more houses and apartment buildings will solve the problem. It just isn't that simple.

Page 7 of the Summary is nothing but aspirations. It all sounds great, really, but where is the support for these assertions? Show me some data, something specific, some concrete assurances of how we could possibly reach these goals.

Do not ask me to believe these things will happen simply because they appear in a Council publication. Council doesn't have that sort of credibility.

And covering the factual gaps with references to Council officers exercising their discretion further weakens Council's credibility.

3) While the media are definitely in part to blame, some elected politicians and some Council staff seem also to be **contributing to an apparent generational divide**. It may seem reasonable to include questions about age and the number of people in a household, but it also looks as though this information might be used to set up oppositions between different groups of people that don't necessarily exist in reality.

So providing my age and whether I share my home with none or a multitude of other humans seems like an invasion of privacy that will support dubious arguments about intergenerational warfare. Hence I have avoided using the online option of making a submission via the form provided because it insists on answers to those questions.

This point doesn't seem ridiculous or trivial to me because I have been reading and listening to media reports as well as general conversation about a divide in which young Wellingtonians are thought to wish old Wellingtonians dead and gone so that their houses would be available to new owners. And no, I'm not one of those "property-owning 70-year-olds" nor "young would-be house buyers" referred to in a recent *Guardian* item about Wellington's housing dispute (https://www.theguardian.com/commentisfree/2020/sep/06/want-to-build-high-rise-homes-for-74000-more-people-in-wellington-build-consensus-first?CMP=Share_iOSApp_Other).

Even if all current home owners drop dead, most really young people are not going to have the money to buy our homes—unless, like most of us, they have been lucky enough to have had elderly relatives with wealth to support them or to have had jobs and discipline enough to have saved their own way into home ownership.

Whether the sort of activities for building community cooperation described in the *Guardian* article would work here or not, fomenting generational dislike does Wellington nor its citizens any good. We already have disharmony over eScooters and other issues that need resolution to the satisfaction of all.

4) **This consultation process is biased in favor of people wealthy enough to have sufficient access to digital equipment and the internet, as well as time, to absorb and respond to the submission process.** It does a great disservice to

a large part of Wellington's population, many of whom are probably among those who supposedly would benefit from what the Draft Spatial Plan proposes.

One Last Point

I applaud the generous work done by the Mt Victoria Residents Association and the Mt Victoria Historical Society in providing opportunities for Mt Victoria's residents to learn about the Draft Spatial Development Plan.

I especially appreciate the detailed history and the fact-based reasoning that underpins their conclusions.

Therefore, in general, I support the positions that these two organizations have taken in their submissions to Council in response to the Draft Plan.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID **14939**

Privacy statement – what we do with your personal information

View our full privacy statement online: <https://planningforgrowth.wellington.govt.nz/privacy-statement>

All submissions (including names and contact details) are provided in their entirety to Council officers for the purpose of analysing feedback and to inform you of updates and outcomes of the consultation. Feedback and submissions (including names and suburbs but not contact details) may be available to the public at our office and on our website. Exceptions to how we will share your information may occur over the course of the Planning for Growth project in order to comply with statutory process under the [Resource Management Act](#).

All information collected will be held by Wellington City Council. You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at planningforgrowth@wcc.govt.nz, or at Wellington City Council, 113 The Terrace, Wellington NZ 6011.

Submitter Name: Harrison Cunningham

Suburb: Aro Valley

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Unfortunately, the character of the inner suburbs is less important to me than rent and house prices. As a young professional, I am facing rent increases every year which far outstrip any wage increase, as well as no possibility of ever being able to afford my own home in inner Wellington.

In addition, a large number of the 'character homes' are low quality housing. They are cold, damp, mouldy, and hugely overpriced, both in terms of rent and price to buy. Therefore, I am in favour of drastic change in favour of modern, comfortable, warm, dry homes. If this comes at the expense of character homes, so be it.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Cafes and restaurants, New housing, Medical facilities/centres, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Having local shops nearby, as well as plenty of open spaces and parks was very useful. In Aro Valley, Aro Park and the reserve nearby made for pleasant areas for exercise.

What amenities or facilities were missing or could have been improved?

The public transport system is wholly unprepared to cope, even at Level 2. As soon as social distancing was required, buses were stretched beyond capacity, meaning that it was very difficult to move around using public transport.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I like the focus on compact urban centres, and high quality, dense, urban housing. Wellington is in desperate need of affordable, warm, dry houses that allow everyone to live with dignity. I think the current plan overemphasises the importance of character

2. What would you change or improve?

I would like to see even more emphasis placed on three things:

3.

4. 1. High quality, dignified, warm, dry, affordable homes. The current model of large detached homes in the inner suburbs and CBD is not sustainable;

5. 2. Becoming sustainable and carbon neutral (or, why not carbon negative?)

6. 3. More focus on treating the CBD as an area for people, not cars. I would like to see the Golden Mile fully pedestrianised, and see other areas made more people-friendly as well.
7. **Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?**
 I do not think there is an adequate focus on infrastructure. Wellington's infrastructure, especially water infrastructure, is crumbling. It should be the council's highest priority to ensure that this is sustainably improved on, and that upgrades are done with the long-term in mind, rather than just the needs of today.
- 8.
9. Secondly, I was disappointed not to see a greater emphasis on the council's obligations to tangata whenua, and its obligations under Te Tiriti. As a responsible partner, the council should be seeking to involve tangata whenua at every level, of this plan, and ensure that Te Tiriti is reflected correctly in Our City Tomorrow. This has not been done, and much more work is needed.
10. **To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:**
- 4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.**
 Disagree
- 4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.**
 Neutral
- 4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.**
 Strongly Agree
- 4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.**
 Agree
- 4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.**
 Disagree
- 4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.**
 Agree
5. **Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?**
- 5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.**
 Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Strongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

It is good to see the Council taking a long term view in this plan. I would ask the Council to keep the interests of young people in mind, and realise that the current model of unaffordable housing, high emissions, cars being the primary means of transportation, and low quality, expensive rentals is unsustainable.

Have you provided an attachment?

From: Thorndon Trust <thorndontrust@gmail.com>
Sent: 05 October 2020 10:30
To: BUS: Planning For Growth
Cc: Margaret Cochran; Sebastian Clarke; Chris Cochran
Subject: Thorndon Trust's submission on the draft Spatial Plan
Attachments: Thorndon Trust submission on Spatial Plan.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Please find attached the Thorndon Trust's submission on the Wellington City Council's draft Spatial Plan.

The Thorndon Trust exists to protect and promote Thorndon's built heritage and the residential nature of the suburb. The Trust owns two important Thorndon heritage properties, the Rita Angus Cottage and Cooper's Cottage - both listed under the Heritage New Zealand Pouhere Taonga Act.

The Thorndon Trust advocates for the retention of the existing planning controls and their enhancement in Thorndon, since they are working to protect the historic heritage and character of a unique part of Wellington, and they still allow for increasing densities on a modest scale.

Thank you

Helen Heffernan, Trustee on behalf of the Thorndon Trust

Thorndon Trust

PO Box 12421, Thorndon, Wellington, New Zealand

The Thorndon Trust, registered under the Charities Act 2005, exists to protect and promote Thorndon's built heritage, primarily through ownership of the Rita Angus Cottage and associated sponsorship of an artist in residence; through ownership of Cooper's Cottage; and through related activities.



*View of the Thorndon Character Area from the Bolton Street cemetery.
Rita Angus Cottage with magnolia in flower, centre right. Lilburn House, flat roofed, top left;
Cooper's Cottage is above Lilburn's just out of view.*

WELLINGTON CITY COUNCIL, DRAFT SPATIAL PLAN SUBMISSION OF THE THORNDON TRUST 2 October 2020

The THORNDON TRUST was established in 1972 with the objective of protecting and promoting Thorndon's history. At this time, residential Thorndon was under severe threat, particularly from the construction of the urban motorway, but also from the construction of large apartment buildings and the infiltration of commercial activities spilling over from the CBD. The Trust played an active role in resisting this uncompromising change, in particular by the purchase of buildings that were under threat and by campaigning for the establishment of the Residential E zone, the fore-runner of the present Thorndon Character Area. This was ground-breaking town planning at the time, the first conservation area in the country, and it

has played a crucial role in controlling the growth and change of the Thorndon that we know today.

Presently, the Thorndon Trust owns two important heritage properties, the Rita Angus Cottage at 194a Sydney Street West which is listed as category 1 under the Heritage New Zealand Pouhere Taonga Act, and Cooper's Cottage at 30 Ascot Street, listed as category 2. We continue to play a role in ensuring the continuance of the residential nature of the suburb and the conservation of its important heritage values.

The Thorndon Trust has considered the Draft Spatial Plan prepared by the Council, and we make the following submission.

- 1 We oppose any liberalisation of the planning controls that presently give some protection to the **heritage and character areas** of Thorndon.
- 2 The Thorndon Trust campaigned for the **protection** of the heritage and character areas of Thorndon in the 1970s when these areas were under threat of complete loss. Present-day controls have prevented the intrusion of inappropriate development, while allowing for judicious improvement and new buildings. We would not want to see these controls lessened in any way.
- 3 In particular, the **Thorndon Character Area Guidelines** (which cover an area bounded by Bowen Street, Tinakori Road and the Motorway, and include Ascot Street, Glenbervie Terrace, Parliament Street, Sydney Street West and a part of Hill Street, and therefore our two properties) have been useful in protecting the unique heritage and character of this part of the suburb. This part of Thorndon is a conservation area of national importance and must continue to be protected. The Guidelines and the pre-1930s demolition rule in the District Plan (5.3.6) have helped to protect the setting of the Rita Angus Cottage and Cooper's Cottage.
- 4 The **pre-1930s demolition rule** in the District Plan has also been vital in ensuring the continued existence of important streetscapes in parts of Thorndon outside the area covered by the Thorndon Character Area Guidelines. We strongly support its retention throughout the residential areas of the suburb.
- 5 We believe that a **character area designation** for the Ascot Street/Glenbervie Terrace area is inappropriate, since the values evident in the area go well beyond those associated with 'character'. They include social, historical, technical and cultural values as well as aesthetic and townscape values. The links back to the early years of European settlement in Wellington, the concentration of cottages from the 1870s and the social life they illustrate, and the cultural life of the country that the area has nurtured (in the lives of Douglas Lilburn and Rita Angus for example), all render the place as one of undoubted **heritage value**.
- 6 In the **Resource Management Act**, matters of national importance include 'the protection of historic heritage from inappropriate subdivision, use, and development' (section 6f). The nationally important Thorndon **heritage area** deserves to have an enhanced status and protection – it is 'heritage' much more than it is 'character'. It should be identified as a place of heritage value and protected accordingly.

- 7 Further individual buildings should be considered for **listing on the District Plan**. The Thorndon Trust has played a part in this process by recently nominating Cooper's Cottage for listing by Heritage New Zealand (it has achieved category 2 status), and the Council is now proceeding with listing the Cottage on the District Plan.
- 8 In 2008, the Council commissioned a report titled **Thorndon Heritage Project** (Black, Kelly, Cochran; Dec 2008). This proposed five heritage areas – South Thorndon, North Thorndon, Hobson, Portland and Selwyn. We support the findings of this study, and suggest that the Council revive the proposal. The justification for these heritage areas is well documented in the report, and remains valid today, 12 years later.
- 9 Planning controls in Thorndon do not need to be relaxed to accommodate **population growth** in the city. There is significant capacity to increase residential numbers in some parts of Thorndon. These include the old concrete batching plant site in the Malcolm Lane/Little George Street area where three storey apartments could be built without loss of character; in fact, such development here could enhance character. In Molesworth Street multi-storey apartments could be built without loss of character, and Thorndon Quay presents opportunity for a lively mixed commercial/residential area. In other words, increased density can be accommodated without loss of heritage and character if better targeted.
- 10 In summary, the Thorndon Trust advocates for the **retention of the existing planning controls and their enhancement** in Thorndon, since they are working to protect the historic heritage and character of a unique part of the city, and they still allow for increasing densities on a modest scale.

Moreover, we believe that **character areas** are an inappropriate designation for parts of Thorndon, some of which have undoubted heritage value. **Heritage areas** should be identified, and their protection should be seen as a matter of national importance as is called for under the Resource Management Act.

Thank you for considering this submission.

TRUST MEMBERS
CONVENOR Margaret Cochran
TREASURER Helen Heffernan
Sebastian Clarke
Email: thorndontrust@gmail.com

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID **15077**

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Submitter Name: Hilary Watson

Suburb: Newtown

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

First, get more accurate figures for the population growth, (specially in this post-covid environment. Analyse the current density (already dense in closely built pre-1930s Newtown.)

Analyse the age of residents and numbers in single storey residences in Newtown to see how many villas may come onstream in the near future for families to buy and live in.

Take a phased approach beginning with multi storey units in areas that can take it – that won't be badly impacted by multi-storey apartments in their midst eg Adelaide road from Basin Reserve to John St and up against the Town Belt on the southern edge of Newtown. There is huge wasted airspace here along northern Adelaide Road. Work jointly on plans for multi-storey, with Council, community reps and developers. Require attractive public spaces and green areas, and incorporate into these developments housing for low income renters as well as owners.

Put resources into more WCC planners in this area to:

• come up with clever (exciting!) designs working with varying heights and spaces to mitigate wind tunnel risk.

• research existing owners

• map out how apartments could look along this strip. Existing uses could be incorporated on the ground floor of new multi-storey blocks.

• Identify good developers and work with them

Count block by block (possibly 750/hectare?) how much housing capacity could be created by the above suggested developments in northern Adelaide Road.

Work on plans that design intergenerational co-housing with diverse aged residents and varying households sizes. - many older people live alone in sizeable houses so design attractive options within housing blocks to free up their older character homes for families.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

In Newtown it is sunlight, views of hills and streetscapes, attractive heritage houses which don't deprive neighbours of privacy and sunshine; the ecology - shelter and microclimate - trees and plants in both private gardens and streets; proximity to the Town Belt; cafes; library; playgrounds; mixed ages, ethnicities, types of people, varied income levels, vibrancy and colour.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater)

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Parks and playgrounds, Shops and businesses, Cafes and restaurants

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for

Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

My own lovely sunny house and garden in Newtown, the pleasant sunny streets to walk in with their beautiful, historic, character houses, the proximity of the Town Belt for walking – both the latter became a social opportunity during lockdown for chats at a safe distance over front fences, in the streets and in green areas. The supermarket close by. The library when it opened.

What amenities or facilities were missing or could have been improved?

None

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

It says some very commendable things - that there is a need to cater for increasing population; investment in our infrastructure; social resilience. It says it aims to provide better support for local businesses, innovation and a sense of community, access

2. What would you change or improve?

Keep all the current protections on all pre-1930s housing character areas .

3. Don't impose this broad brush blanket zoning - it is a gift to developers and will result in land banking. New multi-storey housing developments will be unaffordable and force out low income earners, renters and beneficiaries and with it the existing vibrancy and cultural and social diversity.
4. Proceed in a phased approach, block by block -start with areas that can take multi-storey buildings without shading their neighbours. See my answer to Section 2. 4a. on how development could occur in the north section of Adelaide Road. This could be an international showpiece if done well.
- 5.
6. Engage the community in this process – housing trusts (eg DWELL), Residents' Associations AND GOOD developers, as well as good trained designers and planners in a mix of stakeholders to do this planning.
7. Random developer-driven high-rise dotted in among old villas in Newtown will affect sunlight, views privacy and streetscape charm of the existing dwellings. Note that attractive heritage areas are a drawcard for tourists to Wellington (the coolest capital).
- 8.
9. Do the work on realistic population predictions in the light of the current Covid 19 global pandemic. (Note also the proposal DOMPOST Sept22) to relocate public servants in hubs in outer suburbs (less strain on inner city housing).
- 10.
11. Properly survey the existing pre-1930s housing – mouldy and drafty? Really? How many are? My impression is that there have never in my 42 years of living here been so many quality renovations taking place. None of our old wooden houses were affected in the earthquake that totalled the StatsNZ building.
- 12.

13. Survey the actual current density of areas such as Newtown.

14.

15. **Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?**

Shelve the Spatial Plan and instead prepare a Future Development Strategy that informs the review of the District Plan. This Strategy should include realistic population predictions, infrastructure plans of action, realistic transport plans, a commitment to affordable and social housing, preserving heritage, realistic costings of earthquake protection and insurance, a phased approach to housing density and a plan for involving the community in the process.

16. The NPS calls for developing, monitoring and maintaining an evidence base about demand, supply and prices for housing and land to inform planning decisions.

17.

18. How many (and where) are apartments, currently consented in the CBD, being or to be built? For how many people and homes? And in the suburbs? Which ones? Are the approvals based on current demand?

19.

20. Newtown has no currently existing or planned rapid transit route. So the Spatial Plan imposition of multi-storey in most of Newtown is not required by the NPS2020.

21. In the meantime get the buses working properly.

22.

23. **To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:**

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. **Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?**

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Mixed housing - dense and less dense - including for low income, social housing, buyers and renters. Green spaces, community areas, access to facilities - all done with community consultation.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Mixed housing - dense and less dense - including for low income, social housing, buyers and renters. Green spaces, community areas, access to facilities - all done with community consultation.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

The overview of the Spatial Plan document says it aims to
“build on its identity by welcoming social and cultural diversity, support innovation and invest strategically to maintain our thriving economy; build on its urban form with quality development in the right locations; identify those things that we hold dear, and setting out some principles for how new development will be managed to protect them (e.g. character areas, heritage, biodiversity, “city vibe”™, produce density well done, with neighbourhoods that are functionally and socially diverse, and deliver affordable housing choice, enable new housing that is well-designed and supported by quality recreational, community and transport facilities.”

By removing controls on demolition and building heights and styles and thus opening up for property speculation and by not involving the community in a process to help plan our city and by having no infrastructure plan, the Spatial Plan as is does not achieve its aims in the Overview.

Work out (with the community) what is a desirable and sustainable population for earthquake-prone, geographically constrained Wellington, and how can that be accommodated in the future, along with a transport and housing infrastructure.

Have you provided an attachment? No

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Absolutely Positively
Wellington City Council
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Online submission form ID **15829**

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Submitter Name: Jack Marshall

Suburb: Mount Victoria

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Some of these suburbs do contain notable heritage buildings which we should seek to retain. However, most of these suburbs include awful, damp and moldy buildings which are "heritage". These should not be protected and should make way for modern, warm, dry, affordable housing.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Infrastructure (stormwater, water supply, wastewater), Walkability within the centre, Easy walking distance to the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Shops and businesses, Cafes and restaurants, New housing, Community facilities (libraries, community spaces, social services, etc.)

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Ability to walk places, and open space. Cafes / restaurants. A city is about people, not buildings.

What amenities or facilities were missing or could have been improved?

Rapid transit networks.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The proposed plan strikes a balance between retaining heritage protections, and the ability to build newer, sensible buildings. We cannot house 80,000 more people if we bow to the vocal voices who seek to protect their investment and self interests.

2. What would you change or improve?

Remove some more protections. Identify specific buildings, not groups or large areas.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

How will young people afford houses in the city if we do not up zone and change the rules. It hasn't worked so far, so we must change for the future.

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Neutral

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Allowing a community planning here but not in other areas is confirming to wealthy property owners who seek to protect their investment only, and to exclude those they consider as undesirable.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Stongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Please allow for upzoning in the inner city and suburbs. It is vital we have a city that is for the people, that allows us to live close to where we work. Doing so will help our carbon footprint, and enable the city to be livable for generations to come.

Not doing so will create two classes of Wellingtonians: Older persons who were able to buy property and live in Wellington, and younger persons / less wealthy who were not able to buy property before prices went up.

I live in a house in Mt Vic that I would never be able to afford. I love the lifestyle of being able to walk to the city, and go to cafes etc. When I seek to buy a house(if I am able to ever buy a house), at this rate I will be looking at Porirua or further afield as Wellington is no longer affordable to young people.

Please have the courage to resist the vocal minority who seek to only protect their investment, and exclude others from the City. A city is for people.

Have you provided an attachment?

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Wellington City Council
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Online submission form ID **15939**

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Submitter Name: Jadria Cincotta

Suburb: Te Aro

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

The architecture, the gardens (increased greenery, generally), and overall cohesion from one building to another. These were built in a time where aesthetics counted for something and buildings and spaces were designed with consideration to what was pleasing to the eye. This makes it, on a level, art.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Infrastructure (stormwater, water supply, wastewater), Access to cycleways/routes, Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Parks and playgrounds, Cafes and restaurants, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Access to green space, local walks in bush/green space, parks, local market (at Alert Level 1) and local grocery store (above Alert Level 1).

What amenities or facilities were missing or could have been improved?

Local markets not being available outside of Alert Level 1 was quite expensive, inconvenient, and also increased concern for local(ish) farmers. It would be great if there was another local, more formal space (beyond car parks) for a market, that could have been managed in the same way that New

World etc were.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The focus on pedestrian friendly, cyclist friendly city centre; the increased focus on green spaces, walkways, paths, and places for people to enjoy meeting up with each other, without needing to go to a cafe and spend money etc to do so; and the increase

2. What would you change or improve?

Better focus on removing parking structures from the central city and/or putting them underground - In a similar fashion to Frank Kitts Park (except with a better design, the design it is currently seems to encourage only unpleasant loitering). An example where this was done well is the City To Sea Bridge. The wood makes it both artistic, and provides a variety of options for different group sizes to have lunch, meet as a group, or read a book.

3.

4. The Green lines in the spatial plan could also be leveraged to world-leading use of public space - going beyond simply a line of trees. Cambridge Terrace being an example of a poorly done green way, as an opportunity to

create a space for people was missed (No one wants to sit in a park that is surrounded by 5-6 lanes of traffic and corresponding fumes).

- 5.
6. One can tell that the primary focus of the city planners at the time was car traffic. If, instead, the primary focus would have been people, they likely would have planted trees to one side, keeping both directions of traffic on one side, and instead widened the sidewalk, creating an opportunity for street cafe culture and/or a garden barrier between the sidewalk and the road.
- 7.
8. Waitangi Park is a great example of creating innovative green walk/pathways, that also pay respect to the local ecology (particularly the walkway through the wetlands, although this needs to be better tended to). Park walks (elevated walkways dedicated to people, lined by both semi-wild or tidied gardens), could be a really good solution. Similar to the Highline in New York City.
- 9.

10. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Better public use of rooftops.

11. Increased height restrictions in central Te Aro could mean removing some of the sun spaces in central city, so ensuring the current areas for people (like Glover Park and Midland Park [and not like Te Aro Park – again, heavy traffic on both sides issue]) are retained and more created. The developments on Lombard/Bond, Egmont Street, and Leeds have been great. Also, for taller buildings, a great
12. option would be to create green/roof parks, that are open to everyone, where, again, people could take their lunches or have picnics (and not necessarily have to have it be a rooftop bar/restaurant where one must purchase something to enjoy the scenery). This would also make these spaces more family friendly.
- 13.
14. London has a couple examples of park spaces on roofs where you can bring your own lunch, or simply enjoy one's city from a different vantage. This could be even further improved (and made world-leading) by connecting these parks by a series of green bridges/park walks. Again, akin to the Highline in New York City.
- 15.
16. Townhouses in the central city
17. These can be done very poorly and with the consequence of wasting a lot of space for parking. An example of unpleasant townhouses in the central city are the Revolucion Apartments area, which is
18. accessed by Webb street and squared in by Thompson street and Torrens Terrace. An option here could have been to dig half a story into the ground for covered parking, the roof of which could instead be a public space with gardens, bushes, benches, and lounging. The benefit of being boxed in by buildings makes this area a rare sun-trap without wind. A shame un-used cars are reaping the benefit.

19. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Being innovative with space, providing places and home for people that are about fostering a good

healthy environment for people (of all economic brackets) to live. Having a healthy and beautiful

home is essential to the wellbeing of people, whānau, and

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

As above.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Planting

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Pukeahu National War Memorial Park, is beautiful “ but also an example where there is too much exposure between the park and the road, particularly on the corner of Highway 1 and Taranaki street. People do not want to lounge in an area where they will be stared at by a constant flow traffic, putting a line of trees or bush in, at the edge of the park just near the sidewalk, would increase people’s use of the space. Of course, there are other parts of Pukeahu park which are lovely, just to note, particularly the inclusion of art spaces, playgrounds for children, and information about the local area.

More information on park walks, which is something Portland, Oregon, USA is looking into:

<http://www.parkwalkpdx.org/> and

<https://www.nrpa.org/parks-recreation-magazine/2018/august/park-walk-a-vertical-park-growth-vision/>

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID **15702**

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Submitter Name: James and Christine Seymour

Suburb: Mount Victoria

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Not sure

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Neutral

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

One of the key attractions of Mt Victoria is the 'housing atmosphere' and we are reluctant to see this drastically changed by allowing the construction of random and ad hoc apartment blocks with little or no architectural merit and replacing what in some instances are attractive Victorian, Edwardian and Art Deco Villas. We believe there needs to be a framework around the future plan to ensure new housing developments, whatever their size, fit well with the current stock.

Two other key attractions bringing people to Mt Victoria are the wonderful views over Wellington and its harbour and the exposure to all day sun and natural light. We believe the indiscriminate building of up to six storey apartment blocks would radically downgrade the advantages that have previously enhanced the social value of living on Mt Victoria. We do however appreciate that part of the attraction of Mt Victoria is the various age and ethnic diversity of Mt Victoria residents and accept that some multi storey apartment buildings are necessary to enable and enhance this.

Another aspect to be considered is the look of Mt Victoria from the city. There are many iconic paintings and photographs of Mt Victoria which have no doubt been used in the past to promote Wellington, probably even by the council itself. The indiscriminate construction of up to six storey apartment blocks would certainly denigrate this.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Parks and playgrounds, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Supermarket shopping

What amenities or facilities were missing or could have been improved?

The regime for supermarkets should have been applied to green grocers and butchers.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

We agree with making the city more accessible to more people by increasing the housing density, however this

should not be at the expense of the amenity value currently enjoyed and paid for by existing central city residents.

2. What would you change or improve?

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Not sure

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? Yes

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **15893**

Privacy statement – what we do with your personal information

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Submitter Name: James Sullivan

Suburb: Johnsonville

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Some of the houses have what we currently consider nice architecture. This can be acknowledged through sympathetic design of more dense housing to acknowledge what was there in the past.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Access to cycleways/routes, Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Shops and businesses, Cafes and restaurants, New housing, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Footpaths

Pedestrian access to local shops

What amenities or facilities were missing or could have been improved?

Road crossing for pedestrians.

Bus stops that are easy to board or alight from.

Segregated cycleways along main roads

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

It acknowledges that the way forward for Wellington is through intensification of existing residential and commercial land.

2. What would you change or improve?

A greater acknowledgement/focus on

3. * Cycleways and footpaths to connect areas with their centres

4. * Encouragement of mixed use development to mix residential and commercial

5. * A plan for how the council will kickstart intensification if private developers do no

6. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

How Wellington City integrates with the other councils in Wellington

7. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Neutral

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Neutral

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area,

investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Mixed use development, public transport, and active transport connections

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Mixed use development, public transport, and active transport connections

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Strongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **13740**

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Submitter Name: Jay Hadfield

Suburb: Seatoun

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

This plan unfortunately reinforces the existing approach of restricting development across our city, albeit to a lesser extent than the status quo. The increase in maximum building heights in the central city and inner suburbs is positive, as are the changes the NPS-UD makes to parking requirements. The changes proposed to the outer suburbs are too limited in my view, and will prevent positive developments in areas such as Lyall bay and Miramar.

While areas like Strathmore Park have been identified as holding "opportunity", it is not clear whether new rules will enable intensification or community building. It is also not clear whether opportunities for further expanding 20 minute neighbourhoods will be possible in the outer suburbs as this spatial plan only looks at residential intensity. I would encourage you to take a holistic approach to the zoning of the city as a whole and enable communities to develop mixed use facilities that combine commercial opportunities, community spaces and residential areas across Wellington rather than restricting that to the City Centre.

Fundamentally, I do not believe that the City Council should be deciding where developments can and cannot happen. Developments should be required to pay for the cost of the infrastructure to support new housing, but if the past is any indication, population growth will continue to outstrip modelling and the housing crisis in Wellington will continue.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

While maintaining examples of historic character is important, so is housing availability for families, young people, elderly and those on low incomes. Preserving character should not be done at the expense of providing suitable homes that are affordable and healthy.

The proposals seem to be a good first step at striking this balance and are a marked improvement on the status quo.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater)

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Shops and businesses, New housing, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Local public parks and green spaces became particularly important, as did the decreased traffic and availability of roadspace for cycling and walking.

What amenities or facilities were missing or could have been improved?

Permanent protected facilities for cycling

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

This plan is a fantastic first step towards a more development friendly approach for Wellington City. It encourages greater intensity rather than continued sprawl into the hilly northern suburbs (which require enormous earthworks, with the associated cost

2. What would you change or improve?

Wellington has very few flat areas, and we should be taking advantage of all of these for at least type 2 housing developments. Areas like Lyall bay, Strathmore and Seatoun (and possibly others outside of the areas of the city that I am particularly familiar with) should be enabled to build more dense housing. The area in Miramar that is zoned for type 2 and 3 should also be much larger, covering basically any flat area from Broadway north.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

While current predictions are for 80,000 additional people in Wellington, the plan should be flexible enough to cope with far more than that. The current situation with a severe housing crisis and extreme price inflation of housing is not acceptable and planning rules must be written in a way that does not support a return to this in the future should population growth outstrip expectations.

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Neutral

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

No

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Unfortunately, a community planning process is likely to be dominated by interests which seek to maintain the status quo of rising house prices and detached, single dwelling homes. For example, though a high end development, Shelly Bay could introduce an

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Neutral

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

This draft plan is a good start, but I believe it should go further and enable more investment in the housing we desperately need. This will obviously have an effect on the infrastructure requirements of the City, but now is the time to be investing in those with help from central government.

We have an opportunity to fix the housing issues that plague Wellington and are increasingly making it unaffordable to live here as well as preventing them from reoccurring in 10 or 20 years time.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

A City for the People submission ID 105

This submission was originally received through the A City for the People website:

<https://www.cityforpeople.org.nz/take-action>

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Name: Jess Ducey

I support the following statements:

I strongly agree with proposals to intensify the Central City, Inner Suburbs and Outer Suburbs to allow for compact, livable, low-carbon urban form.

I support council taking action to ensure everyone in Wellington can live in safe, warm, affordable housing that provide for a diverse range of housing needs.

I strongly encourage the council to partner with iwi and mana whenua, to ensure their aspirations are met, and the current decision making process while we plan for growth is decolonised

I strongly support the council meaningfully engaging with disabled people to ensure decisions about Wellington's growth and development provide for a truly accessible city

I support reducing the size of the character areas to focus on well-preserved sections while allowing homes in poor condition to be redeveloped

I believe that natural heritage and the heritage of mana whenua are important and should be celebrated, protected and enhanced.

I support focusing development along future mass rapid transit routes and agree that strong amenity value must be developed alongside

I support the establishment of safe and easy to use active transport routes alongside areas of development

I support the council developing a plan to make sure everyone will have access to high quality green space and public space

I support requiring new developments to manage stormwater through water-sensitive design

The council should pause plans to develop unsustainable communities in green-field sites in Upper Stebbings Valley & Lincolnshire Farm and instead focus on enabling density closer to the city

I strongly support council meaningfully engaging with marginalised communities to ensure they are heard and have input into the ongoing development of the Spatial Plan and related policies

I strongly agree with taking a city-wide approach to distributing density

What excites you most about having a more compact and liveable Wellington?

A more pedestrian friendly city - bike lanes, public transit, and fewer private cars creating congestion and being stored on shared land. I'd like to cycle from home to work, stopping at the shops or to meet friends for dinner without being afraid of getting hit by a car. Let's create more green spaces - I want to see the car parks around my flat turned into actual parks, where we can all get fresh air and enjoy native flora and fauna. I want kererū and tūi to feel safe enough to come snack on the taupata and harakeke growing on my deck on Eva Street. And we need more affordable, warm, and accessible medium/high density housing in Te Aro and surrounding suburbs so more people can afford to choose to live in the city. We all benefit when people from diverse backgrounds interact, and our city suffers when we treat housing as a source of profit instead of a human right.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Wellington Spatial Plan: our response to proposed intensification of our hilly suburbs

During 'the lockdown', like many of our neighbours, we have spent time walking around our local area.

In doing so, we observed and came to value the uniqueness of the **place-based typology** of the local building fabric, a characteristic that the Spatial Plan is advocating for. This typology is often distinguished by roads hugging the contours of the hills, resulting in access to dwellings located frequently well above and below these roads. Overall, the texture of this built fabric is fine grained, low-rise, with detached in form.

Forgotten within this unique fabric there is an unrealised opportunity for the **underutilised road reserve land** onto which frequently garages encroach (within permissible heights and recession planes). Below and above these garage structures there is vacant space that invites the opportunity for further construction.

There is an opportunity here for modest infill dwellings by adding to, incorporating, or replacing such existing structures. These proposed infill dwellings have the possibility of significantly increasing our suburban density while at the same time maintaining the fine grain texture of the existing built fabric that residents appreciate and value. Some suggested dwelling types are illustrated in the accompanying Appendix 1.

This '**Infill Typology**' in fact addresses what the Spatial Plan is asking for:

'What do you think about the proposed intensification for ...suburbs. What would you change or improve?'

We have attempted to quantify the potential scale of this 'Infill Typology' in Appendix 2. We believe this to be an attractive and realistic additional typology alongside the vertical medium-density typology proposed in the Spatial Plan.

In **summary** such an Infill Typology, along with the necessary expansion of encroachment permissions, has the potential to provide for a range of additional residential types such as studios, roof-top apartments, micro-houses, and workshops. In doing so, it significantly increases the opportunity for a diversity of inhabitation, activities, and tenancy options the Spatial Plan is seeking:

'...diversity in the style, type and scale of houses and the range of household type ... is also encouraged to meet the needs of an increasing diverse population'.

John Gray; Architect

email: [REDACTED]

mob: [REDACTED]

5 October 2020

John Daish: Architect

email: [REDACTED]

mob: [REDACTED]

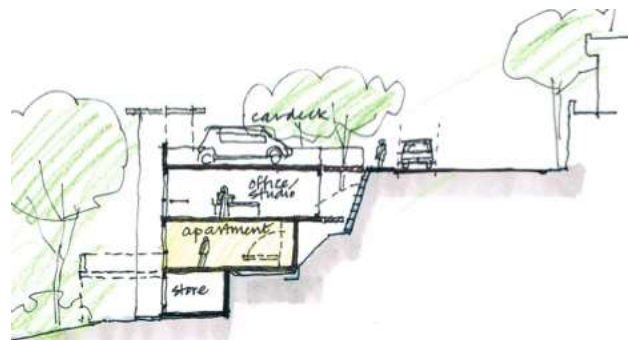
Appendix 1: Case studies

CASE A: PURPOSE-BUILT STRUCTURE – PARTLY ON ROAD RESERVE AND PARTLY ON FREEHOLD LAND.

There are three principal topographical conditions relating to road reserves in hillside suburbs: road reserve land sloping *downwards* from road level (as in this case); sloping *upwards* from the road level, and flat to gently sloping land, typically found in valleys or at the convergence of two roads.

By stepping down the slope, case A is an economical structure. It is an affordable, sustainable, liveable roadside house. The building has been created under a car deck. As the road reserve is a short distance from the edge of the footpath, the building could be constructed and approved for residential accommodation because it isn't on road reserve. BUT if it were on road reserve it would still be the same building.

The building contains an artist's office/studio and beneath that there is a 35 square metre apartment, which is suitable for one person or a couple. Despite this small area it is well designed with a modest kitchen separate bathroom with a laundry facility, a small table, a lounge area / bedroom with plenty of storage and a bench that can be used for working from home. It leads out to a 10 square metre terrace looking out over a bush garden. This is an example of how a small area, equivalent to the area of a double garage, can be very liveable.



John Gray; Architect

email

mob:

5 October 2020

John Daish: Architect

email

mob:



CASE B: A RECENT STRUCTURE – PARTLY ON ROAD RESERVE AND PARTLY ON FREEHOLD LAND

A double garage and a workshop under the garage, on the downhill side of the street – located mostly on road reserve and partly on fee-simple land; set at an angle to the road alignment to better work with the steep contour; the wedge-shaped concrete apron at street level has a 10m-long crossing, equivalent to two on-street parking spaces. Such structures partly below road level typically require engineered reinforced concrete retaining works and/or steel beams. Excellent views across the valley. But currently not permitted for residential purposes.

Some options for utilization/conversion for residential use:

- Retain the double garage and convert the workshop under to a **45m² apartment** (accessible by steps down from the street). Small outdoor terrace. Suitable as a rental for one person, possibly a couple
- Convert to a **standalone house** of about 90m². Suitable for a sole parent & child, couple, couple with child (or adult flatmate) ; carpad for two small/medium cars (no garage); outdoor terrace
- Convert to **two 45m² apartments**, each with an outdoor area (if the concrete apron is suitably landscaped). No off-street parking (note that two parking places are gained on the street because the crossing is no longer required)

John Gray; Architect

email: [REDACTED]

mob: [REDACTED]

5 October 2020

John Daish; Architect

email: [REDACTED]

mob: [REDACTED]



John Gray; Architect

email [REDACTED]

mob: [REDACTED]

5 October 2020

John Daish: Architect

email [REDACTED]

mob: [REDACTED]

Case C: POTENTIAL DEVELOPMENT ABOVE GARAGES ON PARTIALLY ON ROAD RESERVE

This case is an example of a double garage that is partly on road reserve and situated on the uphill side of street. In these circumstances most garages are constructed out of reinforced concrete to act as retaining walls that also stabilise the site. Because of the era in which it was built the double garage is actually two single garages side by side. This forms a very sound foundation for light weight construction above.

In this case the back retaining wall extends a further four to five metres above the roof of the garages.

This is a prime example of a site that could be developed as a separate dwelling of approximately 100 square metres including the garages. It would accommodate a couple or a small family. One garage could be repurposed as a home office or store room resulting in more diverse use of the property.

A development such as this would improve the visual quality of the street frontage and provide affordable, good quality infill housing



John Gray; Architect

email [REDACTED]

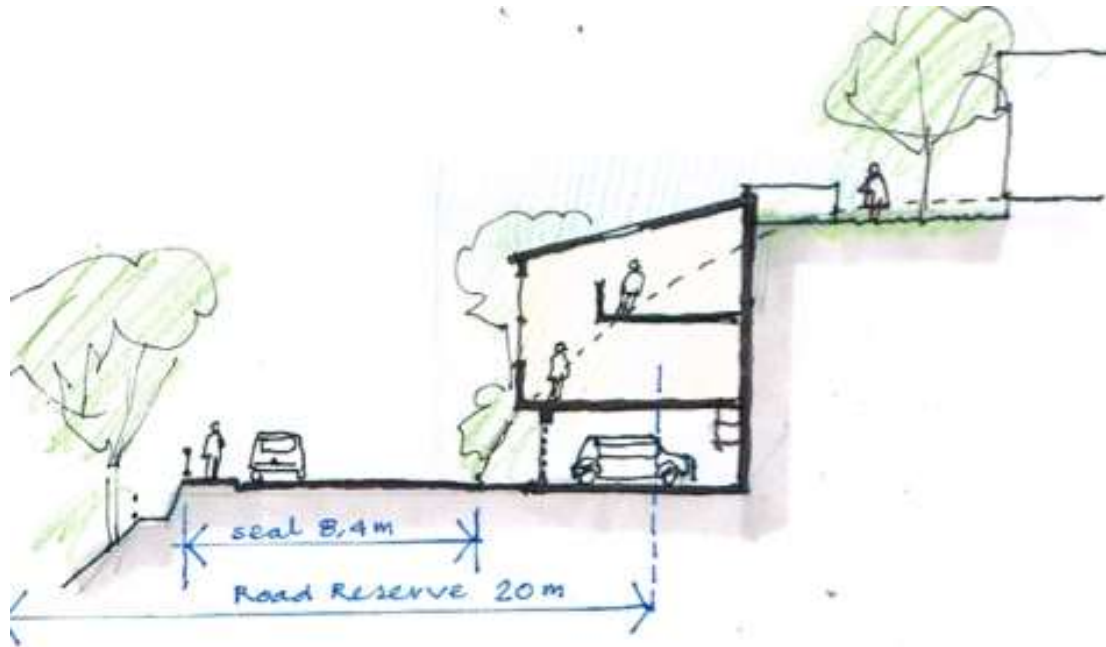
mob: [REDACTED]

5 October 2020

John Daish: Architect

email [REDACTED]

mob: [REDACTED]



email [REDACTED]

mob: [REDACTED]

John Daish; Architect

email [REDACTED]

mob: [REDACTED]

CASE D: HIGHLIGHTS THE NUMBER OF GARAGES ON WELLINGTON ROAD RESERVE THAT COULD BE UTILIZED

A group of double garages on the uphill side of the street – located mostly on road reserve, these garages all sit about two storeys below the houses they serve, enabling outlook from the houses, and partial views of the houses and mature gardens from the street. The result is a satisfying mixture of textural consistency and visual richness. This case is an example of how many opportunities there are for infill development to add to the urban housing stock.

The centre garage already has a large space above, equivalent in size to the residential space to CASE A, but in this case not permitted under the current rules.



John Gray; Architect

email:

mob:

5 October 2020

John Daish: Architect

email

mob:

Appendix 2: Suburban Road Reserve: Unutilised Land Area

SCALE: some rough but conservative numbers:

690 km of sealed roads in Wellington, most of which are suburban streets.

The width of land set aside for our city roads is 20m, but the sealed part is usually about half of the width (less in the hillside suburbs), say 10m wide. The remaining 'road reserve' land is the land that we believe is a missed opportunity, an under-utilised resource.

So, how much road reserve is there in Wellington?

Length of road reserve: Rounded down to 600Km, say 600,000 metres

Area of road reserve: Assuming 10m of width is road reserve land = $10 \times 600,000\text{m}^2 = 6$ million square metres or 600 hectares

Length of frontage needed for an average road reserve dwelling: this needs closer study, but for now we assume a double garage width + margin + side access, say 9m wide.

Frequency - how many suitable sites are there? Also needs more study. Conducting a small but indicative sample in one hillside street some 570m long, we identified 10 very suitable double-garage type sites, one vacant road reserve site, three sites with land above (or below) and to the sides of single garages. So, for now, we conservatively suggest that a suitable site could be found every 100metres of road length (200metres of property frontage on roads with residential property on both sides).

Conclusion: This **Infill Typology** we are proposing of modest and affordable dwellings in Wellington are likely to be in the order of **6,000 houses** accommodating **9,000 inhabitants**.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **14246**

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All information collected will be held by Wellington City Council. You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at planningforgrowth@wcc.govt.nz, or at Wellington City Council, 113 The Terrace, Wellington NZ 6011.

Submitter Name: Jonathan Fletcher

Suburb: Khandallah

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

I think it is important to keep examples of the various types of building in groups throughout the inner city and suburbs. These should be grouped rather than pepper potted around the area. However this should not be done at the expense of frustrating the intensification of the central city and inner suburbs which is required as a key part of having a city that is 'future proofed' for a low energy low carbon future.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Infrastructure (stormwater, water supply, wastewater), Social services and community facilities, Easy walking distance to the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Parks and playgrounds, Shops and businesses, Community facilities (libraries, community spaces, social services, etc.)

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

really important to have public green space and green parks within easy walking distance (say not more than 10 minutes, ideally 5 minutes walk).

Community amenities - library, swimming pool, social meeting spaces either local or within a short train journey - able to get there within 15 minutes.

What amenities or facilities were missing or could have been improved?

Where I live the lack of a flat park for playing on.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The commitment to greater densification of housing so more people living in the existing urban area to avoid the need for expanding into rural areas

2. What would you change or improve?

1. Put a green fence around the urban area and make a long term commitment to not extending the urban area beyond this boundary.
2. Not simple enable, but rather facilitate and require comprehensive redevelopment to get greater urban density. Nothing ruins the reputation of medium and high density redevelopment more than doing it on small lots rather than comprehensively redeveloping a larger plot (replacing several or even many existing houses).
3. Ensure that as new dwellings will have less private green space, usable green space is provided for in very close proximity to new housing. Since people will not have more than a very little amount of grassed area within

their property there should always be shared green space very closeby.

5. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Improved public transport links and improved facilities at the stations/hubs. It would be very useful if at train stations there were commercial hubs where people can buy daily grocery and other requirements. The New World at Wellington station demonstrates the potential but bolder moves would be good. The opportunity is there at Johnsonville station but the mall owners seem oddly resistant.

6. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Provides an opportunity for a future focussed comprehensive development with medium density and a very liveable area where most of people's daily needs can be met within easy walking distance.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Delivering affordable and state housing in an attractive way with most services locally available and good public transport into the central city

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Stongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

This spatial plan is well overdue so congratulations to the council for at last doing it. It needs to focus on making Wellington a liveable low carbon use city suitable for the 21st century where people can live in friendly communities and still have the advantages of a big city.

There will be lots of screams from the minority who don't like change and these people must not be allowed to derail a process that will in the long term be good for all.

Have you provided an attachment? No

[REDACTED]

From: Judith Hatton [REDACTED]
Sent: 13 September 2020 14:50
To: BUS: Planning For Growth
Subject: RE: Draft Spatial Plan

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Blue Category

I am writing to lodge my objections to the Draft Spatial Plan.

They are as follows

- a) the plan does not take into account the hard fought for retention of the historic nature of the Thorndon area - in particular the area to the west of the motorway. The historic nature of the suburb - and its attraction for visitors to the city - should not so easily be dismissed - once demolition has taken place there is no going back which would be to the great loss to the city. It is easy to take for granted what we have in Wellington - until one travels and sees cityscapes and neighbourhoods that are so the same one forgets what country one is in.
- b) We have yet to see the consequences of Covid 19 on Wellington. Until we have, the time is much too premature to make irreparable decisions - will offices require less space thus opening up residential apartment opportunities, will more people choose to work from home and only come in to the city two or three times a week, thus reducing the pressure on commuting into the city. None of the consequences are yet known.
- c) the infrastructure of Thorndon. As an old suburb what sort of massive pressure might be put on drains, sewerage and other services that were built for a smaller population than now exists in this suburb.
- d) Thorndon is built on a faultline! Surely the costs to lives and buildings wrought by recent quakes should alert the Council to the folly of intensification in Thorndon.
- e) if one could rely on the council to intensify with sympathy to the character of the suburb the outcry might not be so loud. Too often intensification results in the hideous multi storied blocks that we already see dotted around the area. The current lax approach by council staff to existing building protection measures - in particular the flagrant by-passing of the pre 1930 demolition rule - does not engender any faith in the council restraining some of the more avaricious developers.

Please note - **I object to the Wellington Draft Spatial Plan**

Judith Hatton

[REDACTED] Thorndon.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **15556**

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Submitter Name: Julian Crane

Suburb: Mount Cook

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

1) Please see my submission

Figures of 80,000 are likely to be incorrect, and are inflated have not been properly justified see my submission and Mt Cook mobilised submission

2) empty office building currently could be re-purposed

3) areas of Wellington with many small businesses such as Newtown from John St to Basin Reserve would be much better sites for intensification if indeed such intensification is required at all.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

See my submission.

Character and heritage of many dwellings make Wellington what it is and replacement with oceans of faceless concrete and glass in the inner city will create a concrete desert.

The intensification will not serve the purpose of providing new dwellings for people currently unable to afford. They will be very expensive to build and will leave parts of Wellington empty while waiting for sufficient land for a large footprint. Wellington is a major earthquake risk and no amount of earthquake protection will stop large buildings coming down with large loss of life.

The shading of existing dwellings by 6-10 storey ones will lead to large problems of damp, cold and mould with associated health problems and increased energy costs to heat and dehumidify them

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Public/shared spaces, Access to cycleways/routes, Walkability within the centre, Easy walking distance to the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Public spaces, parks, walks and bicycle tracks.

Trying to change inner and outer city development so radically and so quickly at a time when so much is in flux (Covid, climate change) makes very little sense

What amenities or facilities were missing or could have been improved?

This is an unhelpful question during lockdown when there was very little community things that could be done.

generally failing to have a plan or development for Wellington library and the unseemly rush to close it in my view is a major problem

I am not sure where this has got too but the idea of spending vast amounts of rate payers money on a Wellington conference centre is totally inappropriate given travel restrictions, not wanting to encourage people to travel to come to Wellington from overseas for conferences (covid and climate change) and the fact that there are plenty of facilities already in NZ

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Very little please see my submission

2. What would you change or improve?

Much less prescriptive on heights etc The National statement suggests these changes not mandates them and they should only be put in where appropriate. They are not appropriate for much of Wellington inner city

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

SEE MY SUBMISSION Yes the planning needs to be developed in line with changes.. for example the population increase requirements are inaccurate and grossly inflated. See my submission and Mt Cook mobilised submission

4. There is nothing about sustainability of the new dwellings solar panels solar electric, building materials etc

5. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Disagree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

These developments should be undertaken with the community and buildings that are affordable, sustainable and do not destroy the character of the suburb

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

These developments should be undertaken with the community and buildings that are affordable, sustainable and do not destroy the character of the suburb

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Stongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

There is no comments in the plan or discussion documents on the degree to which land in the wellington region is being land banked by developers.

This submission document should be improved I lost pages as I went and had to repeat. You need to have a much better interface that allows submitters to save each page as they go and allow them to come back and pick up where they left off.

Have you provided an attachment? Yes

3 October 2020

To

Wellington City Council
Draft Spatial Plan Submission
PO Box 2199
Wellington 6140

By Email

planning for growth@wcc.govt.nz

Submission on the Wellington City Council Draft Spatial Plan

I oppose the provisions of the Draft Spatial Plan (the **Plan**) as they apply to the residential areas of central Wellington, in particular Thorndon. I oppose it for the following reasons:

- The 80,000 population growth expectation seems very high relative to Wellington's history. If this level of population growth was to actually happen it would not be quickly and to remove protection from Thorndon for something that has never happened before seems excessive. I am a sixth generation Wellingtonian and, as much as I like Wellington, I am under no illusions as to how tough the climate of the windiest city in the world is on attracting people to live here.
- Rezoning land in Thorndon on the City side of the motorway from 'Residential' to 'Central Area' will see the destruction of the existing historic villas over time. There are better places on the railway side of Thorndon Quay that could be used for higher density development. There is no need to destroy some of the good architecture we have.
- It is so important to maintain the pre 1930s demolition rule. Without it, any opportunity to knock down a property with heritage and architectural value will be taken to maximise profit from the land use and once one or two are replaced with apartment blocks, they all will be. It is not all about money as the very poor quality of a lot of the apartment dwellings in Wellington are a blight that every Wellingtonian has to live with.

Kind regards

[REDACTED]

[REDACTED] Hobson Street
Thorndon
Mobile: [REDACTED]
Email: [REDACTED]

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **14145**

Privacy statement – what we do with your personal information

View our full privacy statement online: <https://planningforgrowth.wellington.govt.nz/privacy-statement>

All submissions (including names and contact details) are provided in their entirety to Council officers for the purpose of analysing feedback and to inform you of updates and outcomes of the consultation. Feedback and submissions (including names and suburbs but not contact details) may be available to the public at our office and on our website. Exceptions to how we will share your information may occur over the course of the Planning for Growth project in order to comply with statutory process under the [Resource Management Act](#).

All information collected will be held by Wellington City Council. You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at planningforgrowth@wcc.govt.nz, or at Wellington City Council, 113 The Terrace, Wellington NZ 6011.

Submitter Name: Karen Young

Suburb: Mount Victoria

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Concentrate on areas where character will not be ruined ie high density along Adelaide road. Spotting apartment blocks throughout character suburbs ruins the whole feel of the neighbourhood, just protecting subareas will not be enough to protect these suburbs and Wellington from ruin.

Develop in spaces in the outer suburbs and upgrade the public transport system.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Character suburbs provide the whole feel to what Wellington City is all about. Beautiful and timeless. Once ruined there is nothing that distinguishes our city to any other city just built on a concrete grid.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater)

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Parks and playgrounds, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Outdoor space/parks. Nice walks around a beautiful character neighbourhood! Not just high density apartment blocks.

What amenities or facilities were missing or could have been improved?

More outdoor open areas.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The allowances for green spaces in our inner city. However I'm not sure having this on roof tops is not quite the same as having actual real open green space with playground for children etc.

2.

3. What would you change or improve?

Avoid the destruction of our character suburbs!

4. Avoid the destruction of our character suburbs!

5. Avoid the destruction of our character suburbs!

6.

7. Also what is the plan for infrastructure - if we are expecting families to be moving in from the greater wellington areas into these high rise apartments, where is the schooling going to be? In the building also?

8. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

INFRASTRUCTURE!!! No use building high density if the area around it cannot cater for that increased density - sewage, water etc etc, but also schools. No point families having to travel out of the city to go to school.

9. Who is going to build developments? Private property developers? They will be looking at profits so we will be either looking at just affordable shoebox apartments, or luxury unaffordable apartments?

10. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in

this area).
Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Strongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Please look at Hania street (adjoins to Moir Street). All other subareas have the protection around their subarea to a restricted height. This needs to be addressed in the same way for Moir Street.

I think the District plan in a way needs to be reviewed alongside this spatial plan. How can people make decisions on aspects of the plan without knowing the full effect of a development right next to them?

It needs to be acknowledged that just restricting building within the subareas will not retain the character of a suburb. It is the scale and form of the WHOLE suburb which gives it its character.

Have you provided an attachment? Yes

To Whom it may concern,

Re: Proposed developments of minimum 6-8 storey buildings along eastern side of Hania Street and the detrimental effects on Moir Street, Mt Victoria

Our family as well as fellow Moir Street residents have grave concerns about the proposed development outlined in the draft spatial plan that looks to allow building heights 6-8 storeys along the eastern side of Hania street.

Moir Street is one of the 10 identified sub areas in Mt Victoria that contains highly coherent concentrations of pre-1930's properties with primary and contributory characteristics. Building 8 storey developments along the eastern side of Hania street will not only ruin the characteristic cottage street appearance of Moir Street with an unsightly and incohesive backdrop of towering apartment blocks, but it will greatly block out necessary sun and erase all privacy to existing residential houses.

The plan appears to ignore the fact that the eastern side of Hania street forms a residential/commercial boundary with Moir Street and fails to acknowledge the effects of such major development on neighbouring residential houses. The current district plan respects existing residential houses with a 10.2m (3 storey) height restriction on development that is 5m in from the boundary. It is unfeasible for an 8 storey development to comply with any respectful and reasonable recession planes and sunlight access standards to be set out in the district plan.

The current Wellington residential design guide also respects such issues addressing sunlight and building heights with good intentions to existing dwellings. There is good reason why such design guides were implemented. The large majority of the existing pre-1930's houses require sunlight to provide a healthy home, free of mould, damp and rot. Blocking out sunlight will not only cause premature deterioration of these character houses but also have the potential to cause ill health to the existing residents and future generations to come.

The plan does not provide a gradual transition from Mt Victoria into the city and this was one of the goals of the spatial plan. As noted in the report, Moir Street is largely made up of single storey dwellings so having a neighbouring 8 storey building is hardly a smooth transition. The whole concept of 'high city, low city' does not recognise and respect the scale and character of existing identified character neighbourhoods that it claims to.

As spoken by Kate Pascal, principle planner for WCC in the Planning for Growth Live event on the 13th August, we would have 'a buffer around those subareas so that we aren't getting some really stark contrasting 3 storey buildings next to 6 storey buildings, that's not a good outcome'. There is no 'buffer' area outlined around the Moir Street subarea in the draft plan and maps. As the plan looks to have restrictions of 3 storey builds within the subareas, it would be correct to have this same restriction on property directly neighbouring a subareas. Anything greater

than a neighbouring 3 storey development will have the same detrimental effect on the subarea, if not more, as something built greater than 3 storeys within the subarea.

Ultimately the NPS-UD policy provides exceptions to their requirements of development in order to consider 'qualifying matters'. This includes special characteristics where there is sufficient evidence to show that providing for development to the required density would be inappropriate. The council considers that there is evidence to support the continued protection of pre-1930's character and that this meets the criteria of a qualifying matter under the NPS-UD. By recognising the effects of 8 storey developments right next to a street filled with 1 storey character cottages it can clearly be argued that the development is inappropriate, and the council would not be protecting pre-1930's character.

Another great drawback to building to this extent on the eastern side of Hania street is that it will contribute to the towering wall of buildings surrounding the entrance to Mount Victoria. The beautiful treelines and picturesque wooden houses of Mt Victoria will no longer be visible as you travel along down the Basin reserve into Kent/Cambridge terrace, giving the feeling of a tunnelled concrete jungle and huge disconnect between the city and Mt Victoria.

In summary we would greatly appreciate your time to seriously consider the above concerns expressed and ultimately in doing so, restrict the development on the eastern side of Hania street to 3 storeys. This small amendment will make a HUGE difference in retaining one of Mt Victorias' character areas and will help preserve part of the beauty that makes us uniquely Wellington. Once ruined, there is no going back.

We look forward to receiving your response,

Jeremy and Karen Young

[REDACTED]

From: kate hayward <[REDACTED]>
Sent: 05 October 2020 16:18
To: BUS: Planning For Growth
Subject: Submission on the Spatial Plan
Attachments: Kate Hayward Submission Spatial Plan final.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Kate Hayward
[REDACTED]
Mt. Cook, Wellington

ph: [REDACTED]

Please find attached. I wish to speak to my submission.

SPATIAL PLAN SUBMISSION:
Inner Suburb Villages – Concerns & Corrective Recommendations

I have grave concerns regarding the WCC Spatial Plan, especially in regards to the inner suburb villages.

Though building upwards can help to reduce sprawl, it needs to be done in such a way that that we don't destroy the aspects that make a city liveable and this includes Wellington's unique character.

I was shocked to see such enormous swathes of land in the inner suburb villages zoned "mandatory at least 6 stories and up to 8" (!!?). Though the intention – to prevent sprawl and create affordable housing is laudable, destroying neighbourhood character and blocking sunlight/views by pepper-potting towers next to residential homes is NOT the solution. This is appalling urban design! Yet, this is exactly what will happen under this Spatial Plan because an excessive amount of land has been designated high-rise.

Intensification requires good design and needs to be done well. Do it poorly and you will drive people away!

The solution is that the spatial plans needs to designate discrete, concentrated areas where a cohesive, almost 'brownfield' approach can be taken. For example, **Cr. Nicola Young** has suggested (at the MCM September 20th public meeting) that a new "**Adelaide Village**" could be created by designating an area along the lower end of that road for high rises, thus leaving much of the Mt. Cook "as is" and preserving its character, whilst accommodating the additional people we will need to. *Concentrating* intensification means that an overall plan can be created which incorporates good pedestrian linkage, the pepper-potting of green pocket parks and planned stepping of height so as to maximise sun and protect lines of sight.

The Master Plan under which the **Arlington** social housing is being built **is a good example of intensification** being achieved in such a way that a MORE liveable community is being created. Built under SHA rules which allowed six stories, the Arlington development will house 3.5 times more people than previously. However, through the use of: height stepping, mixed typology, and the creation of new pedestrian links and new 'pocket parks' within the Arlington block of land, *intensification was achieved without the loss of amenity value*—both for its future residents and for those living in the neighbouring turn-of-the-century homes that border on Arlington.

Arlington is an example of what can be achieved with concentrated intensification which utilises **a cohesive, overall design approach** employing the basics of good urban design- e.g.:

- height stepping on a micro and macro level (with mixed typology),
- increased pedestrian linkage,
- additional and well-placed pocket parks.
- adjoining special character protected (including amenities values).

The end result of concentrated, well-planned and designed intensification is a win-win: More people AND more liveable!

This current spatial plan, by crudely painting so much land of the inner suburbs (and roughly HALF of Mt. Cook!) as "six stories and above", will result in **high rises being randomly pepper-potted**. Character/heritage streets lined with human-sized, architecturally detailed heritage homes will be marred by the arbitrary insertion of a 6-8 story tower(s). This is a character loss and visual assault that cannot be un-done. This is the exact opposite of good urban design. This does not create "more liveable" spaces.

The areas for intensification need to be reduced so that it is concentrated. This spatial plan is not nuanced and designates areas for "6 stories and above" that encompasses far too much land.

I queried this at the MCM public meeting (September 20th) and learned that the plan *designates 6-7 building lots for high-rise, in the hopes of getting a developer to eventually build on ONE lot!* So, this spatial plan is set-up to accommodate, guarantee and, in fact, encourage tower pepper-potting!! This is WRONG!!

The Spatial Plan needs to reduce and concentrate the area for high rises, so that random pepper-potting of towers is avoided.

I have read these critiques of the Spatial Plan and I believe they have merit and should be heeded.

- Growth Figures Exaggerated. The WCC Spatial Plan assumes the *upper level* of the population growth estimate over the next decades, rather than *the more realistic mid-range figure*. (The mid-range figure would halve the areas of character destruction).
- Planning Process Flawed. The WCC needs to take the time to prepare a “Future Development Strategy” to inform the review of the District Plan. This is the planning process prescribed by law. (In essence, this Spatial Plan represents the ‘cart before the horse’!).

In fact, I get a sense that this WCC Spatial Plan is something of a knee-jerk and crude implementation of the central government’s “National Policy Statement on Urban Development” (NPS-UD). I see no provision for new pedestrian linkages and pocket parks – all of which are essential when intensification is pursued.

I would like to close on this thought – consider how many times have we seen cities jump on a “solution” that involved the destruction of neighbourhoods, only for that “solution” to fail the test of time. That belated realisation does not restore the irrevocable destruction of heritage character and liveable communities that was done when city officials “jumped on the bandwagon solution”. Examples that come to mind are free-way construction along the San Francisco water front (replicated in many other cities); the notorious Cabrini Chicago High-rise Towers (which were copied in almost all major US cities after neighbourhood communities were bull-dozed).

Yes, we do need to intensify. Yes, we do need to avoid suburban sprawl. However, we must do it in a way that is measured, well-planned and well-designed. This Spatial Plan exaggerates the amount of land needed to accommodate future growth. By zoning far too much land as 6+ stories in the inner suburbs, we will end up with “pepper-pot tower sprawl”.

To summarise, these are my recommendations:

1. Drastically **reduce the amount of land set-aside for six-plus stories** in the inner suburbs. (This will avoid pepper-potted towers and will preserve more of Wellington’s character).
2. Designate **additional pocket-parks** and create **new pedestrian linkages** in those (concentrated) areas of intensification.
3. **Ensure heights are stepped** so as to preserve views, sunlight and create a visual transitioning.

The first recommendation is key – the intensification needs to be concentrated; not pepper-potted. The last two items will ensure intensification is done in a way that enhances amenity value and ‘liveability’.

Sadly, none of the above three are present in this proposed WCC Spatial Plan. I am afraid the plan needs to be completely re-worked, rather than simply tweaked.

I wish to speak to this submission.

[REDACTED]

Hankey

Mt. Cook, Wellington

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID 15323

Privacy statement – what we do with your personal information

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Organisation Name: Architectural Centre

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

"Character" is important for all city areas and should not be restricted to pre-1930s definitions of (colonial) heritage. With respect to the reduced protection for older buildings in Mt Cook, Mt Victoria, Kelburn and similar, the issue is that there are many good quality buildings in these areas (old and new) that are not being upgraded and maintained according to current standards. This failure of property owners should not be rewarded with freedom to demolish buildings and replace them with high-end luxury dwellings in desirable neighbourhoods for a huge profit.

The Council needs to explore methods for pushing development investment into areas where housing is most needed. That is, 'affordable' housing. Maintaining heritage protection orders may be a way of doing this.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Access to cycleways/routes, Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, New housing, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Not sure

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Good footpaths.

Safe road crossings.

Access to 'green' and 'blue' spaces.

After level 2, returning the the public library was very important.

What amenities or facilities were missing or could have been improved?

Many footpaths are rough or missing.

Mixing walkers and mountain bikes through the town belt felt dangerous.

There is a lack of suburban squares and gathering spaces - not that we 'gathered' during lock-down, but it became obvious how little consideration has been given to suburban community nodes (away from shops, but also even in some shopping centres).

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The Architectural Centre commends the Council on planning to meet forecast population growth. We do not see growth per se as either necessary or beneficial. Consultation with Central Government should still pursue high quality fast trains to enable provincial cities to connect to larger centres. In this way provincial cities could be re-populated and business/employment, education and recreation facilities remain accessible to the most people.

2. What would you change or improve?

The Centre does not believe the zoning category of single freestanding dwellings is appropriate any longer, and this building morphology does not require any safeguarding.

3. All zones need to include proportions of built/hard to green space. In suburban areas this ratio needs to be higher - what people like about suburbs is the trees that fit between buildings providing connection to the environment. Freestanding single dwellings have been increasingly developed as large houses with very narrow green areas around them. This is a terrible situation as there is not enough green space for planting and low density occupation levels. The lowest population density areas of the city should have small footprint buildings, with larger areas of vegetation. Semi-detach and terrace housing between 2 and 4 stories supports this.

4. Raising the population density of suburbs could absorb large population growth. Keeping the building footprints small with maintain the 'green' look of suburbs. Greater density will also increase the viability of public transport

services.

5. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

The Architectural Centre would like to see bio-diversity integrated into the development of the city: during lockdown, the reduction in noise pollution from lack of cars made urban and suburban space much nicer. Birds were more prominent and the sense of connecting to the environment was strong. Finding ways to reduce private car traffic and numbers of cars parked on the street, will improve the liveability of the city. Seeing a proportion of 'green' space as essential to every new development would improve the distribution of vegetation bridges between significant wilderness areas.

6.

7. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Neutral

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Disagree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Developing a diverse and ecologically sustainable community with reduced dependence on private car ownership, maximum opportunity for community connection and no room for extortionist landlords.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Developing a diverse and ecologically sustainable community with reduced dependence on private car ownership, maximum opportunity for community connection and no room for extortionist landlords.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? Yes

Our City Tomorrow: A Draft Spatial Plan for Wellington City

October 5, 2020

Planning for Growth Project Team
PO Box 5084
Lambton Quay
Wellington 6145

planningforgrowth@wcc.govt.nz

Re: Our City Tomorrow - a Draft Spatial Plan for Wellington City

Tēnā koutou,

The Architectural Centre is a society of professionals and non-professionals who seek to promote good design of the built environment. Incorporated in 1946, the Centre has a long and proud tradition of doing just this. On behalf of the Centre I would like to commend the Council for acknowledging the need to plan for projected population growth, recognising the need for improving the resilience of the city in the face of climate change and for responding positively to consistent calls from the public to densify (rather than sprawl) Wellington.

There is no benefit in a zone category protecting single residential properties. All suburbs need to permit terrace house development. The requirement should instead seek to control % of site coverage. Semi-detached and terrace houses have the potential benefit of maximising green space to number of dwellings. Growing the overall population density of suburbs will increase the viability of public transport networks through those suburbs. The design morphology of the suburbs is the relation of green to built space, not the 'free-standing-ness' of each dwelling. Similarly inner suburb and urban densification can also improve amenity when smaller building footprints meet taller envelopes to ensure green space consistently across the inner city.

Wellington City, like many in the English speaking world, has suffered from a post-war failure to understand the original pre-WW1 medium-density Garden City Movement set out as bands of public parks between 4-6 storey housing. After WW2 medium density was transitioned into low-density suburbia of bungalows with large private gardens; the root of many ills, not just car trauma and isolation.



the architectural centre inc.
PO Box 24178 Wellington

These plans are now known to have promoted undesirable suburbs with 5 rules which must be changed, including for the NPSUD:

1. Car-parking rules give cars part of the most valuable land of all residential sites, and promote car ownership and use.
2. Building height controls promote bungalows, low studs, and excavation & cartage to land-fills and retaining walls
3. Sunlight rules had to be re-named in recognition they had nothing to do with sunlight science.
4. Coverage and Yards promoted yards of all types whereas a 1.5m front yard is adequate to discourage pedestrians touching windows and usually the only useful yards are backyards for utility and pleasure,
5. Character areas can be maintained with increased densities. They will be proudly defended by their owners until their estates are pleased to maximise their land values of higher densities and distribute the proceeds. Their wants and needs usually change to a different kind of housing, probably now mainly medium-density.


The Centre believes the Council could be more proactive fighting assumptions that densification and redevelopment will result in loss of character. Education is key, but possibly Council led developments are necessary in the form demonstration developments. When owners re-build, new taller buildings they could be encouraged use pattern books in exactly the way they were used for bungalows. This practice was followed throughout our Empire at least since the early Renaissance (Georgian) Period. Elitism which opposes this well-proven practice must be opposed as it denies the success of proven design precedence.

If the well-off win the coming density battle, it would be highly desirable if estates or purchasers could be offered an opportunity to increase their densities. Similarly, The character of areas can be maintained by encouraging 2-3-storey development by rules permitting the lifting of houses for floors underneath them, but requiring compliance with rigid aesthetic rules demanding heritage facades. This is not pastiche or plagiarism and can be similar to the scholarly reproduction of many EU buildings post-WW2.

The Centre is pleased to see City has recognised the vulnerability of the Rongotai/Lyall Bay area. We acknowledge that even if there is less than predicted population growth WCC must consider how equitable housing alternatives can be built for this population facing managed retreat. Sending them to 'new' suburbs in the north is not an option as it will destroy existing community connections.

We question why there is a perceived need to contract heritage zones while there are so many areas of undeveloped (land banked) properties through Te Aro, Mt Cook & Newtown. These spaces need mixed use development including residences over shops. WCC should develop mechanisms to encourage development or force sale such as adjusting rating fees as development meets planned for outcomes.

Nāku iti noa nā

A handwritten signature in dark ink, appearing to be 'kml' followed by a stylized flourish or arrow pointing to the right.

Kate Linzey

President, Architectural Centre

arch@architecture.org.nz

Committee members:

Daryl Cockburn, Duncan Joiner, Nigel Cook and Riley Adams-Winch.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **15249**

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Submitter Name: Kathryn Walls

Suburb: Kelburn

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

In office conversions in the CBD; Te Aro Flat

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

small gardens, local history and associated charm, amenities, walkways

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Commercial activity (retail, cafes, local businesses), Social services and community facilities, Medical facilities/centres

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Parks and playgrounds, Shops and businesses, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Easy access to outside space from house (ie small yard, sunny balcony, steep bank) walkways in Polhill Gully and the Botanical Gardens (both nearby). Local 4 Square.

What amenities or facilities were missing or could have been improved?

None that I can think of.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Neutral

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Open spaces in WellingtOn tend to consist of grass which is regularly mown. I think of the triangular grassed area at the base of Springfield Terrace. It does not need to be mown (using fossil fuels and polluting the air). Tall grass would be quite beautiful. Alternatively, this would make a great area for allotments since it is right by a substantial apartment complex.

Have you provided an attachment? Yes

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **15563**

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Submitter Name: Kay Jones

Suburb: Mount Victoria

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Neutral

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Neutral

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Focus should be on enabling infrastructure including public transport to make expansion in nearby suburbs more desirable. For example outer Karori was scheduled for development but lack of bus transit limited growth beyond central street. Montgomery Avenue area in Karori could support more housing but lack of public transport other than very limited Monday to Friday peak service means this area is unattractive for development. Development planning should go hand in hand with public transport planning.

Similarly risk and infrastructure assessment should look at capacity of fresh water, water and sewerage and storm water drains to cope. Failure because of overloading has impacts on current residents and businesses not just in upper Willis Street but in local build where failures through strain occur. I've witnessed this in many streets in Mount Victoria.

Areas with adequate infrastructure should be encouraged for development and priority planning for upgrades should delay future builds until infrastructure is adequate.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Co-ordinated and appealing heritage look has value in building local pride. Some areas like well maintained parts of Mount Victoria with beautiful wooden and brick houses have value for tourist appeal too. As a walkable city inner city suburbs and streets in Wellington should be appealing to visitors. Cafes and other businesses can benefit when visitors and locals want to spend time walking or cycling through local areas and pausing to enjoy them or take photos to share with others. You can't beat Wellington on a good day, and part of that unbeatableness is the look.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Infrastructure (stormwater, water supply, wastewater)
Other: Public library as heart of the city, slightly ahead of public art gallery, museum and open performance and festivity space / civic square

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.)
Other: More public transport services, possibly smaller connector buses to connect to main service. Guarantee of accessible transport and consistent services including blind and low vision friendly pedestrian crossings with buttons and sounds functioning and app

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Libraries including ebooks

Local green space for exercise

Buses for public transport - mostly reliant on these

Digital technology including greater access to online events and meetings

Social media including responsive service via Twitter

What amenities or facilities were missing or could have been improved?

Mayor doesn't use or respond on Twitter.

Bus routes since 2018 have been appalling. Used to be I could travel on 2 (Miramar) route directly to major transport hub, Wellington Rail. Now requires transfer to another bus. Would be better to split #2 route into separate Karori to Rail And return loop, and Rail to Miramar and return loop.

Lack of subsidy to 91 Airport bus meant 2 from city to Miramar overloaded with air travellers & extra luggage. Situation eased by decline in international air travel. Still an occasional problem. GWRC runs buses but WCC is part of Land Transport Committee & could pay for better service.

General concern re alternating recycling service - glass one week, other recycling the next. People still get confused about what and when and there isn't any regular update of information to new Wellington people. Better communications would help including cardboard calendar drop to letterboxes and info via community hubs.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Asking for input, even if only asking selected people. Those who are sighted, English reading, well educated and with a digital connection can provide views. What of people who have visual impairments, don't read English or lack skill at writing it or who

2. What would you change or improve?

I'd like more co-partnership and co-design working through collaboration on principles for an Inclusive Connected Wellington before we get to blueprint stage.

3.

4. I'd add sections on Sustainable Public Transport and Development Planning. As a principle, require developments to prioritise public transport use rather than requiring private car use. This means checking or improving public transport services before approving large scale developments.

5.

6. Liaise with central government , telcos and ISPs on provision and use of digital technology and future community hubs for working and community engagement. If people can work from home or work from a community hub, then high speed digital technology connectivity will be essential and inner city parking and some transport less urgent. Such hubs are likely regardless of which main party is elected.

7. <https://www.stuff.co.nz/dominion-post/news/politics/122912129/regional-hubs-wont-be-far-if-labour-is-reelected-hipkins-says>

8.

9. Re Hazards and Risk:

10. <https://planningforgrowth.wellington.govt.nz/resources1/questions-and-answers>

11. It's well known that Wellington is subject to a number of natural hazard risks AND TO HAZARDS FROM STRAINED BUILT INFRASTRUCTURE SUCH AS FAILING SEWERAGE PIPES AND EARTHQUAKE PRONE BUILDINGS.

Consequently it is crucial that we carefully consider and address these risks when we develop to build with resilience in mind, both in regards to physical resilience and social resilience.

- 12.
13. We need to ensure our communities are connected and well supported, in addition to looking at how we can minimise the risk through modern building design and technology and prioritise investment in our infrastructure. WCC ALSO NEEDS TO LINK ITS REPLACEMENT AND IMPROVEMENT PLANS FOR WATER AND SEWERAGE PIPES AND SYSTEMS TO DEVELOPMENT PLANNING. NO LARGE BUILDS IN AREAS WHERE PIPE FAILURES WILL RESULT FROM EXCEEDING CAPACITY.
- 14.
15. This essentially means we must assess our ability to live comfortably with risk, and get clear about what our options are. It doesn't necessarily mean all development should cease, more so it means we must look at where we can minimise the risk through modern building design AND THROUGH PLANNED REPAIR WORK BEFORE APPROVING NEW DEVELOPMENTS. It also means identifying where the cost of development will be higher or where alternative locations for new development need to be found.
- 16.
17. In developing Our City Tomorrow, areas of significant risk were considered in terms of how easily we can build our way out of those risks. In some cases, this means that further intensification of an area is signalled as being discouraged, while in others there remains potential to develop in an area so long as development is managed carefully and the right design and construction techniques are utilised. As part of the District Plan review, we will be undertaking finer grained analysis of natural hazards across the City to determine what rules are needed to manage land use and development in areas of risk.
18. **Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?**
Accessibility and Universal Design for public buildings and services and role modelling for private builds and services.
- 19.
20. It is deeply disappointing that a key variable in this plan of being 'Inclusive & connected' appears to be lip service only. The consultation documents are difficult for people with vision impairments or learning delays to engage with. PDFs are not an accessible format. Nor is the language. Nor is the lack of alternative language versions for the people of many cultures and ethnicities living in Te Whanganui A Tara aka Wellington.
- 21.
22. Aspirational goals are only a starting point. Action and engagement would be much better.
- 23.
24. 'Wellington recognises and fosters its
25. identity by supporting social cohesion
26. and cultural diversity, and has world-class
27. movement systems with attractive and
28. accessible public spaces and streets'
29. ' A range of housing types and densities
30. offer greater housing choice across
31. the city.
32. ' Public spaces are universally accessible
33. across the city.
34. ' Sport, recreation, play and community
35. infrastructure and investment that
36. fosters increased opportunities for

37. social connection and physical activity.
38. â€¢ Places, cultures, histories and people
39. that contribute to Wellingtonâ€™s identity
40. and sense of place are recognised and
41. celebrated.
42. â€¢ Ahi k   is recognised and celebrated
43. in developing our city.
44. â€¢ Our movement systems support a
45. compact urban form, reduce carbon
46. emissions and promote improved
47. health outcomes.
48. â€¢ New development supports the cityâ€™s
49. goals of being â€˜zero carbonâ€™ by 2050.
50. â€¢ Water management infrastructure
51. and practices improve water quality
52. across the city.
53. â€¢ Important natural and physical features
54. that enhance the cityâ€™s character and
55. identity are protected and the natural
56. environment contributes to improving
57. our quality of life.
58. â€¢ Nature is integrated into the city and
59. green networks are accessible to all.
60. â€¢ New initiatives and development
61. reinforce the cityâ€™s aspiration to become
62. a sustainable eco-city.
- 63.
64. Sound bites aren't good enough.

65. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Neutral

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Neutral

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Neutral

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Hearing and enabling the voices of the people who live in those areas, and providing opportunities for input

to people affected by services to those areas e.g. users of the #2 bus service, and of school students in the area.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Hearing and enabling the voices of the people who live in those areas, and providing opportunities for input to people affected by services to those areas e.g. users of the #2 bus service, and of school students in the area.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Neutral

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other: More public transport services, possibly smaller connector buses to connect to main service. Guarantee of accessible transport and consistent services including blind and low vision friendly pedestrian crossings with buttons and sounds functioning and app

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

WCC should show commitment to Open Government principles:

- * providing easier access to information
- * increasing accountability
- * improving transparency
- * strengthening integrity
- * enabling greater citizen participation in government decision-making.

<https://www.oecd.org/gov/open-government/>

Resource and Building Consent Applications and Approvals should be open and visible in a searchable database unless very strong reasons exist for hiding any of this information. Even then only personal information should be protected. If a building or development is planned or about to be built in my neighbourhood I should have the right to know.

People and organisations such as Residents' Associations should be able to register for alerts on proposals and consents in their area and defined by the people themselves. For example, I would like alerts for three streets adjoining my home street and also nearby main thoroughfare for impact on travel routes.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID 15123

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Organisation Name: Jellicoe Towers Limited

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

We believe that the plan as it stands focuses too much on increasing intensity in the inner city. A better compromise would be infill housing in the flatter suburbs. As well as this, continued expansion at the outer suburbs - especially to the north.

We need to be careful in Wellington as our topographies do not lend themselves to blanket generic rules. We believe that impacts on light, for instance in steep areas with houses below the road would be impacted more than was intended by the NPS-UD.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

We disagree and believe we should continue to preserve and keep our character areas, as there is no going back. These areas ensure a mixture of housing styles across Wellington.

As we mentioned above we believe that our increased population is better served through infill housing in the flatter suburbs and continued expansion at the outer suburbs - especially to the North.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Infrastructure (stormwater, water supply, wastewater), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Shops and businesses, Cafes and restaurants, New housing, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Neutral

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

COVID proved that there is less need for central city intensification, our assumptions need rethinking.

It showed the attractiveness of people working and living remotely. There is an appetite for this and this will change the demand and dynamics for inner-city and intensified lifestyles.

It also showed the health challenges and disease control with intensification.

What amenities or facilities were missing or could have been improved?

None

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The fact that we are looking at, and discussing how to manage this growth is great. Otherwise, you can see what we like and dislike by our agreement to the questions.

2. What would you change or improve?

There is no consideration for the horizontal expansion of the city. This is often a more cost-effective solution to provide infrastructure as you are not trying to retrofit infrastructure around existing residents.

3.

4. You can establish high-density areas from their establishment. As a result, people choosing to be residents there know upfront what the characteristics will be. Unlike rules that change and remove established property rights and environmental quality of residents who bought under the current plan.

5.

6. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

There is no comment on how we will retrofit, upgrade, and pay for the old infrastructure (eg water, waste,

power, transport) with the intensification of the inner suburbs' population. This is a large gap as these are failing with the current populations and there is no clear funded solution for this current level.

7. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Neutral

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area,

investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

What was recommended is good, especially public transport connections.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

What was recommended is good, especially public transport connections.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Strongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other: Advice and guidance

Planting

You did not allow for multiple options above.

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **14967**

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Submitter Name: Kim McGuinness

Suburb: Newtown

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

40,000 to 80,000 a big difference between the 2, if planning was done in stages over time we might find that this estimate is not correct???

Along main arteries, not in between historical homes

a new suburb

Wait to see the outcome of COVID and see if some office buildings are not being used and could be converted to apartments.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Can you please add my 3 submissions together, it's a shame this form was not set up in an editable format.

This process has caused, our household, our neighbours and our community a lot of stress in an already stressful year.

To put a human perspective to my submission, I have a 9-year-old daughter who has a terminal lung condition. We purchased this property for its location at the top of a hill with all-day sun so we could provide her with a warm dry home. If a 4 story building was to be built in the area at the back of Stoke St between Adeliade Rd, Kenwyn Terrace and Manly Terrace we would lose all our sun and privacy, we would look from our lounge/Kitchen onto the back of a 4 story wall, so would all our neighbours. This would no longer be a warm dry home for our daughter to live, we are not wealthy and would struggle to do this again for her.

If a 4 story building/complex was allowed to be built in the location in the middle of a historical area between Adeliade road, Kenwyn Terrace and Manley Terrace every property on its border within the area that the council is proposing to be kept as historical would lose the sun, privacy not to mention loss of character to this historical area.

As it is at the top of a hill it would dominate the whole of Newtown and would be seen in almost every direction. One example is if you walk down Constable St it would dominate the skyline and block out the greenbelt.

I have asked this question to many staff at the council and did not receive an answer other than being told to put in a submission. Could I please have an answer to this question. Why has Stoke St (between Adelaide road and Kenwyn Terrace) and Trever Terrace not made the character area after the Boffa Miskell Pre-1930 Character Area Review identified it as having Primary and Contributory characteristics? We live in a beautiful character home, our next-door neighbours is a listed home, there are many historical homes on our street, why was this not included in the area?

Below is information from Heritage New Zealand backing my and my neighbours call to be added to this area to the historical area of Newtown.

Of primary concern is that there are many areas identified in the Boffa Miskell Pre-1930 Character Area Review as having Primary and Contributory characteristics but have not been included in the sub-areas. The Spatial Plan refers to the fact that the character areas meet the requirements for a Qualifying Matter under the NPS-UD because a site-by-site assessment of character has been undertaken. However the evidence of heritage and character values in these areas is not being followed, and there are many areas of high character value that are proposed to not be exempt from the NPS-UD requirements for high-density development.

In all the inner suburb character areas there are significant heritage character areas not included in the proposed sub-areas. We have verified by site visits that there are indeed significant heritage character areas which are identified as such in the Boffa-Miskell Report but not marked as sub-areas.

Looking in detail at Stoke Street and the surrounding area in Newtown most of Stoke Street, Trevor Terrace, and Adelaide Road as far south as 360 and 361 have high heritage character value. Most properties in these areas are classified as primary and contributory in the Boffa Miskell Report and inclusion in the protected sub-areas is justified. Number 26 Stoke Street is a scheduled heritage building, and it appears that the Boffa Miskell report identifying it as "detractive" is an error.

Heritage NZ would agree with any submission asking for an extension to the character sub-areas to the areas mentioned here. (quote from Heritage NZ)

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Employment opportunities

Other: I would like all of these no matter where I lived in the city, I have nowhere to put the below so am posting it here.

Below is information from Heritage New Zealand backing out call to be added to this area.

Of primary concern is that there are many

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

green area

What amenities or facilities were missing or could have been improved?

child play areas

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Not much, it feels rushed and not much time for community engagement during an election and a pandemic.

2. What would you change or improve?

Do not put 4-6 story buildings on suburban streets, keep them to main arteries

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Families???? this plan looks to mainly cover highrise living, where are families to go??? Newtown does not have many play areas for children and this plan is proposing living in flats, where will kids play.

4.

5. Backyards for kids to play in.

6. Sun in our homes to keep them dry

7. Privacy

8.

9. Social housing, where is this in this plan?

10. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Disagree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Disagree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly disagree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Disagree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

I fully support more housing in the Wellington area and trying to find more affordable homes.

This plan does not feel well thought out, it feels like the community has not been included in planning for this, please talk to and consider what the different local communities are saying.

Please don't destroy Wellington's beautiful character homes and our local communities.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID **14393**

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Submitter Name: Koenraad Kuiper

Suburb: Thorndon

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Neutral

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Neutral

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

I do not agree with the premis.

Why 80,000?

Where are they coming from?

I disagree with the extra load for the inner city. Some of this is OK but some is not. I particularly think that the attitude taken to character areas is mistaken. Once you change character areas to bland mid-rise apartment areas you no longer have what makes Wellington unique. I have seen what is done in inner Sydney. I have lived there for 6 years recently. It is not pretty.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

They are what makes Wellington special, it's look and feel, it's visual identity.

The proposal for where I live in west (upper) Thorndon would create an intermittent patchwork of a few streets of heritage housing and then a few streets of modern mid-rise housing. This will change the character of the strip of housing from Glenmore Street to Wadestown Road into an incoherent alternating mess. I have seen this done in inner city suburbs like Erskineville in Sydney. It isn't pretty but it does house more people if that is all that is wanted. It also leaves the new housing look and feel in the hands of the developers.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Infrastructure (stormwater, water supply, wastewater), Walkability within the centre, Easy walking distance to the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Cafes and restaurants

Other: In West Thorndon there will be no mass transit so these questions do not apply to this area.

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Not sure

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Just being able to walk. There are few other amenities. Not even a public toilet (if you walk for long in West Thorndon).

What amenities or facilities were missing or could have been improved?

There is no green space other than the town belt above and the botanical gardens at the southern end of West Thorndon but they suffice. (There is a toilet in the gardens, so plan your walk)

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

It gets you thinking about planners and developers and the way in which developers benefit from rezoning. It gets you to follow the money. Who benefits from rezoning? How does the Council which does the rezoning

benefit in terms of great numbers of rate p

2. What would you change or improve?

More care needs to be taken to take an overview of the city as a place to live. The buzz words associated with the plan are all very well but they don't really have any purchase on what might happen.

3. If inner Wellington becomes a place dominated by high rise and mid rise apartments with mainly young people and maybe mainly renters, will Courteney place on a Friday and Saturday night be even more flooded with young people? Will families be driven out of the inner city?
4. More care needs to be taken of the visual appearance of the city. Think of San Francisco with its heritage housing and Los Angeles without. Think of knocking down St Gerards. These are just as significant as squeezing more people into the inner city into the same buildings as you would find in inner suburbs of Sydney and Melbourne.

5. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Yes. What effect does rezoning have on developers? Nothing is really said in detail on the how of the plan other than there will be rezoning. What happens after the rezoning? Once a developer owns a plot of land how is the Council to control the look and feel of what gets built? Regulatory agencies in Australia and NZ are very bad at this. European local authorities are better but it is always difficult since the developer owns the property.

6. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Neutral

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Is density supreme?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Can something coherent be done with Strathmore park?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

No

11. If you answered yes to the question above, what types of assistance would help landowners?

Other: In West Thorndon there will be no mass transit so these questions do not apply to this area.

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

If this plan goes ahead, Wellington will be irrevocably changed and not necessarily for the better since its visual identity will be altered to a more bland, international look. Families will be driven out of the inner city to dormitory areas. Owner occupiers will be replaced by renters. The sense of belonging and involvement is less for such inhabitants. Again the inner west suburbs in Sydney will provide a clear example.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **16074**

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Submitter Name: Kristelle Plimmer

Suburb: Mount Cook

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

I think your numbers are inaccurate. I also think that the people planning this have not fully considered why people live where they do, and what attracts people to the central city, inner suburbs or outer suburbs. The older housing stock (pre-1960s) is what gives the city character. This represents the historical shape and nature of the city and inner suburbs. For example, in 1900 Seatoun was an area where people had weekend cottages; now it is a highly desired and very expensive suburb. the Draft Spatial Plan divides suburbs; it

seems arbitrary. In Mount Cook where I live the new heritage area includes my house but not Howard Street houses of a similar 1900 vintage. A 6 story apartment block would destroy the sun, the light and the privacy that we currently enjoy.

The housing needs of the additional people that want to come and live in Wellington can be addressed in many ways, but destroying neighbourhoods and communities is not that way to do it. Higher density housing is best suited to the corridors and the semi-industrial areas beside them such as Adelaide Road, King St, Douglas St.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

The older houses, including the odd 1950s, 1960s houses, provide a rhythm, a sense of home and a continuity of character. The streets are not intended for more traffic. They are narrow and busy enough already, and adding additional housing density will intensify this.

The Draft Plan divides communities and neighbourhoods. It bi-sects streets. It is the mix of heritage or character housing with more recent housing that creates a visually appealing street. There are better ways to do density than to have a six story building pop up in the midst of one and two story housing.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Infrastructure (stormwater, water supply, wastewater)

Other: Parks, green spaces, access to public transport and good infrastructure are what matters. The council has to provide these. It also has to provide some protection for the character of our neighbourhoods. Shops, cafes, medical centres etc will follow where

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, New housing, Community facilities (libraries, community spaces, social services, etc.)

Other: The amenities need to be balanced by the situation of the rapid transport hub. These hubs are not indicated in the plan therefore this question seems to be a distraction.

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

The parks were suddenly very well used. I have been walking in Prince of Wales Park, the Green belt and around Mount Cook, Mount Victoria, Newtown, Mount Albert and Berhamphore since I moved into Mount Cook in the early 1980s. I have not seen Prince of Wales Park so busy before.

The tracks and walkways were then, and continue to be, well used.

This question is also a distraction from the issue at hand - the WCC plan to destroy the character of Wellington from the inner suburbs outwards. As people have changed the way they work more CBD office buildings can be converted to apartments and living spaces. I don't think that this has been included in your consultation document.

What amenities or facilities were missing or could have been improved?

More parks are always nice. Tall apartment blocks shading our houses were not something we missed.

This consultation document could have been improved. The questions seem to skew to the answers you want, and the maps are incredibly difficult to read. The consultation, like the plan, seems poorly designed. If you want to take the people with you then please come up with a better plan, and better consultation processes.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Not very much.

2. What would you change or improve?

Most of it.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

The infrastructure to support this new housing density is not there. Please concentrate on getting the water and the sewerage right. Other activities, including housing density, can follow.

4. The WCC could also focus on getting the central library open using the cheapest (\$10 million dollar) option.

5. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Neutral

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

What the residents want.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

What the residents want.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Neutral

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other: The amenities need to be balanced by the situation of the rapid transport hub. These hubs are not indicated in the plan therefore this question seems to be a distraction.

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Please rethink this plan.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **15253**

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Submitter Name: Kristina Nelson

Suburb: Te Aro

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

in outer suburbs. COVID has shown that people do NOT want to commute into the city and are staying in the suburbs to work and live. We had empty business buildings - convert them - like the building I live in Frederick street. Stick to medium rise, except in the central CBD for business purposes, keep it open where it makes sense. No need for additional inner city parks, they just become needle central like Te Aro and Glover parks. We have an amazing waterfront and good open spaces in the city already.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

- ☐ Frederick street is a short residential street, with low traffic volumes due to the one way direction and no commercial activities other than a quiet boutique hotel and carpark/delivery park access to the ANZ building on Vivian Street.
- ☐ Buildings are low and medium rises and even some terrace housing.
- ☐ It has a high end, quiet and calm feel to it.
- ☐ Being the old china town, I understand that the District plan intended to keep this as a low building part of town, with taller buildings lining Taranaki street (and Tory Street)
- ☐ Croxley Mills was converted into apartments in the 1990s, creating a high end block of apartments that face north and are warm, light and dry, central - yet pretty quiet
- ☐ I bought my property expecting something fitting into this scene being built opposite my apartment sooner or later.
- ☐ I am on level 2 and look directly onto the space between the mission hall and the ANZ building.

This is a look and feel worth protecting! Keep it that way!

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Commercial activity (retail, cafes, local businesses), Employment opportunities, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Infrastructure (stormwater, water supply, wastewater), Social services and community

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

walking to a supermarket and medical centre I can afford. Sunshine on my building as I work from home - being able to see the sky.

What amenities or facilities were missing or could have been improved?

cheaper food shopping options.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

that fact that you are thinking about it and hopefully the recognition that COVID has changed how we live for good. Shops and offices are vacant - people work from home more and more and avoid the city even in the evening and weekends. Consider this in th

2. What would you change or improve?

Shops and offices are vacant - people work from home more and more and avoid the city even in the evening and weekends. Consider this in the future planning before you allow more high (view and sunshine destroying) and ugly buildings. Keep the inner city livable. do not introduce height minimum standards!

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

the lasting impact of COVID on how and where we live and work . People are not keen to commute into the inner city. look at how you can convert empty buildings before you build new ones. high rises are not good to live in!

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Neutral

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Neutral

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

No

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Proposed park corner Taranaki and Frederick Street:

â€¢ The Park:

o There are plenty parks and open & green spaces around here: VUW Design school, Glover Park, Trees by the old bungy site, Te Aro Park, the little park outside the ANZ building in Tory Street, and of course the large space above the tunnel in front of the Cenotaph (donâ€™t even know the name as I go to the waterfront, but have walked through and like the feel).

o Experience will likely tell that this new proposed park on 133 Taranki street will fail just like Glover and TeAro parks. I will be opposite the Hostel on Taranki Street â€” residents are already using the bus stop and the Mission hall steps at night to meet to drink and take drugs â€” and make noise. The park will attract this kind of use â€” esp at night. It will not attract families (there are few in this area) or professionals as they would go 500m to the waterfront, rather than sit beside the noisy road where the road noise echos right back from three sides of buildings.

o The park is located within 500m of at least 5 liquor shops.

o I would not feel safe walking past such a park to get to my house at night.

The Mission Hall in Frederick Street:

o I understand that the faÃ§ade is heritage listed - great! Just the FaÃ§ade?

o I sincerely hope that the building can be restored and used for something that adds value to daylight life in our neighbourhood â€” No night-time use for noise reasons please.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **15579**

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Submitter Name: Kurt Purdon

Suburb: Wellington Central

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

The estimates for "new homes required" in each area are likely underestimated.

This is because the estimates appear to only factor in the expected increase in population.

The estimates do not appear to factor in the existing shortage. The number of new homes required should instead be calculated as:

â€¢
rents & prices to an affordable level now;

The number of homes required to reduce

PLUS

â€¢

Expected future growth.

Note that both components are crucial. By only accounting for future growth, the number of homes required is underestimated because the starting point itself is already at a shortage.

In other words, there is currently a severe shortage. Building to cover future population growth will only ensure that the shortage remains the same, not reduces.

What needs to happen is construction that exceeds population growth. This appears to be taking place in Sydney. Mass construction of apartments has had the effect where rents are beginning to fall. This needs to happen in Wellington.

For this reason, the plan likely does not go far enough as it based on new home numbers that are inadequate.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Character is nice but I am more concerned with reducing crippling housing distress and poverty.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Commercial activity (retail,cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Shops and businesses, Cafes and restaurants, New housing, Community facilities (libraries, community spaces, social services, etc.)

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Botanical Gardens, Parliament

What amenities or facilities were missing or could have been improved?

None

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The large increase in intensification.

2.

3. BUT, I fear it does not go far enough.

4. What would you change or improve?

More density in Karori, Johnsonville and Seatoun (earthquake risks permitting).

5. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

The number of new homes required has likely been underestimated.

6.

7. This is because I don't see any estimate of the existing shortage.

8.

9. All I can find is an estimate of future population growth.

10. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Not sure

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Not sure

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Not sure

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Not sure

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? Yes

Background – Personal Housing Situation

I moved to Wellington in 2015 where I rented a flat with three flatmates in Mount Victoria.

The next year my girlfriend (later wife) and I rented a studio apartment in Te Aro.

Since early 2019 we have lived in a relatively basic two bedroom apartment in Wellington Central.

Our first child was born at the start of this year and the three of us have lived here since her birth in January.

We hope to eventually buy a house in Wellington.

We are currently very far away from that goal despite a healthy rate of saving.

I emphasise that our situation is actually far easier than those on lower incomes. Although we are not rich, my salary is above average and would probably be considered 'good' to most people.

Despite this, we spend around one third of our income on rent – this technically makes us 'housing distressed' (defined as spending more than 30% of income on housing costs).

Point 1: The Spatial Plan underestimates the number of new homes required

The estimates for 'new homes required' in each area are likely underestimated.

This is because the estimates appear to only factor in the expected increase in population.

The estimates do not appear to factor in the *existing* shortage. The number of new homes required should instead be calculated as:

- The number of homes required to reduce rents & prices to an affordable level *now*;
PLUS
- Expected future growth.

Note that both components are crucial. By only accounting for future growth, the number of homes required is underestimated because the starting point itself is already at a shortage.

In other words, there is currently a severe shortage. Building to cover future population growth will only ensure that the shortage *remains the same*, not reduces.

What needs to happen is construction that *exceeds* population growth. This appears to be taking place in Sydney. Mass construction of apartments has had the effect where rents are beginning to fall. This needs to happen in Wellington.

For this reason, the plan likely does not go far enough as it based on new home numbers that are inadequate.

Point 2: Our perception of what is normal needs to change

Our perception of what is considered 'normal' is skewed and needs to change.

There are many cities (including large cities) in Europe and the US where housing is not particularly expensive.

For example, you can buy a decent home in Phoenix, Arizona (which is both larger and faster growing than Wellington) for under \$300k (NZ Dollars). Some of these homes even have pools!

My point is not that Phoenix's homes are cheap – my point is that Wellington's homes are ridiculously expensive.

The perception that large or fast-growing cities are expensive by definition also needs to go.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
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Online submission form ID **14107**

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Submitter Name: Lachlan Patterson

Suburb: Kelburn

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

It is aesthetically pleasing, but I don't believe heritage character of buildings is important to me or communities. New development and housing is what makes a community, not the age of buildings.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Shops and businesses, Cafes and restaurants, New housing, Community facilities (libraries, community spaces, social services, etc.)

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Definitely our public green spaces. During the alert levels, having nature so close to the house to get some exercise and enjoy the sun was important for my wellbeing.

What amenities or facilities were missing or could have been improved?

I do not have any recommendations.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Disagree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Planting

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment?

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **16182**

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Submitter Name: lainey cowan

Suburb: Berhampore

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Neutral

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

I dont believe the prediction. many will 'vote with their feet' and live in Porirua city where there is more room for lower density growth. There is much infill development going on already that will increase housing capacity. You could ask for reports of vacant houses. There could be development of up to 4 stories which is 'livable', not such wind tunnels, not such shade, possible without lifts maybe and possible to have inner

courtyards. It will create the future slum, like when i was young and only the poor and students and migrants....lived in the inner city

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

mostly 1-3 stories, mostly within walking of buses, shops. some leafy green areas, some community hubs. Cute houses, mostly now quite well maintained, mostly mixed housing and mixed demographic of occupiers e.g. mixed age, owner/rental, some interspliced social housing so some mix of class, ethnicity/cultures.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Commercial activity (retail,cafes, local businesses), Walkability within the centre, Easy walking distance to the centre

Other: should be able to take infrastructure for granted, not factor it into 'vibrancy'

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Shops and businesses, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other: sorry i dont really understand if this means any 'bus stop' or more like the Hospital and Newtown bus stops where a number of routes converge. so i have answered as if it is newtown or johnsonville

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

the green areas - green belt, golfcourse, and beaches. Once they could do takeaways, green areas near cafes where we could meet; also wide footpaths where neighbours could meet. We who did community yoga at home (zoom), still met for coffee after class in the Newtown community centre garden - but this garden is about to be shadowed by the building of a 4 story apartment block across the road, on its north, sunny side...

What amenities or facilities were missing or could have been improved?

I would not like to have been in Newtown for lockdown as there are fewer close accessible public areas to gather or walk. the main streets could do with wider footpaths or fewer lampposts and other impediments on them so more wee seating areas could be installed, same in side streets.

actually i felt quite lucky cos i have a garden and am in a dead-end street where we could have a neighbourhood 2m apart cuppa, and I could roam the green belt! and a bit further to south coast beaches..

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

i like that 'you' are thinking about it and involving us citizens.

2. maybe agree with expanding the central city zone
3. like focus on high quality buildings and public spaces on key transit routes (but not so high)
4. agree up to 3 stories building in charac
5. **What would you change or improve?**
 1. reduce the maximum building heights, no minimum
 2. we in Berhampore have 'trouble ' having a hub as we are dissected by adelaide rd and it is mostly narrow, not allowing for bikeways let alone social development - have a look at this - its getting too late as new buildings have been allowed without eg widening the road/footpath...

7. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

I have spent considerable amount of time in Zurich, switzerland, which is rated a very liveable city. Its on a lake with ferries, and a river clean enough to swim in, as is the lake. Most housing development there seems capped at 4 stories. They have 'light rail', bit like our previous trams, BUT the trams hold up other traffic and require wide roads on which to build boarding platforms..I am uncertain as to whether they are the answer here; maybe just one route e.g. from railway station area, to airport area, via a new newtown zoo area tunnel..

8. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and

greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

green areas vs building areas, mixed housing public/private and density

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

local eastern/strathmore involvement and weighting, retaining public/social housing, building community resources, and community facilities centre.ensuring pedestrian and cycling access ways; increasing public ease of access to green areas eg eastern wal

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other: sorry i dont really understand if this means any 'bus stop' or more like the Hospital and Newtown bus stops where a number of routes converge. so i have answered as if it is newtown or johnsonville

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

I dont agree with the growth projections

I dont agree with the height and demolition measures proposed to address the growth

I do agree with the managed development of the 2 northern suburbs - this would/might address the 'flight' to porirua for those not wanting a 6 story intensified slum future

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **15309**

Privacy statement – what we do with your personal information

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Submitter Name: Laurian Godwin

Suburb: Kilbirnie

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

I would spread the growth over more high-rise in the central city, medium density (max 2-3 story dwellings) in the existing suburbs, and create new developments in those areas marked as "opportunities for growth";

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Not sure

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

I already wrote about this and the technology failed to submit - if you want to know my thoughts contact me directly

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Infrastructure (stormwater, water supply, wastewater), Social services and community facilities

Other: remember the elderly and the very young

8. What amenities would you want to see around future mass rapid transit stops?

Community facilities (libraries, community spaces, social services, etc.)

Other: I already wrote about this and the technology failed to submit - if you want to know my thoughts contact me directly

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

I already wrote about this and the technology failed to submit - if you want to know my thoughts contact me directly

What amenities or facilities were missing or could have been improved?

I already wrote about this and the technology failed to submit - if you want to know my thoughts contact me directly

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

That it includes open space planning and community inclusion

2. What would you change or improve?

I would concentrate the upward growth in the city centre and leave the city ring suburbs (such as the eastern suburbs) to be no higher than 3 story buildings. To go higher than this means these areas become more urban, which changes their fabric completely for their current communities.

3. I would share the plan for Wellington with Hutt City; the councils should be working together. The projected growth of population numbers surely includes Hutt City, so why are we planning in isolation? The Petone-Granada linkway is surely a no-brainer.

4. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Building fake green spaces in between buildings is not as good as simply retaining what we already have. Remember "pave paradise; put up a parking lot". I support building upwards within areas such as the city centre, Te Aro and Mount Cook, and in Thorndon along the northern side at the base of the hills where it

will not disrupt the existing look and feel of the landscape. But limit the building to medium density (Type 2 and 3) in all suburban areas, and in NO WAY should there be 8 - or even 6 - story buildings in Kilbirnie.

5. It also does not appear that the aging population is being given due consideration. Its great to have more pedestrian opportunities and cycleways, but older people often need to drive, and I feel much of this plan is aimed at young people, but neglectful of families and the elderly.
6. **To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:**

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Not sure

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Neutral

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Not sure

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. **Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?**

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. **Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?**

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in

this area).
Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Strong building of both infrastructure and medium-density housing in both areas; particularly in Strathmore Park which provides a massive opportunity to house its current community and many more whilst retaining the needs of its current community. You st

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Good quality medium density housing for the same members of the Strathmore Park community that now live there, and the many people with the same needs as the current community. There should be increased public transport options to ensure the residents ar

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Not sure

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other: I already wrote about this and the technology failed to submit - if you want to know my thoughts contact me directly

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

I am deeply concerned about the proposed development of Kilbirnie. The proposed 6 and 8 story buildings will completely change the community environment. In my view the following will occur, to the detriment of the current Kilbirnie residents:

Local Schools – the strain on already overcrowded local schools does not appear to be a part of this plan
Suburban life – we specifically moved to the suburbs from the inner city when expecting our child to give her a suburban environment. This plan will destroy the fabric of that environment.
Security – With the increase in population including low cost housing, security and safety is a concern. Kilbirnie is a community with a lot of families and elderly people who have a right to feel safe.
Traffic – increase in both road and pedestrian traffic will also impact the safety of the current community.
Commuting – getting into and out of the city is already very challenging in peak times, and Saturday traffic is atrocious. I have a concern that residents in the eastern suburbs will become “trapped” on the eastern side of the Mt Vic tunnel
Parking – The proposed buildings are to be built without adequate parking which will make the parking problem in Kilbirnie village even worse. Further it is likely to result in apartment dwellers with vehicles parking in nearby residential streets, making it difficult for the residents of those streets to park near their own homes.
View – the proposed 8 story buildings will destroy the views many Kilbirnie residents have over Evans Bay. A number of residents have paid premium prices for their view.
Property prices – these could be adversely affected by the increase in low cost housing.
Wind tunnels between high rise buildings – Having so many high-rise building close together could create wind tunnels

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **15603**

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Submitter Name: Lili Tuioti

Suburb: Newtown

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

The Newtown Suburban Centre is currently zoned for high density 4 storey buildings with side yards. This works very well with apartments behind the historic shopfronts allowing for residents to be located along the main bus route. The densification programme for Newtown should focus on this type of development, as it minimises the impact on neighbours and the residential area.

Intensifying housing along Kent Terrace and Cambridge Terrace and Adelaide Rd and John St, along the main transport corridor and densifying on the bus route will minimise the requirement of residential car parks and encourages use of public transport

To distribute the additional 80,000 people across the city, high rise development should be concentrated in ALL suburban centres and where semi-industrial and commercial land is underutilised.

I do not support the re-zoning to allow random location of taller apartments or townhouses (3 - 6 storeys) amongst existing 1-2 storey houses in the character inner city suburbs. I would like to see increased density in residential areas with infill done well, with good quality design, at the right scale and height for the neighbours and streetscape.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Any new houses in the Newtown area should be built to fit in with the current character of homes and streetscapes. They should be at a scale and height which does not take away the sun and outlook of current homes and community.

Only small areas of Newtown were selected to be protected according the pre 1930s character value. The character of Newtown is more than just these houses built at the time by prosperous business owners, it also includes the greater number of cottages for the workers. All these houses should be protected to ensure the character of this area is strengthened and sustained.

Newtown has a mix of styles and historical cultural housing which should be preserved. It is a suburb with a diversity of cultures, levels of prosperity and ages. This fosters supportive community neighbourhoods that are supportive, vibrant, interconnected and inclusive.

The Draft Spatial Plan, it seems that Newtown and Berhampore suburbs and communities are treated differently, in applying the 6 and 6+ storeys to other residential areas which are closer in vicinity to the Wellington CBD. Is this discrimination based on socio-economic status and cultural history and make-up of the current residential areas?

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Infrastructure (stormwater, water supply, wastewater), Social services and community facilities

Other: High density new apartments which provide homes located in the Newtown Suburban Centre, where it is already zoned for tall buildings.

8. What amenities would you want to see around future mass rapid transit stops?

Parks and playgrounds, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres

Other: Increased housing located close to mass rapid transit stops, close walking distance to Newtown's shops, cafes, schools and other social services

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

The parks and big open green spaces were good to walk to and use during the different lockdown levels. It was very beneficial to have supermarkets in the local vicinity.

What amenities or facilities were missing or could have been improved?

Social services provision and support for vulnerable members of our community, e.g. individuals with mental health.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Our City Tomorrow for Wellington being the most liveable city to celebrate our unique Wellington way and be welcoming to all, is a vision that I support. The proposed Draft Spatial Plan for Wellington City does not achieve this vision, however. Newtown

2. What would you change or improve?

Eliminate the proposed re-zoning which would allow for medium-high rise buildings among existing 1 and 2 storey homes in Newtown

3. Eliminate proposed zoning for 6+ storey buildings in Newtown residential streets.
4. Eliminate 4 and 6 storey zoning throughout the rest of Newtown and Berhampore
5. Eliminate 3 storey infill amongst 1 and 2 storey houses
6. Strengthen demolition controls in residential Newtown and other inner-city suburbs and also continue to protect existing pre-1930s character homes
7. Increased density multi-unit housing and infill housing is achieved at the right scale and height to fit with current design and typography and good quality design

8. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Engage authentically with communities such as Newtown to discuss and co-design best solutions for increased housing density rather than pushing a blanket solution which does not meet good urban design standards or have consideration of the current typography or understanding of our community.

9.

10. Building medium-high density housing should take a phased approach with evaluation, review and adaptation over time. The proposed changes provides for a 30-year projection, based on data that is not up-to-date and does not take into account the current global pandemic environment which is and will impact greatly on how

people live, work and commute. The consultations for the plan were also undertaken during a time of Lockdown Level 2.

11. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Proactive engagement with the community to co-create the best way for more houses to be integrated into the current local environment. A blanket solution mapped out (as has been done for the draft spatial plan) takes no account of community views, the cu

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Proactive engagement with the community to co-create the best way for more houses to be integrated into the current local environment. A blanket solution mapped out (as has been done for the draft spatial plan) takes no account of community views, the cu

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Strongly Disagree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Planting

Other: Increased housing located close to mass rapid transit stops, close walking distance to Newtown's shops, cafes, schools and other social services

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

[REDACTED]

From: Sean Johnson
Sent: 05 October 2020 14:03
To: BUS: Planning For Growth
Subject: FW: Submission Draft Spatial Plan for Wgtn City

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Ngā mihi nui,

Sean Johnson

Democracy Advisor | Strategy & Governance | Wellington City Council

M [REDACTED] E [REDACTED] | [W Wellington.govt.nz](http://W.Wellington.govt.nz) |

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**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

From: MM Kennedy [REDACTED]
Sent: Monday, 5 October 2020 1:46 pm
To: GRP: Public Participation <GRP_PublicParticipation@wcc.govt.nz>
Subject: Submission Draft Spatial Plan for Wgtn City

To: WCC Subcommittee - Draft Spatial Plan for Wellington City

From: (Miss) Maggie M. Kennedy

Address: [REDACTED] Kilbirnie, Wellington 6022

Email: [REDACTED] PH: [REDACTED]

- Please keep me informed of progress and outcome on this matter.
- I wish to be heard at any hearing.

SUBMISSION:-

I strongly disagree with the Draft Spatial Plan (released 10 August 2020). The plan risks destroying Wellington's inner city heritage suburbs. I am concerned about inappropriate development in the suburbs of Thorndon, Mt Victoria, Aro Valley, Mt Cook, Newtown and Berhampore.

These suburbs are some of the oldest in Aotearoa and are of national significance. Their unique character was built over a period of more than 100 years, but could be quickly erased under the proposals contained in the Draft Spatial Plan.

I strongly disagree with removing the current protections (whereby a resource consent is required prior to demolition of pre-1930s buildings) from 70-80% of those suburbs.

I am seriously concerned at the lack of transparency in the Draft Spatial Plan and associated communications. Your team has asked the public if they want affordable housing and a compact, liveable city. Of course we want those things. You have not, however, asked whether Wellingtonians want it at the expense of the city's heritage. Stop using heritage as a scapegoat, and pitting it against affordable housing.

It seems to me that, while the long-term effects of Covid-19 have yet to be fully understood, it already appears that many people, with the blessing of their employers, are opting to continue working from home, as they have done since the lockdown commenced in March 2020. If that becomes a permanent feature of workforce life, it seems that there will be a contraction in the requirement for office space. If those buildings that become redundant could be easily and safely adapted, surely they could be re-assigned as dwellings or student accommodation. Where that is not possible, they could be demolished and replaced by purpose-built apartment blocks. So, more assessment of how workforce behaviour is changing and the knock-on effect of that needs to be appraised before destruction of any more heritage is set in motion. Of course, this means taking some more time, but surely that could save making some bad mistakes and much heartache to many Wellington city dwellers.

My one additional comment would be that, with the proposed increase in housing density, it will be very important that the city retain, not only its existing major parks, but retain/establish regular green spaces throughout the city for apartment dwellers to use in lieu of the traditional home garden, and also as assembly spaces in the event of building evacuation necessitated by major seismic events and/or fire.

At a time of great social and economic change, I earnestly implore that you reconsider the proposed relaxing of heritage protections in the name of so-called progress. Wellington has already lost too much of its heritage building stock, through thoughtless and inappropriate action, and inaction, by council.

Yours sincerely

Maggie M. Kennedy

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **16168**

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Submitter Name: Mark Wierzbicki

Suburb: Roseneath

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

This is a rather loaded question. If I can't answer, does that constitute agreement with your plan?

There are a number of factors to consider. Your growth figures show 30% growth in Mt Cook, Newtown, and Kilbirnie but less than 10% in most other suburbs. How this justified? The suburbs with the lease gentrification seem to have been chosen for medium density development. Why Newtown and not

Brooklyn? I don't see any consideration of the fundamental shift to working from home and there seems little with consideration of the cost of housing in the inner-city vs outer suburbs. If these 80,000 only need to come to the city 2 or 3 days a week, a thriving community near where they live and good public transport in an area further out of the city and they would likely live there.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Character can come in many ways. Taranaki St and Kent/Cambridge Trce have zero character. Cuba St, Mt Victoria, and, newly, Ghuznee St between Cuba and Taranaki all have character. It's about creating functional spaces for people that are joyful to be in.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Commercial activity (retail, cafes, local businesses), Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Infrastructure (stormwater, water supply, waste

Other: The categories here are not comparable. Without Infrastructure none of the other things can happen.

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Shops and businesses, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.)

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

My home was well suited to working.

What amenities or facilities were missing or could have been improved?

More walking spaces.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The goals are very good. It is quite readable. I'm not convinced the plans will achieve the goals.

2. Roseneath appears to be missing from an inner or outer allocation.

3. What would you change or improve?

I would include Roseneath

4. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

5. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in

this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Balancing what is now a beautiful park area with unclear access with the need for housing, facilities, and infrastructure

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

The same as Te Motu Kairangi except that Strathmore Park doesn't have the beautiful peninsula.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Strongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

It does seem that the lower socio-economic suburbs are bearing the brunt of increasing density. Wellington already has one of the highest densities in the country. I believe there are alternatives to what you propose.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **15635**

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Submitter Name: Meredith Lawry

Suburb: Mount Cook

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

I think it's important that we preserve areas of significance to mana whenua. Maintaining good urban ecology is also important. Apart from a few key historic sites, I'm fine for there to be significant redevelopment, especially in the inner city and inner suburbs.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Infrastructure (stormwater, water supply, wastewater), Social services and community facilities, Easy walking distance to the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Parks and playgrounds, Shops and businesses, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.)

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

During the level 4 lockdown, I liked being close to multiple supermarkets and green spaces.

What amenities or facilities were missing or could have been improved?

The walks to and from the facilities weren't especially pleasant - in between home and facilities i felt like i was in a bit of a concrete jungle. So more landscaping/planting would have been great. Also, the main issue was the quality of the house i live in - it was cold and draughty but there was not much to be done about it short of moving.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I love the focus on being more sustainable and resilient, as well as creating the opportunity for more housing. Among all my friends, one of our major concerns is housing accessibility as it feels like we will never be able to afford to buy houses in area

2. What would you change or improve?

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Stongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

From: Mike Murtagh [REDACTED]
Sent: 05 October 2020 10:21
To: BUS: Planning For Growth
Subject: Mt Victoria Spatial Plan - revised submission

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

M J & P B Murtagh [REDACTED] Wellington 6011]
To WELLINGTON CITY COUNCIL [WCC] - Submission on draft Spatial Plan for Mt Victoria

My wife and I have owned and lived at the above address for almost 30 years. This is a revised submission on WCC's plan.

It's dated 5 October and replaces our first version of 4 October [sentence 6 in para 4 has been deleted].

1. I appeared with my Roxburgh St neighbours, in mediation with WCC, at the Environment Court [EC] in 1998. Neighbours in Oriental Pd below our properties were also represented at the court and proposals for future developments in Oriental Pd were agreed to. The EC's decisions on building height restrictions then, form part of the WCC District Plan now. The reasons behind the decisions that were made remain valid. This is acknowledged in 'Planning for Growth', Character areas & Housing types Mt Victoria map [CHMV], in the draft Spatial Plan. I note that the building height restrictions for the Oriental Pd loop are unchanged.

2. WCC's written records from the 20th century can be sketchy. The council's institutional memory cannot match the knowledge of many of its residents. The Roxburgh St block, now part of the Copthorne Hotel, is a case in point. In the 1960's owners of 71-75 Roxburgh St and houses behind were pressured to sell. Classic Victorian homes were destroyed to allow for the development of the 4 storey hotel building and the carpark that remain there to this day. It was a nasty experience for residents involved and I've been told that WCC was embroiled in many vicious disputes. The Spatial Plan surveyors will have noted that the sea is no longer visible from the front of the remaining Prince St houses. Pretty much all you see to the north-west is the back of the hotel! Mt Victoria has a number of locations similar to pre-Copthorne Prince St. Relatively unregulated development will proceed in a similar way if this Spatial Plan is adopted in its present form.

3. The current Wellington City District Plan was developed in the 1990's. There were a few false starts, public consultation was required, and it was no surprise that WCC had problems with due process. Council needed constant legal advice, formal representation at EC hearings, and the like. It was a tricky exercise and would have cost the rate-payers a lot of money. I worry that something similar might happen with this Spatial Plan. The plan, for me, appeared without warning and many residents seem quite confused. Are actions being taken lawful? Does WCC have proper legal authority for the plan and for its consultation process? I'm no lawyer so I'd like to be assured that this is so.

4. At the same 1990's hearings the Mt Victoria Residents Association gained support for the protection of pre-1930's buildings. As I understand it these protections continue to be in force

and I am not convinced that this should change. Some old houses do eventually need to be replaced. The character of the suburb is best retained by new housing such as the recent rebuild on 41 Roxburgh St. Experience suggests that a resource consent process needs to be maintained

5. The portion of Mt Victoria defined in the 'Planning for Growth' CHMV map contains a high proportion of Wellington's significant public views. Citizens and visitors value these public views. Tourists take photographs towards Mt Victoria from Waitangi Park and Oriental Pd. Similar images appear on Wellington city promotions. It seems to me that the housing density types proposed would lead to spotty development across the suburb; an occasional 4 or 6 storey building sticking up on an unsuitable site. The public views so long admired could well be much diminished.

6. I have not seen the population assumptions on which the planning was based. Will there be significant demand for all the housing areas defined? If there is to be more inner city living then developments for Cambridge/Kent Tce, Adelaide Rd and parts of Te Aro have been mooted. Proposals for apartments there are in the public domain and make some sense. WCC should free up land in an ordered way. Mt Victoria's turn for development, based on an agreed character plan, may come, but other inner city locations already provide many suitable opportunities. Work should first be focused on them. Do not allow the history of the Prince St desecration to repeat itself.

Thank you for the opportunity to have a say. I'd like to be involved in any further consultations.

Mike Murtagh [ph [REDACTED]]

5 October, 2020.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15518**

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Submitter Name: Michael Papesch

Suburb: Berhampore

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

If they are required, the location of 3+ storey buildings should be more widely spread across the city so that we don't get suburbs that are simply row upon row to high rise apartments.

The concentration of 3+ storey buildings would need to be managed so that new and existing housing have good sun and light in them.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

That we don't have 2-3 "character houses" squeezed between row upon row of 6+ storied apartments, that block out sun and light for everyone.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater)

Other: Car parking

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Car parking. We needed to be mobile and public transport is not sufficient.

What amenities or facilities were missing or could have been improved?

On line grocery deliveries

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Neutral

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Not sure

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Not sure

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Not sure

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

No

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment?

Spatial plan submission

The submitters are Michael Kelly and Helen McCracken. We are residents of [REDACTED], Mt Cook.

General

We strongly object to the plan to intensify the historic inner-city suburbs of Wellington and would like the proposal replaced with something much more sensitive to the city's hugely important collection of timber houses, along with better protection and greater control of development.

Along with our concerns for all of the city's inner-city suburbs, we note with alarm the intention to lift protection from the historic and unique settlement of Holloway Road. This is a precious place that must be protected in its entirety.

We do support intensification of vacant sites, land alongside major arterial routes and low-grade areas of the city. However, it is essential for the preservation of the city's sense of place and for its resilience and quality of life that the inner-city heritage suburbs are preserved.

The pre-1930s rule is not working as a form of control over residential heritage and needs to be strengthened to stop inappropriate development of these houses.

Myrtle Crescent

From a personal point of view, we are particularly concerned about the proposed treatment of Myrtle Crescent, Mt Cook. We note that the street is shown – in the Boffa Miskell report – as a Primary/Contributory area in Appendix 4, Figure 5 and as part of a future character area in Appendix 5, Figure 2. These inclusions are not reflected at all in the spatial plan, which not only excludes Myrtle Crescent from any future pre-1930s protection, but allows for up to six-storey high apartments in our street.

It seems that Myrtle Crescent's location close to Adelaide Road might be one reason why it has been chosen for this level of development, but anyone who visits the street would instantly realise that it has a special appeal, borne partly out of its unusual topography; there is a steepish bank on one side (to Tasman Street) and a lower portion to the east that gently rises to the south. It sits in its own enclave, with a warehouse and studio, two car repairers and a church to the east and the bank to the west. There is significant value to be found in the juxtaposition of workers' cottages (east side) and larger dwellings (to the west). The most noticeable aspect of the workers' cottages is their homogeneity, level of integrity and aesthetic charm. This is an important collection of early Edwardian pattern-book cottages and should be listed on the district plan.

The Boffa Miskell report and spatial plan pay no regard to anything other than architectural authenticity. This is a deeply flawed approach to assessing heritage significance. The land that Myrtle Crescent occupies was once used for market gardens and then as grazing paddocks for the horses used to pull the municipal trams in the late 19th century. When it was sold for housing in the late 19th century, speculator builder Harry Crump bought the land and developed both sides of the street i.e. cottages on the east side of Myrtle Crescent and houses on the west side that front both Tasman Street and Myrtle Crescent. He built an impressive retaining wall on the west side of the street and parts of that wall still stand. The nature of this early 20th century development is evident – it must be protected in its entirety, from Tasman Street to the eastern edge of Myrtle Crescent.



Myrtle Crescent is a ‘no-exit’ street, one of many in inner-city Wellington. These streets have a distinctive culture that comes from being a street with no through traffic – often socially vibrant with a strong sense of community. In the case of Myrtle Crescent, we can testify to the diversity

of the street, with young families, elderly retirees, students and a mixture of renters and owner/occupants. It is a model of a resilient and healthy community.

One obvious feature of Myrtle Crescent is the infill of the backyards of the dwellings on Tasman Street. This now encompasses seven of the nine properties. This process began back in the 1920s and has, by and large, been respectful. No house is more than two storeys high and, for the main part, the designs and materials used are in keeping with the general character of the street. We would suggest that, while this might have reduced the street's overall authenticity, the infill is in keeping with the Council's desire to have the more density in inner-city suburbs.

Almost as important as protecting the heritage values of places like Myrtle Crescent is the need to manage the boundary effects of adjacent height provisions. In the case of Myrtle Crescent, the retention of its single storey dwellings needs to be accompanied – to the east of those houses – by a graduated lifting in height limits. There will be a huge diminished quality of living in the cottages on the east side of Myrtle Crescent if six storey buildings are allowed to be built hard up against the boundaries of those properties. So, we strongly urge the Council to think again about how to manage the effects of adjacent development.

Conclusion

We hope that the Council will listen to the many submitters who are deeply concerned about the Spatial Plan and the effects it will have on our city. If this plan proceeds, it would mean the irrevocable loss of much of the city's greatest heritage resource – its timber houses. We hope that a rethink of this plan will also spare Myrtle Crescent from out of scale developments in – and adjacent to – the street.

Michael Kelly and Helen McCracken

Email: [REDACTED]

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **14439**

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Submitter Name: Michael Whittome

Suburb: Broadmeadows

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Not sure

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Character is often used as an excuse for NIMBY, the character of a suburb is in its accessibility and related history, substantially residential neighbourhoods with good walkable town centers back from main roads with solid public transport facilities to allow for car free living as well as upward social mobility within suburbs. Visually consistent character can be maintained at street level while above eyeline or behind street frontage further intensification takes place.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Parks and playgrounds, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Child care, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Parks, playgrounds and open spaces have been important to maintaining mental and physical wellness. Library facilities (particularly their online delivery) have also been crucial.

What amenities or facilities were missing or could have been improved?

No comment

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

In general the spatial plan addresses the need for intensification without urban spread.

2. What would you change or improve?

It is not clear if all areas in the outer suburbs geology and transport infrastructure are sufficiently robust to manage further intensification without sufficient incentives to move enable car free suburban living. Significant Natural Areas will significantly impact private property owners current land use rights and any new district plan rules for development or use Significant Natural Areas may need to be accompanied by sufficient compensation to those land owners to mitigate the loss of those rights.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Not sure

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Neutral

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area,

investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Improving the accessibility and amenity of the Miramar Peninsula through appropriate transport corridors, and council partnership housing development. Alternatives to bus/car transportation (ferry/elevated rail/light rail).

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Council partnership housing development to promote upward social mobility through mixed socio-economic housing with council social housing and private housing intermingled.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Financial assistance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

The imposition of Significant Natural Areas socializes the good of protecting natural areas while privatizing the cost. While not opposed in principle as an impacted land owner a significant portion of my section may become undevelopable under the district plan. This would be in a neighborhood of where housing intensification is taking place, as it should, due to good access to public transport. Sufficient compensation to recognize the value of preserving these public goods for all Wellingtonians being borne by a few ought to be recognised in district planning and rate value setting.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID **15684**

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Submitter Name: M

Suburb: Newtown

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

There is 55 suburbs in wellington all of these suburbs should be considered and included. It should not be limited to transport routes. As demand will bring the transport routes. Why is lets get wellington moving and this plan being run in parallel? Does not make sense to make a plan around travel infrastructure that is still WIP ?? And being delayed due to complexities.

I would take into consideration the changes to how one may live and work due to covid 19 - showing us how one can work from home. And home does not need to be Wellington - somewhere sunny and further a field. And check with government wanting satellite business units in the regions for government staff to work from in regards to the minimizing the carbon footprint. And work with a more appropriate number of people that may live in the wellington. After all this plan will be reviewed before thirty years and therefore can be adjusted as actual vs forecast unfold. I strongly disagree with the blanket approach taken and would work with the communities to identify areas.

I strongly do not support the rezoning to allow random location of taller apartments or townhouses (above 2 storeys) amongst 1-2 storey houses in the character inner suburbs - we do not want a future for wellington as seen in Hanson st - no green areas; no gaps among the buildings - is this a code issue - where is the gap between buildings to stop building banging against each other during an earthquake ?

I would retain the beautiful sculptured buildings fronts ..as seen at the old firehouse in oriental bay (the modern rooftop set back slightly or the HSBC building in lambton quay - houses MFA. Keeping the character of wellington. Omarau - those beautiful old limestone buildings ...sure kept us town for another day

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Clearly is not the message being given - It seems pretty predetermined. At the launch of the spat plan- there was no representation of the heritage/character housing of wellington. But included consultants i.e talkwellington ? and the retail group ?

Newtown and Berhampore and Te Aro are facing the biggest lost of pre 1930 areas i.e 73% to 84%. These suburbs are clearly being discriminated against - especially considering they are a greater distance from wellington than many other suburbs. And do not have a mass rapid transit route.

For me Newtown is about the protection of the pre-1930 And new houses at a scale and height that fit in with existing homes and streetscapes, not taller buildings that take away the sun and outlook.

I value the human scale of houses, old timber houses with gardens, close together on small

sections, similar scale and height, with a close connection to the street, fitting into the landscape. They create a setting that is uniquely Wellington. And not everyone wants to live in an apartment; people with dogs and children do still want houses with some garden. I love the detail found in the frontage of the houses. The old iron work; the high ceilings - good for mental health and the front deck. They should not be punished because of bad landlords or property speculators that run down the buildings. And it's too easy to make out there's more of them than there really is ..where are the stats.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Commercial activity (retail,cafes, local businesses), Employment opportunities, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.),

Other: For Newtown - I would like to see the council work with the hospital to have a car park (yes - carbon zero cars are allowed and can include parks for all modes of transport) As when people; children are sick and/or terminal - public transport does not cut

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Parks and playgrounds, Shops and businesses, Cafes and restaurants, New housing, Community facilities (libraries, community spaces, social services, etc.), Child care, Medical facilities/centres, Bicycle

Other: I totally disagree with the mass rapid transport i.e any form of rail going down the main st of any suburb community; I support new transport routes -i.e at the bottom of the town belt ...as this will take away from these town centres and risk creating r

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

The courier and the supermarket. The aged care facility and the hospice. And internet -ZOOM and team meetings. Green spaces. backyard and front deck

The ongoing planning gap - is the ongoing focus on people going to work and then going home. Not about what people do outside of work; in the weekend and playing sport and visiting family that do not live in Wellington. Sick people. Very insular outlook.

What amenities or facilities were missing or could have been improved?

Parks /green space within peoples sections or outdoor areas for apartment dwellers within their area. Decent size apartments - family apartments - too many apartments built for the student market or the week working visitor

Toilet in Carra Park :) at least the garden is well water - just ashame there's no lemon tree to benefit from it (?)
Thank you for the lovely upgrade - very busy. But does need a toilet.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I support the vision of our city; wellington to be a livable city to celebrate our unique Wellington way

2. and character but the proposed mapping in the draft plan will not achieve this.

3. What would you change or improve?

Retain the existing pre-1930s character protection and demolition controls in residential Newtown and all other inner suburbs. Make it easier to achieve increased density done well, at the right scale and height to fit the neighborhood, with quality control on the design of all new multi unit housing and infill

4. housing. The Newtown attitude has always been tolerant of the mixture of ages and styles of houses

5. when they are at a matching height and scale. And include all 55 suburbs - should not be limited to a few after all this is a 30 year plan. And review the option of student accommodation being available out of Wellington with discounted public transport rates

6. Go back to the Boffa Miskell report dated 23.01.2019.

7. Include more park area i.e add a park to the bottom of the proposed HNZ coromandel st HNZ area. Protected the trees and birdlife path there. Allow for growing gardens

8. Believe in technology and the human skills; look forward; that are working on carbon emissions solutions therefore not limiting the 30 years plans based on old thinking and technology. Therefore the load can be spread or new areas developed.
9. **Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?**
Yes - people working from home. People being able to live in regions out of Wellington as they can work from home and technology allows this; Visitors to Wellingtons; traddies. As we saw in courtenay place - industries moved out of Blair and Allen st out to the Hutt and Porirua which this plan will do. Sporting people. Will the student market still be here in the future? Apartments have been built with the student in mind - we need decent size apartments and quality - not built to the edge of a section
10. WCC should engage proactively with communities such as all suburbs resident associations. Engage with Newtown to find best solutions for increased housing density, do not dictate a blanket solution that has no regard for good urban design, no consideration of the typography nor understanding of the vibrant community. To bring the supporters of the plan and local communities together to work together as we all agree we need housing but we want it done right for the future of everyone.
11. Do not leave town planning and urban design to the decisions of profit-motivated developers.
12. What is six floors - it needs to be a measurement.
13. The draft Spatial Plan does not consider the negative environmental impacts and carbon footprint of demolishing existing homes and building new:
14. - Newtown's 1 and 2 storey timber dwellings are resilient and have survived 100+ years of earthquakes, storms and pandemics while many new 6+ storey buildings in Wellington have had a lot of damage in earthquakes.
15. - The existing old houses built of native timbers represent a great deal of embodied energy and sequestered carbon. Many have been adapted and upgraded over time, which is more environmentally sustainable than replacing them.
16. - Demolition and new building, particularly high rise, is very carbon intensive. This is in
17. direct opposition with the WCC's Te Atakura "First to Zero" policy on sustainability - Tall buildings amongst existing 1 and 2 storey neighbours will create environmental problems including shading homes and gardens, and causing wind tunnels and downdraughts. Shade will make neighbouring houses damp and cold, reducing the quality of living and affect the health of occupants of all ages in these neighbouring flats and homes.
18. We all know this but as tripadvisor reiterates on their website: There is alot of moisture in Wellington - you need a home that attracts very good sun with the afternoon sun being the most important. One will find it drier the further away from wellington central. So it will not matter what age the house or apartment is it can be cold ...this plan will create more cold damp houses if not done right.
19. **To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:**

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.
Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.
Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

WCC to engage with local community to formulate what is best for their community. IS this not an area this requires the respect of Backyard Tāonga - And WCC should need sell there land or lease it on this peninsula ..we do not want this to be another han

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

WCC to engage with local community to formulate what is best for their community. Facilities to be proud off. Natures wind shelters.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Disagree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other: I totally disagree with the mass rapid transport i.e any form of rail going down the main st of any suburb community; I support new transport routes -i.e at the bottom of the town belt ...as this will take away from these town centres and risk creating r

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

WCC this is about Wellington - we want the best for Wellington ..we don't want any regrets because this has being rushed through and we do not want all of these wellington suburbs looking like Hanson St - I would not wish this on anyone's child - this is about working together - a hui is not a written submission answering predetermine questions. And then saying this is what Wellington wants even though the last consultation had less than one percent of Wellingtonians submitting.

This blanket approach is no different than the approach taken when the first maps of wellington was developed in England - stinks of colonisation... Push up - push back on government for an extension.

The same result but better can be achieved with working with the communities and with little lost to the character of Wellington ..example of this is the proposed plan found on NRA website.

And please councilors -review this as a Wellingtonian representative not as a government representatives.

One shoe does not fit all - the prices will keep going up (look what is happening in Auckland with the property developers buying up large - article in the herald) for a least another generation as property developers buy in these proposed suburbs and/or investors will buy and not rent the houses out (sad to think there's 2000 houses out there not being lived in when there's a shortage eh?) And more tradespeople are trained.

And I really hope we see a responsible landlord in Housing New Zealand as this draft plan will allow them to remove these houses. And that they do include car parking. After all if the demand for car parking changes in ten-twenty years time ..HNZ can always change update their plans but in the meantime the tenants who give to society that need a car should not be punished by not having access to these new developments because they have a car.

(comments from the coromandel st consultation)

I am seriously concerned about the lack of transparency in the Draft Spatial Plan and associated communications.

There have being changes made to the plan since being released for consultation; some documentation refers to at least six storeys while other said six storey's. There are areas still being investigated i.e Kilbirnie- which begs the question was the plan actually ready for release.?

Again I'm shocked that the predetermine outlook was biased from the launch - there was no professional commentator representing the character/heritage of Wellington. And the ongoing smear campaign of old houses when there are bigger issues i.e leaking building and insurances costs.

Your team has asked the public if they want affordable housing and a livable city. Of course we want these things BUT they have not asked whether Wellingtonians want it at the expense of the city's heritage; character; quality of housing; lost of sun, lost of backyards/ green areas and the lost of decent sized apartments not boxy ones. Stop using heritage as a scapegoat and pitting it against affordable housing.

Have you provided an attachment? No

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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **15654**

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Submitter Name: Mike Regan

Suburb: Te Aro

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

We have lived in the inner city for over 40 years and have watched in dismay as old, elegant housing has been demolished. We watched planning for the inner city bypass shrink from a four lane, semi-tunnel in two directions to what we have now. From the beginning of that process, planners demolished streetscapes of significant housing only to find they didn't eventually need the land. One neighbour was shunted out of her home of 60 years to a derelict shack across the street where she eventually died. During her time she saw her family home demolished and the section go to seed. Those same planners allowed a huge hotel to be built at the end of our street to save Inverlochy, a grand old home next door. Having done so we note there is now no imperative to save Inverlochy - it is encompassed in the grand vision for high density housing. Right beside Inverlochy is the building first used by Wellington Girls' College - virtually unsullied and also in danger of being consumed. Our house and those of our direct neighbours have been here since the mid 1870s but there is no special mention of them nor, it seems, any desire to keep them.

I also note that walk ways and paths between Aro valley, the city and Pukeahu park and the Tonks Ave collection of housing is a noteworthy and significant feature worth advertising and promoting. Along its various routes are a number of old houses many of them saved in previous iterations of a city wide plan.

I believe these corridors of architectural and civic history are worth preserving and that they could be added to the blocks already highlighted to become important links.

Admittedly, there is a wide variety of housing in our immediate area with a considerable number of homes having been built after your cut off of 1930. However, if narrow corridors could be established some of this housing stock could be saved.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Access to cycleways/routes, Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Parks and playgrounds, Shops and businesses, Cafes and restaurants, New housing

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

we were fortunate to have the city centre on our door step and we rode bikes and walked different tours every day.

What amenities or facilities were missing or could have been improved?

NA - covid rules applied

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I like the focus on population density close to public transport hubs.

2. What would you change or improve?

na

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Neutral

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

housing and small businesses

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

housing

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Stongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

[REDACTED]

From: Milan Mogin Gmail [REDACTED]
Sent: 05 October 2020 09:11
To: BUS: Planning For Growth
Subject: Submission on the Draft Spatial Plan
Attachments: Special Plan Submission - Milan Mogin.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Hi,

Thanks you for considering my submission on the proposed plan.

Kind Regards

Milan Mogin
[REDACTED]

Wellington 5 October 2020

Submission on Wellington City Council Draft Spatial Plan

I find the Draft Special Plan for Mount Victoria problematic and oppose to it on several grounds.

1. Removal of the pre-1930s restricted demolition rule outside character sub-areas will eventually lead to the complete loss of an essential part of Wellington's character. The approach of gradually removing restrictions will eventually lead to no character left at all. In thirty years time, we will find ourselves debating which parts are to be sacrificed again.
2. Building of 3-4 storeys, mixed-use outside 'character sub-areas' and up to 6 storeys, mixed-use, in some areas will destroy the heritage and amenity values of the suburb. Houses adjacent to the newly developed sites will lose sun view and value and will hence fall into neglect and be left to rot until deemed unsafe and allowed to be demolished too. This process can already be observed, for example, properties around 10 Elizabeth Street.
3. It is very unlikely affordable housing will be built in place of current houses. For example, very expensive flats built on the corner of Elizabeth St and Kent Terrace.
4. There is plenty of space in Wellington without any special character worth preserving. The part of Adelaide Rd between Basin Reserve and John St., Taranaki St, Kent and Cambridge Terrace... Let's develop these parts before destroying precious little beauty there is in Wellington.

Kind Regards

Milan Mogin

[REDACTED]
[REDACTED]

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **14377**

Privacy statement – what we do with your personal information

View our full privacy statement online: <https://planningforgrowth.wellington.govt.nz/privacy-statement>

All submissions (including names and contact details) are provided in their entirety to Council officers for the purpose of analysing feedback and to inform you of updates and outcomes of the consultation. Feedback and submissions (including names and suburbs but not contact details) may be available to the public at our office and on our website. Exceptions to how we will share your information may occur over the course of the Planning for Growth project in order to comply with statutory process under the [Resource Management Act](#).

All information collected will be held by Wellington City Council. You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at planningforgrowth@wcc.govt.nz, or at Wellington City Council, 113 The Terrace, Wellington NZ 6011.

Submitter Name: Milan Mogin

Suburb: Mount Victoria

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Neutral

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

I'm commenting about the proposed changes in Mt Victoria.

Visual aspects will be negatively affected with proposed changes to parts of Brougham St. Areas designated for high density housing under the proposed changes currently contain high number of visually pleasing cohesive pre-1930 buildings.

Properties on the boundary of the newly proposed sub-areas will be adversely affected. Properties currently enjoying sunlight and views will be likely shaded and dwarfed by the neighbouring buildings under the proposed changes. To minimise the adverse affects, the boundaries of sub-areas should be at the street level rather than on the boundary between properties as in some cases under the proposal.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Easy walking distance to the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Parks and playgrounds, Cafes and restaurants, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Neutral

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Green spaces, parks, town belt.

What amenities or facilities were missing or could have been improved?

I was not missing any facilities.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Not sure

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Not sure

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Not sure

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No



October 5, 2020

Wellington City Council
P O Box 2199
Wellington 4140

Submission on the Draft Spatial Plan

This submission is made on behalf of an organisation, **Mt Victoria Historical Society Inc.**

It is an incorporated society with the aims of researching and sharing the history of the suburb of Mt Victoria and promoting interest in, and preservation of, its unique heritage.

Contact details: Joanna Newman, Convenor
[REDACTED]
Phone [REDACTED]

As appropriate to our mandate, this submission focuses on aspects relating to Mt Victoria and its heritage.

PART 1: INTRODUCTION

1. Summary Position

- 1.1 We believe the Council's underlying population forecasts are exaggerated, and so the number of new dwellings that will be needed in future is as well.
- 1.2 We call on the Council to designate the whole of Mt Victoria as a heritage area and for the pre-1930s demolition rule (or something similar) to continue to be applied across the whole suburb.
- 1.3 We believe that the housing typology applied to the majority of Mt Victoria, excluding the Kent Terrace border, should be Type 1. This is what fits most appropriately with existing pre-1930s buildings.
- 1.4 Intensification should be phased, with changes in height controls introduced only as blocks of new capacity are actually shown to be needed, with more fundamental reviews at, say 10 and 20 years, to see how demand has been met. This would mean that the heritage of Mt Victoria does not need to be destroyed from day one for capacity that may not be required.

- 1.5 The process has been badly managed, with documents unavailable in an accessible form, new documents being added throughout the process until just over a week before consultation ended, and documents constantly changing – all without notification. We submit that a new scheme for Mount Victoria needs to be developed, based on an expanded set of qualifying matters and that the Council complete a design for this in close consultation with affected stakeholders, while also completing a draft evaluation report in support of it.

2. General

- 2.1 We are not opposed to intensification or increased development of affordable housing. We understand the need for the city to accommodate more people in a sustainable way.
- 2.2 We do not accept, however, that the removal of heritage protection in Mt Victoria or other areas with heritage housing stock is required to achieve the Council's goals of providing sufficient housing in Wellington.

There are, for example, significant areas of Te Aro, Adelaide Road, Kent and Cambridge Terrace, and Thorndon Quay that could be developed for housing before any requirement to even consider destroying the valuable heritage precincts of the city.

- 2.3 As WCC's own statistics show, Mt Victoria is already a medium density housing area - in fact relatively high for a residential suburb. It is the third-most densely populated inner suburbs (after Mt Cook and Newtown West) despite over half of its area being Town Belt, three schools and Government House.

To increase the quantity of housing in this suburb would make it statistically high density, which would completely destroy its character and the qualities of life which help preserve that character.

- 2.4 Mt Victoria has already suffered from poor planning decisions. We would press for greater adherence to the heritage protection rules in the current District Plan and strengthening of rules in future.
- 2.5 There is considerable strength of feeling among Mt Victoria residents – tenants as well as landowners – about the proposed changes. This strength of feeling is evident in the number of signatures on our petition calling on Wellington City Councilors & Mayor to reject the Spatial Plan proposal and retain the pre-1930s demolition rule for all of Mount Victoria, a copy of which is attached as Appendix 2.

PART 2: SUBSTANTIVE ISSUES

1. Forecasts underlying the Spatial Plan

- 1.1 The numbers underpinning the proposed density maps are highly questionable, to the point of being misleading. The NPS-UD July 2020 in Section 3.24, 5(b) says that the Council must “identify which of the projections are the most likely in each of the short term, medium term, and long term”. On page 22 of the Council’s HBA¹ it states that it believes the “the Forecast.id projection [i.e. the medium forecast] is a more accurate predictor of likely growth for Wellington City over the long term”, and the high-growth forecast is 74,484, and yet The Council has consistently stated in the Draft Spatial Plan and in promotional material that it needs to plan for an increase of 80,000 people over the next 30 years.

MVHS argues that WCC has not shown there is a material shortfall in housing capacity over the next 30 years (under the current rules), sufficient to justify removing the pre-1930s non-demolition rule to provide for intensified development.

- 1.2 Furthermore, on September 25, the Council issued a new document. Where the Draft Spatial Plan document says that the inner-city suburbs must accommodate 14,000 people and 4100-5400 additional dwellings over the next 30 years, Council believes the spatial plan will deliver only an additional 1083-1895 dwellings.² Although the new estimates use different assumptions, so they are not directly comparable, it is clear that variations in the modelling can have a dramatic effect on the results.

Three to six new dwellings per annum for Mount Victoria can clearly be met under the current rules – the equivalent of the suburb’s share of the total for the inner city that is projected.

- 1.3 There is a widespread view that the Council’s work is lacking in rigour.

We call on this Spatial Plan process to stop now and for the Council to go back to the drawing board to get the basics right, using much wider consultation and expert input.

2. The value of Mt Victoria’s built environment to the city

- 2.1 The built form and heritage of Mt Victoria are too important to Wellington’s identity to lose. And, it would be lost, if the protection of its character were to be removed.

Of all the historic areas in Wellington, this is the one most visible to all visitors, national and international. It is the backdrop to a high percentage of images promoting and defining the city, as shown in both the New Zealand and French tourist publication examples below.

¹ https://planningforgrowth.wellington.govt.nz/_data/assets/pdf_file/0015/3282/Wellington-Regional-HBA-Chpt-2-Wellington-City-Council.pdf

² See Appendix 1 for our detailed analysis.



In April and May 2019, 1,372 people made a submission on the WCC Planning for Growth Survey. The council feedback summary noted “adamant opposition to character loss was expressed in around 200 comments with the main sentiment being that the essence of what makes Wellington a great city would be lost if character was not protected”

- 2.2 To help preserve the heritage of Mt Victoria and Wellington, we believe that new building within the overall ‘character’ area of Mt Victoria should be restricted to Type 1 of the Draft Spatial Plan housing typology.
- 2.3 The potential for further promotion of its heritage to Wellingtonians and visitors is strong. It has been the home to many famous or well-known figures (e.g. Bernard Freyberg, Kate Edgar, William Waring-Taylor) and their original homes are still standing.
- 2.4 We also believe it is important that views of this suburb (and the Town Belt) are not blocked by a wall of multi-storey buildings along Kent Terrace, and the character of the Kent/Cambridge Terrace is not destroyed by creating a shaded wind-tunnel.

3. Heritage not character

- 3.1 We call on the Council to designate the whole of Mt Victoria as a heritage area and for the pre-1930s demolition rule (or something similar) to continue to be applied across the whole suburb.
- 3.2 Mt Victoria is one of the oldest suburbs in Aotearoa, laid out in Mein Smith's 1840 plan for the city. Its 'character' derives in particular from the heritage of its Victorian and Edwardian housing stock. 85% properties pre-date 1930, 90% of these categorised as primary and contributory³ (38% and 52% respectively). It has a number of houses built in 1869 – some of the earliest extant dwellings in the city.

But more than buildings representing the architecture of a certain period, these are 'living' reminders of the people who have built our city: labourers, small and prosperous businessmen, temperance leaders, educators and brilliant men and women, workers for their churches and social causes. Many of these layers of history behind the façade of a house are already known: many more are yet to be told. It can be visualised and understood by walking through Mt Victoria.

Once this heritage is gone, it is gone forever. It is not just character, as represented by a gable shape.

4. Flawed application of NPS-UD 'qualifying matter'

- 4.1 The Council Strategy and Policy Committee paper of August 6 explained:

The proposed approach to pre-1930s character protection in the inner suburbs meets the criteria of a 'qualifying matter'. This is because a site-by-site assessment of the existing character in these areas has been undertaken which the proposed approach is based on. Without this, a significant amount of the inner suburbs would be captured by the broad requirement to enable building heights of at least 6 storeys within a walkable catchment of the Central City.

The "site-by-site assessment" referred to was initiated with the Boffa Miskell Pre-1930 Character-Area Review.

- 4.2 In relation to this report, we would comment:

- It lacks depth and, taking a streetscape-based approach to individual houses and collections of houses, is wholly inadequate as a means of understanding the heritage values of those streets. It demonstrates no recognition of the role that historic and social values play in understanding the heritage values of streets, subdivisions or the entire suburb.
- The report's conclusions, particularly as they are laid out in the maps in the appendices, are very broad-brush and avoid any particular conclusions about the value of the Mt Victoria Character Area except for Appendix 4, Figure 8, 'Indicative Character Contribution Sub-Areas: Mt Victoria', where areas are explicitly labelled either primary/contributory or neutral/defective. (There are also areas left blank, without explanation).

³ Boffa Miskell Pre-1930 Character-Area Review 23 January 2019

- While the general conclusions reached about the value of the so-called neutral/defective areas might be roughly accurate from a streetscape perspective, these areas make up only a small part of the suburb. The implication therefore is that everything outside of this has heritage value.

4.3 In light of this, the Spatial Plan seems to relate only superficially to the conclusions reached in the Boffa Miskell report. The disconnect between the two is alarming, given that we have been repeatedly told that the Spatial Plan was supposed to be based on the conclusions reached in that report. The Spatial Plan offers such a dramatic change to the built environment that we question why there is no explanation or justification for this, given the importance and significance of the change.

To the extent that it takes account of the Boffa Miskell report, the Spatial Plan simply expands on those areas identified as neutral or defective in that report and creates much larger areas for intensification. It is a crude approach, completely lacking in nuance, and it means that important heritage streetscapes will eventually be destroyed by intensification. Some of the consequences of this are described below.

4.4 Under the NPS-UD Section 3.33, 3 b) a matter is not a ‘qualifying matter’ unless it: *includes a site-specific analysis that:*

- (i) *identifies the site to which the matter relates; and*
- (ii) *evaluates the specific characteristics on a site-specific basis to determine the spatial extent where intensification needs to be compatible with the specific matter*

We do not believe that the Draft Spatial Plan ‘character sub-areas’ meet this requirement and that designating the suburb a heritage area is more justifiable and sound (see 6 below).

4.5 We also submit that the list of qualifying matters needs to be expanded to include:

- **Heritage:** It is important that heritage and not just “pre-1930s” character is included, as heritage is listed under RMA s6(f) as a matter of national importance, and so a qualifying matter that is more readily substantiated in response to NPS requirements. Pre-1930s character is just one aspect of heritage.
- **Shape and Form of Buildings:** Even where buildings do not exhibit heritage qualities, if they are of a similar form and scale to neighbouring heritage structures, then the suburb is more cohesive and heritage can be better sustained.
- **Views from the City:** The integrity of Mount Victoria’s built environment is critical to the maintenance of the iconic views from Wellington city of the suburb.

5. Character sub-area problems

5.1 There are streets that contain important heritage but only on one side. However, because the other side of the street has less authenticity or homogeneity, the whole street is excluded from protection. A good example of this is Lipman Street, the east side of which is near intact.

5.2 Streets and collections of houses of heritage value that will be threatened by this plan in Mt Victoria include (but are not limited to):

South and central Austin Street and associated side streets Rixon Grove, Westbourne (east)

Although parts of Austin Street have been affected by townhouse and apartment developments from various eras and it therefore does not have a contiguous heritage streetscape, it still contains clusters of important single and two-storey houses. There is also much of value remaining in eastern Pirie Street, Rixon Grove and Westbourne Grove. These no-exit streets have a particular character that is derived from having no through traffic, low-scale cottages and villas and a proximity to the Town Belt.

North Austin, Majoribanks, Port and Stafford Streets, Earls Terrace and Vogel Street

The presence of pockets of newer houses and larger apartment complexes in this area is presumably the reason why it has been proposed to be stripped of protection, but again this area contains no-exit streets with a particular character, which is also partly derived from the hillside locations they occupy and the backdrop of the Town Belt.

Central and south Brougham Street plus intersections with side streets

The exclusion of this area, with a few exceptions, is difficult to understand. There are intact stretches of heritage housing on both sides of the street; there is a Council District Plan-heritage-listed building (former Crossways); there is the recently restored 1869 Carroll house; and important side streets (or parts of) are excluded, including, inexplicably, the corners of Queen and Elizabeth Streets. Within this area are many 19th century houses, some with relatively high integrity.

Ellice and Paterson Streets

Again, the exclusion of these streets, which contain stretches of heritage housing, some dating from as early as 1869, is hard to fathom. Lower Ellice Street was identified as a significant heritage area in the Wellington City Council Mt Victoria Heritage Study, June 2017. (See also 6 below). There are specific groups of houses and notable individual houses included in these streets. Some of those precincts only occupy one side of the street and in the case of Paterson Street, there is only one side extant. These factors should not be disqualifying.

- 5.3 There are completely illogical exclusions from character sub-areas, such as Tutchin Avenue in the middle of the Porritt/Amour/Albany Ave area. This small dead-end street, with mostly original housing (including the home of last harbour pilot to live in the pilot's cottage at Worser Bay, William Shilling, who lived there for over 40 years before he died in 1939). This is designated for "3-4 storey apartment buildings, may be mixed use". This is a complete travesty from a heritage and a town-planning perspective.

6. Legal precedent for recognition of Mt Victoria's historic heritage

- 6.1 The Basin Bridge Inquiry and the following successful High Court Appeal concluded that the southern end of Mt Victoria – essentially Ellice and Paterson Streets - is a significant part of the historic heritage of Wellington.

The High Court Decision⁴ concluded that the Board of Inquiry did not err in recognising 'a "wider heritage area" which it considered could be affected by the Project, which stretched from Taranaki Street in the west through the Basin Reserve and Council Reserve areas to Government House and the Town Belt in the east' [para 339] and that 'The

⁴ IN THE HIGH COURT OF NEW ZEALAND WELLINGTON REGISTRY, CIV 2014-485-11253 [2015] NZHC 1991, July 2015

cumulative adverse effects of dominance and severance caused by the proposed transportation structure and associated mitigation structure in this sensitive heritage precinct, particularly on the northern and northeastern sectors of the Basin Reserve Historic Area setting. [para 340, our underlining].

In addition, the High Court Decision stated:

[381] In seeking to identify from the Board's broad review the interpretation which the Board placed on s 2, there are three paragraphs which I consider are particularly instructive:

... [557] The protection given by Section 6(f) extends to the curtilage of the heritage item and the surrounding area that is significant for retaining and interpreting the heritage significance of the heritage item. This may include the land on which a heritage building is sited, its precincts and the relationship of the heritage item with its built context and other surroundings.

... [615] In defining historic heritage, the RMA makes a clear distinction between historic sites and historic heritage. At their conferencing, the experts drew attention to the definition of historic heritage in the RMA – which includes (b)(iv) surroundings associated with the natural and physical (historic heritage) resources.

... [623] We agree that we are obliged to consider the effects on historic heritage and that historic heritage includes not only built heritage but the surroundings and setting in which the built heritage exists. In our view, the explicit focus of [NZTA], Wellington City Council and Heritage NZ heritage assessments on built heritage, as distinct from historic heritage, unduly limited the scope of those assessments.

- 6.2 The above provides a clear legal opinion and precedent for southern Mt Victoria being an area of historic heritage, which should therefore be a “qualifying matter” that exempts it from the requirement under the NPS-UD to allow buildings up to 6-storeys in height.

Furthermore, if this character is recognised for southern Mt Victoria under the RMA, then it should apply to the entire suburb.

7. Kent Terrace and the border of Mt Victoria

- 7.1 We appreciate that Kent Terrace is an opportunity for intensification, with car-yards in particular being an inappropriate land use.

We do not, however, believe building up to 8 storeys is appropriate. This is in the transition zone to Mt Victoria and the Town Belt, so a more appropriate height would be 6 storeys. This would also help preserve the open boulevard aspect of Kent/Cambridge Terrace and the Canal Reserve.

On the eastern side of buildings fronting Kent Terrace, 4 storeys would be appropriate.

On the eastern (hill) side of Hania Street, buildings would preferably be Type 2, 2-3 storeys terrace-type housing in order to preserve the amenity and heritage of the very significant Moir Street character sub-area.

- 7.2 Other areas of Mt Victoria which are designated “Central City” which, for transition zone reasons, should particularly not be built up to 8 storeys are:
- the west side of Lipman Street
 - the corner of Roxburgh/Majoribanks Street to Fallowfield Ave
 - the east side of Home Street

8. Amending ground level open space and recession planes controls

- 8.1 We are very concerned to read of the vague description in the Draft Spatial Plan of proposals to amend “specific residential controls such as ground level open space, and building recession planes to enable sites to be more efficiently developed.” This potentially gives residents of these new builds no amenity, but also destroys the amenity of existing residents on all boundaries. In an example of this currently under construction in a Mt Victoria character sub-area, there is not a square metre of open space on the property. Covering an entire property with building or concrete is also not environmentally sound.

9. Phasing

- 9.1 The potential over-estimation of housing requirements by the Council, coupled with post-COVID uncertainty and potential government intentions to move functions out of the central city (Dominion Post 29.9.2020), suggest that a sensible way to plan for intensification would be to phase it.
- 9.2 Renewal and new building currently takes place at a rate capable of more than meeting the numbers required by the Council’s latest calculations to satisfy Mount Victoria’s allocated share of planned growth. At this moment, eight new dwellings are under construction in character sub-areas, replacing two.
- 9.3 In other words, heritage suburbs should not be opened up for developer-led intensification until the need is proven. While the NPS requires sufficient capacity to be identified for the coming 30 years, it does not require that all of this be made available immediately. Only what it defines as ‘short term’ capacity – that required in the next 3 years – needs to be available at any one time. As one block of such capacity is nearly used up, more can be made available as there is evidence of need. And if the early blocks of capacity are targeted at areas that are a priority for redevelopment, this will protect heritage areas meanwhile. If subsequent reviews in, say, 10 and 20 years show that housing demand cannot possibly be met without seriously compromising Mt Victoria, a revision of the general plan for Mount Victoria can be undertaken in light of such evidence.

PART 3: PROCESS

1. The Draft Spatial Plan is subtitled an “Integrated Land-use and Transport Strategy” but it is effectively only a housing density plan. It has no mention of a transport strategy other than that housing intensification should take place close to “a future mass rapid transit route”. No “future mass rapid transit route” is shown on the maps.
2. The consultation process has been unacceptable. It does not meet the standard expected from local government consultation for such an important issue as the future of the city for the next 30 years. Evidence of this includes:

- 2.1 The Council had clearly not done enough research or preparation before putting documents out for consultation. Throughout the process it has issued new or amended documents without public notice, even to those signed up to the official Planning for Growth ‘newsletter’ since July.

A table showing the changes in documentation of housing typologies for Mt Victoria is used here as an example:

Housing Type	Full DSP 11 August	Summary DSP 11 August	Summary DSP 25 August	Mt Victoria Oriental Bay Map version 2	Mt Victoria Oriental Bay Map version 3 Sept 10
1	1-2 storeys detached, semi-detached infill housing	1-2 storeys detached, semi-detached infill housing	1-2 storeys	1-2 storeys detached, semi-detached infill housing	1-2 storeys detached, semi-detached infill housing
2	2-3 storeys terrace type housing	2-3 storeys terrace type housing	2-3 storeys	2-3 storeys terrace type housing	2-3 storeys terrace type housing
3	3-4 storey apartment buildings	3-4 storey apartment buildings, may be mixed use	3-4 storeys	3 to 4 storey apartment buildings	3 to 4 storey apartment buildings, may be mixed use
4	At least 6 storey mixed use and apartment buildings	Mixed use and apartment buildings up to 6 storeys	<u>Type 4a</u> Up to 6 storeys	<u>Type 4a</u> Up to 6 storeys mixed use & apartment buildings	<u>Type 4a</u> Up to 6 storeys mixed use & apartment buildings
			<u>Type 4b</u> Enable at least 6 storeys	<u>Type 4b</u> Council must enable at least 6 storeys, as per the NPS-UD 2020	[removed]

- 2.2 The housing typology map for Mt Victoria has contained a misleading error through all three versions and several rounds of correspondence with council officers did not succeed in providing an adequate explanation or a correction. Colouring on all versions of the map shows Tutchon Avenue included in a character sub-area but officers repeatedly confirmed it was not. There were clearly two opportunities when this could have been corrected as new versions of the map were issued.
- 2.3 The Council has misleadingly spoken and written about needing to provide accommodation for 50,000 to 80,000 people over the next 30 years, when its own highest forecast is for 74,484. This is a material difference. For Council to knowingly inflate numbers in publicity or in other public forums is irresponsible.
- 2.4 The process has been so mismanaged and shoddy that residents trust in the Council to manage it well has been shaken, while the expected transparency has not been forthcoming.

This, added to the well-researched submissions the Council will no doubt receive, should result in a radical re-write of the Draft Spatial Plan and, possibly even, a reset for the whole strategy.

We therefore do not want to see submissions just ‘taken into account’ behind closed doors before publication of a final Spatial Plan without further engagement. We submit that a new scheme for Mount Victoria needs to be developed, based on an expanded set of qualifying matters and that the Council complete a design for this in close consultation with affected stakeholders, while also completing a draft evaluation report in support of it. These documents need to be prepared well in advance of any consultation on proposed revisions to the district plan.

We call for all submissions to be made publicly available, in an accessible manner.

- 2.5 We were advised that there would not be public hearings for submissions on the Draft Spatial Plan and are therefore not requesting this right in our submission. We are disappointed that, unlike most Wellington City Council consultations, there is no opportunity for citizens to speak to their submissions at hearings.

Population Forecast Analysis

This Appendix is largely the content of a paper presented to the Council Strategy and Policy Committee meeting on August 6, 2020.

Key Points

1. All the figures we use below are from the Housing and Business Development Capacity Assessment (HBA), Forecast.id or Statistics NZ.
2. The “Housing Sufficiency” table (see Table 1 below) summarises the key inputs in arriving at Housing (Sufficiency) or the Shortfall/Surplus of Dwellings in Wellington City, which determines what additional capacity may or may not be needed.
3. Population Growth is a key driver of the outcome. The HBA assesses demand for residential dwellings based on two growth scenarios – a “Medium Growth” projection produced by Forecast.id and a “High Growth” projection from Statistics NZ.
4. We conclude that using the Higher Growth projection is not valid:
 - a. The High Growth figure of 74,484 is a very unlikely scenario in statistical terms. In fact, it is as likely to occur as “low growth”, which is circa 20,000.
 - b. The HBA states that the primary reason for using High Growth is that “parts of the Wellington region have been growing at faster rates than expected over recent years” (see Table 2 below).
 - The rate of growth in Wellington City has ebbed and flowed over the last 23 years with periods of higher growth (shown in blue – greater than 1%) and lower growth (shown in green - less than 1%). The lower growth years have outnumbered the higher growth years by 13-10. While there has been a recent period of higher growth, the last two years to 2019 have in fact been a period of population loss. It is also worth noting the higher period of recent growth 2014-17 cited is likely, in expert opinion, to have been a temporary phenomenon related to high levels of migration into the country.
 - Additionally, Policy PC1 of the National Policy Statement (NPS) requires that an oversupply is provided to account for uncertainty in demand and in supply being available, i.e. margins are built into both the demand and capacity numbers to help ensure that there is more than enough capacity to meet demand. It is therefore unnecessary to incorporate a higher growth projection as the NPS methodology provides the necessary margins (see Table 1).

Taking the Statistics NZ medium population growth figure of 46,766, equating that to Housing Demand (adjusted figure of 24,929) and deducting the Housing Capacity (adjusted figure of 20,294), there is a shortfall of 4,635 dwellings over 30 years or just 153 dwellings per year, city wide.

5. The reason for such a low shortfall is that the analysts have calculated there is already capacity for 20,294 dwellings under existing rules i.e. “the population is growing and they will need to be accommodated but provision already exists to satisfy most of this demand”.
6. The planner’s riposte to this might be that in the inner-city areas there is greater demand for what they call “terrace housing” and apartments so, even though the shortfall is only 4,635, there is a high demand for terraced housing/apartments. However, looking at a breakdown of the Forecast.id “medium growth” population projection (see Appendix C), the majority of the increase in population – i.e. 83% - is from a natural increase in the population (not external/internal migration). This is unlikely to be the demographic looking for apartments or terrace housing.

Summary

- Does Wellington City have sufficient feasible residential capacity that will be realised over the next 30 years to meet expected population growth to 2047?

No, it does not, but the shortfall is minor.

- Yet it appears from Summary Spatial Plan that the Council is planning to provide an enormous amount of additional capacity from the outer suburbs, central city to the inner-city heritage or “character” areas.

We question why all this additional capacity is being created when the Council’s own figures show the shortfall is minor. It does not appear to be justified.

- Unfortunately, there are real-world and irreversible outcomes if the plan is implemented as proposed. The outcome for “character” inner city areas could be significant. In the 2019 WCC Planning for Growth Survey “Appropriate management of character protection was the most discussed issue. Adamant opposition to character loss was expressed in around 200 comments, with the main sentiment being that the that the essence of what makes Wellington a great city would be lost if character was not protected”. This is a quote from the Council’s own report.

Table 1 Housing Sufficiency table (summarising how the Demand/Capacity numbers are derived)

Wellington City - Housing Sufficiency (shortfall/surplus) TOTAL 2017 - 2047 (30 Years)			
	Incr/Decr	Medium Forecast ID	High Growth Stats NZ
4) Population Growth - Projections (Low Growth circa 20,000)		46,766	74,484
3) Housing Demand (New Build Demand)			
- Required Dwellings		21,339	32,337
- Adj. Required Dwellings (+20% Short-term & 15% Long-term)	3,590	24,929	32,337
2) Housing Development Capacity (Existing Capacity for New Build)			
- Plan Enabled Capacity		106,411	106,411
- Adj. Economically Feasible to Develop (26%)	-78,457	27,954	27,954
- Adj. Realisation Capacity	- 7,660	20,294	20,294
1) Shortfall (Demand less Capacity) - Over 30 Years		4,635	12,043
1a) Shortfall (Demand less Capacity) - Average Each Year		155	401
			260%
NOTE: All Figures from : Housing and Business Development Capacity Assessment Wellington City Council Report 8 Nov'19			

The underlying assumptions about growth are driving a process leading toward reduction in protection for inner city character areas in order to provide intensified development.

Key points to note:

- **The Required Dwellings** - are increased by 3,590 to factor in a “suitable buffer of over-supply” to 24,929 Dwellings.
- **The Housing Development Capacity** - starts at 106,411 & finishes at 20,294.

An economically feasible overlay is applied (at the point in time of the analysis) massively dropping the number to 27,954 dwellings. Then the realisable capacity is applied (recognising that only some will build within the 30-year duration) reducing the capacity by a further 7,660 to 20,294 dwellings.

Table 2 Growth Rates

Estimated Resident Population (ERP)				
Wellington City				
Year (ending June 30)	Number	Change in number	Change in percent	
2000	169,500	+900	+0.5	
2001	171,100	+1,600	+0.9	
2002	174,400	+3,300	+1.9	
2003	178,800	+4,400	+2.5	
2004	182,100	+3,300	+1.8	
2005	184,500	+2,400	+1.3	
2006	187,700	+3,200	+1.7	
2007	189,500	+1,800	+0.9	
2008	190,800	+1,300	+0.7	
2009	192,500	+1,700	+0.9	
2010	193,700	+1,200	+0.6	
2011	195,400	+1,700	+0.9	
2012	196,600	+1,200	+0.6	
2013	197,500	+900	+0.5	
2014	200,000	+2,500	+1.3	
2015	203,800	+3,800	+1.9	High Immigration
2016	207,900	+4,100	+2.0	
2017	212,700	+4,800	+2.3	
2018	209,000	-3,700	-1.8	
2019	210,400	+1,400	+0.7	



Source: Statistics New Zealand, Subnational Population Estimates - information releases for 30 June 2013

Compiled and presented in profile.id by .id , the population experts. <https://home.id.com.au>

Table 3 Breakdown of medium population growth statistics

The official population of the Wellington City as of the 30th June 2019, is 210,400						
The Wellington City population forecast for 2020 is 214,537, and is forecast to grow to 248,953 by 2043						
Wellington City						
Component	Total 2019-2043	2019 to 2023	2024 to 2028	2029 to 2033	2034 to 2038	2039 to 2043
Births		12,191	12,475	12,620	12,842	13,290
Change in persons in non-private dwellings		371	305	245	282	105
Deaths		5,247	5,877	6,578	7,321	7,997
Natural increase/decrease	30,396	6,943	6,597	6,042	5,521	5,292
Net migration (external & internal)	6,107	2,964	980	-1,305	827	2,640
Total population change		10,279	7,883	4,982	6,630	8,038
		10279	7883	4982	6630	8038
<i>Population and household forecasts, 2013 to 2043, prepared by Forecast .id , the population experts, November 2019.</i>						

Petition calling on Wellington City Councillors & Mayor to reject the Spatial Plan proposal and retain the pre-1930s demolition rule for all of Mount Victoria

This petition was conducted largely face-to-face, but with some signatures also collected at The Mt Vic Hub and one local business. There was no online version. This method was chosen so that we could engage directly with residents, inform them about the Draft Spatial Plan and so they were clear about what they were signing. As much of Mt Victoria as possible was covered within the limited timeframe.

The action petitioned for was: We, the undersigned Mt Victoria residents, call on WCC Councilors and Mayor to reject the Spatial Plan proposal and retain the pre-1930s demolition rule for all of Mt Victoria.

This statement

Owing to the size of the petition, it is not possible to attach it as an electronic appendix.

It can be accessed at:

<https://www.dropbox.com/sh/srlgmoq7ng04o5f/AADg4ttNJxUyqjIINi1kbshGa?dl=0>

Summary details are:

MVHS PETITION - WCC Draft Spatial Plan		
Population Mt Vic - 2018 Census	4527	
Total Signatures	752	
Non Mt Vic Residents	<u>67</u>	
Mt Vic Residents	685	15%

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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A City for the People submission ID 295

This submission was originally received through the A City for the People website:

<https://www.cityforpeople.org.nz/take-action>

Privacy statement – what we do with your personal information

View our full privacy statement online: <https://planningforgrowth.wellington.govt.nz/privacy-statement>

All submissions (including names and contact details) are provided in their entirety to Council officers for the purpose of analysing feedback and to inform you of updates and outcomes of the consultation. Feedback and submissions (including names and suburbs but not contact details) may be available to the public at our office and on our website. Exceptions to how we will share your information may occur over the course of the Planning for Growth project in order to comply with statutory process under the [Resource Management Act](#).

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Name: Neale Jones

I support the following statements:

I strongly agree with proposals to intensify the Central City, Inner Suburbs and Outer Suburbs to allow for compact, livable, low-carbon urban form.

I support council taking action to ensure everyone in Wellington can live in safe, warm, affordable housing that provides for a diverse range of housing needs.

I strongly encourage the council to partner with iwi and mana whenua, to ensure their aspirations are met, and the current decision making process while we plan for growth is decolonised

I strongly support the council meaningfully engaging with disabled people to ensure decisions about Wellington's growth and development provide for a truly accessible city

I support reducing the size of the character areas to focus on well-preserved sections while allowing homes in poor condition to be redeveloped

I believe that natural heritage and the heritage of mana whenua are important and should be celebrated, protected and enhanced.

I support focusing development along future mass rapid transit routes and agree that strong amenity value must be developed alongside

I support the council developing a plan to make sure everyone will have access to high quality green space and public space

I support requiring new developments to manage stormwater through water-sensitive design

I strongly support council meaningfully engaging with marginalised communities to ensure they are heard and have input into the ongoing development of the Spatial Plan and related policies

I strongly agree with taking a city-wide approach to distributing density

What excites you most about having a more compact and liveable Wellington?

Wellington is a great city because of its people and I believe our planning rules should aim to provide a city that is built for its people.

A dynamic, creative and compact city like Wellington should not exist preserved in amber, while increasing numbers of people face unaffordable rents, substandard housing or being driven out of the city entirely.

The most pressing issue for Wellington right now is ensuring we have enough affordable, healthy houses for all. And we are looking to Council for leadership

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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Our City Tomorrow: A Draft Spatial Plan for Wellington City

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Wellington City Council
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Online submission form ID 15900

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Organisation Name: Wellington Sculpture Trust

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Not sure

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Not sure

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Not sure

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Not sure

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Not sure

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

public space

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Access to cycleways/routes, Easy walking distance to the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Parks and playgrounds, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Not sure

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Not applicable to Wellington Sculpture Trust

What amenities or facilities were missing or could have been improved?

Not applicable to Wellington Sculpture Trust

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

The Wellington Sculpture Trust would like to register its interest in Watts Peninsula, and in particular the land that has been transferred from Defence to LINZ (c2017) and is now being transferred from LINZ to the Department of Conservation.

The Government's intention (as stated in the 2019 Budget) is for the land to be kept in government ownership and transferred to DOC to be a reserve. The roles of preparing a development plan and the future

management of the land were assigned to the Wellington City Council, with \$4 million of taxpayer funds to help get this underway.

The Wellington Sculpture Trust is highly supportive of the reserve and its 170 acres to be made available for recreational and educational purposes for residents and visitors alike. We seek for the district plan to be permissive of sculpture/a sculpture park to be included in the planning for the reserve.

The Wellington Sculpture Trust has identified an area within the Reserve best suited for this purpose; is in the general region of the boundary imposed on the site known as Main Road which provides access way to the land where designation of a Sculpture Park would be sought. (See appendix 1)

The site and Reserve has all the values identified as desirable components in the draft spatial plan including historic significance, biodiversity, and recognition of the mana whenua. A sculpture park would be integrated among the various other activities that would come to this area with the new designation including, but not limited to; walking, cycling, environmental and historical education.

The Wellington Sculpture Trust is particularly interested in introducing a work of 'land art' to the Peninsular in the first instance. Around the world cities are including such art within public spaces made from various land forms, former industrial or mining sites, valleys or hillsides. Under the careful and creative management of artists these sites have been terraced, small valleys filled with water to make lakes, paths and walkways constructed. Among the many benefits of these art pieces is they can be viewed from afar or above or visitors can walk all over them.

It is a public art trend that has gained ascendancy in the past 10 years. Many of the resulting art forms have become major visitor attractions in their own right - some formal while others remain more rugged but still visibly a work of art. Wellington's claim to be New Zealand's cultural capital has yawning gaps in its art array with no land art or sculpture park. Auckland already boasts two. The Parks are another well-established feature of cities seeking to project themselves as creative centres offering engaging lifestyles. Watts Peninsula provides a space that is perfect for this purpose, and already there is initial financial resource on offer through the Government.

We have noted the recent promotions given to the establishment of Whataitai a proposal to establish a National Heritage Park on the Peninsular. The Wellington Sculpture Trust proposal for a sculpture/sculpture park does not hinder this larger vision, nor other proposals made public. In fact it would add to each. The Wellington Sculpture Trust has a track record and the expertise and experience to deliver on this proposal in partnership with the Wellington City Council. (See appendix 2)

Summary:

15 months after the government offered funding and a way forward, there is no evidence that anything has happened. Does Wellington care if this vast area remains in scrub, its potential for the city ignored?

If the bulldozers and front-end loaders could move in, the Miramar side of Wellington would benefit from an inspiring new attraction, and Wellington would reinforce its cultural capital aspirations with art features that are particularly well placed because of their general accessibility and their visibility from aircraft arriving and departing the airport.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Stongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? Yes

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15927**

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Submitter Name: Nicola Harwood

Suburb: Newlands

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Neutral

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Stop postage stamp housing builds of 4-5 bedroom houses in areas like Churton park and encourage more town house builds these would still increase housing but spread more evenly for the infrastructure to cope.

Outer suburbs currently cater for family living if this is changed to high density with in parking where does this place families and trade workers (many require vans for work) and schools are already maxed out

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Historical value

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Commercial activity (retail, cafes, local businesses), Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Infrastructure (stormwater, water supply, wastewater), Social services and

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Parks and playgrounds, Shops and businesses, Community facilities (libraries, community spaces, social services, etc.), Child care, Medical facilities/centres

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Local park

The pharmacy

The local dairy

What amenities or facilities were missing or could have been improved?

For the lock down none as even if they were here they would of been shut off during lockdown anyway

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

It's providing the community the opportunity to point out that whilst we can all acknowledge that change is needed. To allow this to happen the infrastructure of the community needs to be put into place first

2. What would you change or improve?

Infrastructure

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Infrastructure improvement on public transport, schools, water supply, sewage etc

4. Also having no go zones in town for cars is great but to not provide parking facilities doesn't solve the issue that people need cars / transport not including this in builds will not stop people owning them it will just cause carnage on the roads

5. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Neutral

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Disagree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Building with an infrastructure to cope

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

As above

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Not sure

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

High rise housing does not equate to better standard of living, it rarely works and often creates slum areas with high crime rates

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **15554**

Privacy statement – what we do with your personal information

View our full privacy statement online: <https://planningforgrowth.wellington.govt.nz/privacy-statement>

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Submitter Name: Owen Watson

Suburb: Mount Victoria

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Neutral

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Disagree with the basic premise of having 80,000 new people

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

1. The look and feel; photos of Wellington often show the houses of Mt Victoria as a special feature
2. Human scale (general lack of high rises)
3. The history

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Shops and businesses, Cafes and restaurants, Medical facilities/centres, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Mt Victoria green spaces

What amenities or facilities were missing or could have been improved?

Nothing

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Not much

2. What would you change or improve?

Stopping knocking down useful and historic buildings in Mt Victoria

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Zero population growth?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Not sure

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Not sure

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Not sure

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

5-6 stories high in Mt Victoria is a death knell to the area's character. If you want high-density development, use some of the car parks in Te Aro

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **15157**

Privacy statement – what we do with your personal information

View our full privacy statement online: <https://planningforgrowth.wellington.govt.nz/privacy-statement>

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All information collected will be held by Wellington City Council. You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at planningforgrowth@wcc.govt.nz, or at Wellington City Council, 113 The Terrace, Wellington NZ 6011.

Submitter Name: Paul Atkins

Suburb: Khandallah

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

This is an extremely inappropriate and unhelpful question to be asking as part of this consultation. Without a great deal more information it is not possible for members of the public to make any meaningful response. It is the role of Council officials and representatives with expert knowledge to develop good plans and options in response to feedback from consultation with the community. The plans being presented are flawed in a number of ways and do not give any sense of comfort that an holistic approach has been taken

including a range of considerations that are genuinely visionary for our city. The level and nature of consultation also leaves much to be desired given the far-reaching, long-term impacts of the plan. A few key points re the plan:

- * There is a serious question over the use of now outdated government statistics regarding the 80,000 number - it could easily be half this....in which case we do not need to completely change the spatial plan.
- * Reference to the NPS-UD is misleading (even manipulative). The statement refers to mass transit systems. This draft spatial plan appears to count anywhere that has a station as being on a mass transit system - a plainly wrong assumption given that the limited rail system we have is far from mass transit, was never designed to be that, and could not be upgraded to achieve it.
- * Infrastructure development will have significant implications for both people and the landscapes within which they live. These need to be considered as part of the spatial plan for the impacts to be understood in their entirety. This includes infrastructure for sewage, water, car parking. There is no detail on how transit systems, amenities, etc will be upgraded/developed to meet the needs of the growing population, quite apart from how the existing infrastructure which is already under extreme pressure will be maintained.
- * We are in great danger of losing a significant amount of the nature-rich areas we have in the suburbs as a direct consequence of this plan. The planning has been undertaken from the perspective of human population and economic growth. This will lead to direct negative effects on the natural assets of the region, and drive ongoing decline in biodiversity. Ultimately this will contribute to New Zealand failing to meet its commitments under the Convention on Biological Diversity. For example, the alignment of proposed intensified development and Significant Natural Areas (SNAs) and waterways is extremely close, and impacts will not be able to be mitigated in many, if not all, instances. This approach will undermine Wellington's growing recognition as New Zealand's nature-rich city, and will not achieve the goal of being 'greener'.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

They look like, and function as communities. The city-scape is uniquely Wellington. There are endless examples in cities worldwide where communities have been destroyed by development, especially multi-storey developments.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Employment opportunities, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.),

Other: They are all important.

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Bicycle parking

Other: In the Wellington context there is no clarity at all re what a mass rapid transit system (or stops) would look like. We do not have such a system at the moment and there is no detail regarding how it would be developed. Without this information the opti

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for

Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Green spaces/parks; walking the streets which were flooded with sunlight because of low-rise buildings; birdlife in the suburbs; gardens; a sense of space.

What amenities or facilities were missing or could have been improved?

I am very happy with the current amenities and facilities.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I am very supportive of the goals of ensuring a compact, resilient, vibrant and prosperous, inclusive and connected, and greener Wellington city. Achieving this will require a wide range of considerations of which housing intensification is just one. Th

2. What would you change or improve?

The plan is flawed as outlined in most sections above. It requires:

3. Much more extensive consultation.
4. Taking more time over the process - the plans are for the long-term future of our city!
5. Review the zoning and the rationale behind it.
6. Provide much more information regarding plans for mass rapid transport system.
7. Review the projections/data/assumptions behind the plan.

8. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

As above. The plan is flawed as outlined in most sections above. It requires:

9. Much more extensive consultation.
10. Taking more time over the process - the plans are for the long-term future of our city!
11. Review the zoning and the rationale behind it.
12. Provide much more information regarding plans for mass rapid transport system.
13. Review the projections/data/assumptions behind the plan.

14. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Neutral

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Disagree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

All aspects of liveability, including social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

All aspects of liveability, including social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Financial assistance

Other: In the Wellington context there is no clarity at all re what a mass rapid transit system (or stops) would look like. We do not have such a system at the moment and there is no detail regarding how it would be developed. Without this information the opti

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

From: Paul Holmes
Sent: 04 October 2020 21:46
To: BUS: Planning For Growth
Subject: Submission on the Draft Spatial Plan

Follow Up Flag: Follow up
Flag Status: Flagged

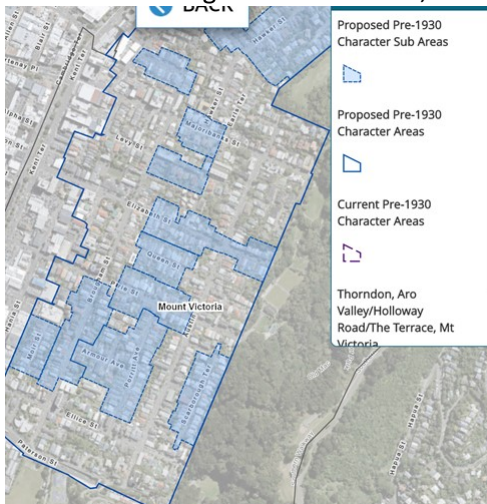
Categories: Blue Category

To whom it may concern,

This email is a submission on the draft spatial plan that is currently open for consultation. We have significant concerns regarding the plan as drafted. Our key concerns are:

Character sub-areas.

In the draft plan the Council has asked if submitters think this approach offers a good balance between protecting special character and providing new housing. This includes changes to the pre-1930 character areas and the introduction of character sub-areas. The original protections were put in place for a reason as these areas are a significant part of the architectural and social heritage of Wellington city and are literally the foundation on which the city was built. Once these historical buildings are lost, they cannot be replaced. The proposed impact on Mount Victoria is a prime example. The current proposal does not provide a good balance and the proposed areas (attached) create a random mix and match approach which will significantly retract from the overall character of the area. It seems highly arbitrary and does not achieve the stated aim of protecting the character of Mount Victoria and the other inner suburbs impacted. It will also potentially decrease the level of community engagement and spirit in some of Wellington's most diverse suburbs. We strongly recommend that these are developed with a more inclusive consultation approach and more direct engagement with the impacted communities and a focus on maintaining our historical buildings which once lost, cannot be replaced.



Statistics

The proposals in the plan as it is presented do not seem to clearly correlate to the statistics and rationale contained within the plan. This makes it very difficult to understand and provide feedback on the modelling that was undertaken to inform the design of the plan. In order to provide more informed decisions, we should have access to more of the evidence base that was used to inform the plan and the key assumptions that were made. Carrying forward with the plan in the absence of providing evidence that can be subject to appropriate scrutiny and validation is irresponsible and undemocratic. Examples of this include

- The Council has taken the Statistics NZ medium population growth figure of 46,766, assuming that this is equivalent to Housing Demand (24,929) and using this to infer the Housing Capacity (20,294). On the basis

of this, there is a shortfall of 4,635 dwellings over 30 years which is only 153 dwellings per year city wide which seems bizarre given the extent of the proposed changes in the plan.

- The Council have not provided clear analysis in the plan to demonstrate there is a material shortfall in housing capacity over the next 30 years (under the current rules) to justify removing the pre-1930s non-demolition rule to provide for intensified development.
- The Council should engage an independent expert to review the modelling that was used to support the plan and the independent expert should consult with impacted communities in a meaningful way as part of their review.

Infrastructure

There is no clear information in the plan about how the infrastructure in the inner suburbs will be upgraded to support intensified housing. The inner suburbs are already densely populated with very old infrastructure given the age of the suburbs. It is vital that the plan to address the risk of infrastructure failure and upgrade expenditure be included as part of the spatial plan consultation. At the moment we have zero understanding of the plans to address this and therefore have not been provided with sufficient information from Council to make informed submissions. We believe that the consultation on the spatial plan should be delayed until there is a parallel plan on infrastructure remediation that will enable informed submissions.

Regards,
Paul Holmes and Lisa Emery

Paul Holmes
Managing Director - INFO by Design



Our City Tomorrow: A Draft Spatial Plan for Wellington City

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

We want to hear your views on Our City Tomorrow (the Draft Spatial Plan).

Tell us what you think by answering these questions below

You can post this form to us (no stamp needed) or email this form to: planningforgrowth@wcc.govt.nz

You can also answer these questions online at:
planningforgrowth.wellington.govt.nz/your-views/consultations/draft-spatial-plan/consultation-form

Make a submission by **Monday 5 October 2020 at 5pm.**

Privacy statement - what we do with your personal information

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View Our City Tomorrow (the Draft Spatial Plan) online

planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan

Mobile and accessible version planningforgrowth.wellington.govt.nz > Draft Spatial Plan >

Our City Tomorrow: A Draft Spatial Plan for Wellington City (mobile and accessible version)

Downloadable PDF planningforgrowth.wellington.govt.nz > Draft Spatial Plan >

Summary of Our City Tomorrow: A Draft Spatial Plan for Wellington City (PDF)

Section 1 - your details *mandatory field

Your name (first and last)*: PEGGY KLIMENKO			
Your email*: [REDACTED]			
Postal address*: [REDACTED]			
Suburb: KHANDALLAH			
Phone number:			
Age range:	<input type="checkbox"/> Under 18 <input type="checkbox"/> 18-24	<input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44	<input type="checkbox"/> 45-54 <input type="checkbox"/> 55-64
			<input type="checkbox"/> 65-74 <input type="checkbox"/> 75 and older
Household:	<input type="checkbox"/> Couple without children <input type="checkbox"/> Household with children living at home <input type="checkbox"/> Household with children who are no longer living home		
	<input type="checkbox"/> Household of unrelated persons (flatting) Other (please specify) _____		
Preferred method of contact: <input checked="" type="checkbox"/> Email <input type="checkbox"/> Post			
<input type="checkbox"/> You would like to sign up to our email newsletter and receive news and updates regarding Planning for Growth			
You are making this submission:			
<input checked="" type="checkbox"/> as an individual			
<input type="checkbox"/> on behalf of an organisation. Your organisation's name: _____			

Section 2 – compulsory questions

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
1. To what extent do you agree or disagree with what is proposed with intensification in the central city?* (Refer to Central City fact sheet number 02)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. To what extent do you agree or disagree with what is proposed with intensification in the inner suburbs?* (Refer to Inner Suburbs fact sheet number 03)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. To what extent do you agree or disagree with what is proposed with intensification in the outer suburbs?* (Refer to Outer Suburbs fact sheet number 04)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs, and outer suburbs. Overall to what extent do you agree or disagree with our approach to this distribution?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?*	population growth numbers overstated. Census projections much lower. In current environment, where will extra people come from?					
5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?* (Refer to Character Areas fact sheet number 05)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about character in these suburbs is important to you?* (Refer to Character Areas fact sheet number 05)						
7. What amenities would you want to help create a vibrant suburban centre?*						
Please pick your top 5 from the options below.						
<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input checked="" type="checkbox"/> Proximity to parks and open space <input checked="" type="checkbox"/> Access to public transport <input checked="" type="checkbox"/> Public/shared spaces <input type="checkbox"/> Commercial activity (retail, cafes, local businesses) <input type="checkbox"/> Employment opportunities <input type="checkbox"/> Community spaces or 'hubs' that provide for a variety of functions (working, study, etc) </div> <div style="width: 50%;"> <input checked="" type="checkbox"/> Infrastructure (stormwater, water supply, wastewater) <input type="checkbox"/> Social services and community facilities <input checked="" type="checkbox"/> Medical facilities/centres <input type="checkbox"/> Access to cycleways/routes <input type="checkbox"/> Walkability within the centre <input type="checkbox"/> Easy walking distance to the centre <input type="checkbox"/> Other (please specify) • privacy • landscape • access to sunlight on properties • vegetation • quiet • outlooks • safety • heritage • character • culture </div> </div>						
8. What amenities would you want to see around future mass rapid transit stops?*						
Please pick your top 5 from the options below.						
<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input type="checkbox"/> Public shared spaces <input type="checkbox"/> Landscaped spaces/plantings <input type="checkbox"/> Parks and playgrounds <input type="checkbox"/> Shops and businesses <input type="checkbox"/> Cafes and restaurants <input type="checkbox"/> New housing </div> <div style="width: 50%;"> <input type="checkbox"/> Community facilities (libraries, community spaces, social services, etc) <input type="checkbox"/> Child care <input type="checkbox"/> Medical facilities/centres <input type="checkbox"/> Bicycle parking <input type="checkbox"/> Other (please specify) there are no future mass rapid transit stops planned for the Onslow area </div> </div>						

	Strongly Agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
<p>9. To what extent do you agree or disagree with the following statement?*</p> <p><i>Our City Tomorrow</i> outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be compact, resilient, inclusive and connected, vibrant and prosperous, and greener.</p> <p>(Refer to <i>Our City Tomorrow</i> fact sheet number 01)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighborhood in a different way.</p> <p>What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?*</p> <p><i>Parks; Shops</i></p> <p>What amenities or facilities were missing or could have been improved?*</p> <p><i>couldn't go to Oriental Bay, or any other beach</i></p>						

Section 3 - non-compulsory questions

<p>1. What do you like about <i>Our City Tomorrow: A Draft Spatial Plan</i> for Wellington City?</p> <p><i>Nothing much. Even the graphics are too small to read properly</i></p>						
<p>2. What would you change or improve?</p> <p><i>- no provision for off-street parking. Older citizens need cars, tradies and techies need somewhere to park their vehicles, both where they live and the properties to which they provide services. More thought about schools and public transport</i></p>						
<p>3. Is there anything that needs to be considered as we plan for the future that is not provided for in <i>Our City Tomorrow</i>?</p> <p><i>- costing of proposals</i> <i>- projections of infrastructure requirements</i> <i>- extra schools (existing ones are full)</i> <i>- extra transport - trains, buses seriously under capacity</i></p>						
<p>4. To what extent do you agree or disagree with the following statements considering what is proposed for the inner suburbs:</p>						
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through retention of a general character area to ensure that new development respects the local streetscape and is well-designed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations where streetscape character is substantially intact.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements? <i>View this section of Our City Tomorrow (the Draft Spatial Plan):</i> planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Opportunity Sites						
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, greener city.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement? <i>View this section of Our City Tomorrow (the Draft Spatial Plan):</i> planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Opportunity Sites						
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. We also want to understand the public appetite for community planning processes in specific areas, such as: Te Motu Kairangi/Miramar Peninsula This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route. Strathmore Park This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighborhood center.						
8. Do you support with the idea of a community planning process for the following areas? 8.1.1 Te Motu Kairangi/Miramar Peninsula <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not sure 8.1.2 Strathmore Park <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not sure						

9. If you answered yes, to the two questions above please respond to the following questions:

9.1.1 What should the **Te Motu Kairangi/Miramar Peninsula Framework** focus on or cover?

9.1.2 What should the **plan for regenerating Strathmore Park** focus on or cover?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
10. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces? View this section of Our City Tomorrow (the Draft Spatial Plan): planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Natural & Open Space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

☐ Yes ☐ No ☐ Not sure

12. If you answered yes, to the question above what types of assistance would help landowners?

☐ Financial assistance ☐ Planting ☐ Other (please specify)
☐ Advice and guidance ☐ Weed and pest control

13. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

- no consideration of character/amenities for outer suburbs such as Khandallah. We live here because it's a green area: this is very important to us. Large-scale housing intensification will put those green areas at risk.

- Khandallah has many attractive and substantial older houses, that appear to have been well looked-after. Such houses aren't necessarily pre-1930, but are character houses nonetheless. Many modern houses are also substantial and worthy of protection

14. Have you provided an attached document?

☐ Yes ☒ No

1011012

1st fold here – fasten here once folded

2nd fold here

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Absolutely Positively
Wellington City Council
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FREEPOST 2199
309/1039

Wellington City Council
PO Box 2199
Wellington 6140

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **14811**

Privacy statement – what we do with your personal information

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All submissions (including names and contact details) are provided in their entirety to Council officers for the purpose of analysing feedback and to inform you of updates and outcomes of the consultation. Feedback and submissions (including names and suburbs but not contact details) may be available to the public at our office and on our website. Exceptions to how we will share your information may occur over the course of the Planning for Growth project in order to comply with statutory process under the [Resource Management Act](#).

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Submitter Name: Peter Northcote

Suburb: Te Aro

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Neutral

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

The issue is that you have put the min/max building height cart BEFORE deciding what you want for the horse in terms of quality of life, sense of connection with the hills and harbour, liveability of a CBD, implications of COVID, technology and environmental concerns for how people live/work relative to each other, and so on. Let's decide those issues and then find a population distribution and associated spatial envelope that works within those!

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

You cannot be serious about putting important streets such as Hobson St/Cres at risk! You've gone mad, or are manipulating us with some pre-determined concession points while still getting the bigger mess rammed through. You are also advocating that the waterfront and important public spaces, view shafts and protected areas are dwarfed and shaded by 10 storied buildings. You don't slide out of this reality by saying those questions are to be answered later by other processes (which should actually be come first)!

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Public/shared spaces, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Shops and businesses, Cafes and restaurants, New housing, Bicycle parking

Other: Noise consideration. Your current plan would allow for 10 storied residential buildings crammed right up against metal on metal tram lines, or sitting atop the streets used by screaming bar patrons on the way to/from pubs and clubs. Do liveability first

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Green, open, light spaces, views to the distance, which allowed for mindfulness, exercise, sun on the face.

What amenities or facilities were missing or could have been improved?

All of these could well disappear with the current spatial plan proposal. You are do this buildings first rather than people first. Do the District Plan first, then the transport plan, then the spatial plan!

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The way it's put together and accessible is brilliant; but it is scary and dangerous without being pre-limited by the quality of life, city cohesiveness and wider social and economic considerations which are best addressed through district plan (and then

2. What would you change or improve?

Do the people stuff first in your thinking. And the big box planning stuff last! See previous comments.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

See previous comments. Come back to this process when you can provide more nuance to how the mass would work.

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

No

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other: Noise consideration. Your current plan would allow for 10 storied residential buildings crammed right up against metal on metal tram lines, or sitting atop the streets used by screaming bar patrons on the way to/from pubs and clubs. Do liveability first

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

At the moment the plan is asking us to give a blank cheque for the potential destruction of quality of life, social cohesion, city attractiveness, environmental values etc. The approach of building envelope first is treating current and future residents and visitors as battery hens. You must take approval of this plan no further than "in principle" pending district and transport planning going first. You can then offer us the opportunity to comment on the total package, and make final integrated decisions informed by this.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **15555**

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Submitter Name: Philip Shepherd

Suburb: Mount Victoria

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

The first and obvious question is where does the 80,000 people estimate come from? Upon review of StatsNZ data, it is clear this estimate is unrealistically inflated. This is of deep concern as it is the entire, underlying premise of the Draft Spatial Plan. As you will see below, using accepted population growth forecasts, almost all of the additional housing required could be built under existing rules.

Taking the Statistics NZ medium population growth figure for Wellington, equating that to Housing Demand and deducting the Housing Capacity, there is a shortfall of 4,635 dwellings over 30 years or just 153 dwellings per year city wide.

The potential consequences of the Draft Spatial Plan absolutely oblige WCC to provide facts to inform the plan and the key assumptions. Without critical underlying facts, it should never have been presented.

If WCC carries forward with this Draft Plan in the absence of evidence that can be subject to appropriate scrutiny and validation it will be both irresponsible and undemocratic. It is not consistent with the legislation and will inevitably be challenged, tying up the (rate-payer funded) resources of WCC and residents for years to come.

Simply put, the Draft Spatial Plan has not demonstrated a material shortfall in housing capacity over the next 30 years under existing rules. It does not justify removing the pre-1930s non-demolition rule to provide for intensified development. Tragically for Wellington, this 30-year Plan could lead to the destruction and development of heritage areas from Day One, which may never be needed.

WCC should engage an independent expert to review the key assumptions and rationale used in the plan. Consultation with key stakeholders must form part of a robust review.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Since returning to Wellington in 1999, my wife and I have raised a family of 4 children in a pre-1930s home in Mount Victoria. As with most inner Wellington suburbs, the character of Mount Victoria is defined by pre-1930s homes. These are solid, safe, weather-tight, earthquake resilient, well-apportioned homes with history. Our 1907 home was once a soup kitchen, B&B for labourers working on the Mount Victoria tunnel.

Our home and neighbouring pre-1930s homes have been enjoyed by our children and their friends throughout their development. We have sunlight, a small garden, native birds, walking distance proximity to pre-school, primary school, secondary schools and universities. Critically, the many other families around us provide a safety net for our children's social development and security.

Interestingly, we have a 4-storey apartment block neighbouring our northern boundary. In 20 years, we have not made social connections with anyone inside these 8 dwellings. One reason is simply, families do not live there. The other reason is they seem to be transitional tenants and do not stay long. I don't believe they are students or first home buyers. They do not seem to enjoy or participate in our family-orientated community activities.

If the Draft Spatial Plan is adopted, I would expect at least one or two other 4-storey apartment blocks to be built along our Western boundary. This will block sunlight for most of the year, destroy our sense of privacy and family community. It is possible it will lead to mental health problems for my family, probably driving families like ours out of Mount Victoria. This will reduce the character, sense of community and security we current experience with pre-1930s demolition protections.

On the topic of mental health, in our 20-years living in Mount Victoria we have known several examples of weather prone, post-1930s apartment developments that have created years of sadness for the residents, owners, neighbours and passers by.

While pre-1930s home need to be maintained, with healthy homes regulatory changes next year, we expect any delinquent landlords will step up and take their tenant's health seriously. Typically, owners of pre-1930s homes with families maintain their houses and preserve the character of their homes.

An entire eco-system of builders and materials has developed to support roofing, repairs, double glazing etc, so that pre-1930s homes can remain healthy dwellings. The view of pre-1930s homes is often described by locals as 'uplifting' and 'good for the soul'.

Removal of the pre-1930s restricted demolition rule and allowing the building of multi-storey apartments across 62% of Mt Victoria will quickly lead to the loss of an essential part of Wellington's identity and undermine heritage and amenity values of much of the remaining 38% of the suburb. Once these historical buildings are lost, they cannot be replaced.

You have asked if we think this approach offers a good balance between protecting special character and providing new housing. My answer is the draft spatial plan absolutely does not protect special character, especially the character important to families (children, parents, grandparents). The new housing provided will not house families or support community cohesion.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Employment opportunities, Infrastructure (stormwater, water supply, wastewater), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Parks and playgrounds, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for

Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

The Mount Victoria townbelt, a.k.a the Mount Victoria greenbelt.

What amenities or facilities were missing or could have been improved?

For my family, in a pre-1930's home with a small garden, close to the Mount Victoria townbelt, close to supportive neighbours, we were fine. If we were trying to live in an apartment, I could not imagine how we would have coped.

Maintain the pre-1930's homes and ensure Wellington follows international 'proximity' guidelines for parks and open spaces.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The entire draft spatial plan is created on the premise of an 80,000 population growth estimate that is erroneous. Therefore, the plan is based on a fallacy which will be legally challenged for years. Therefore, it is hard to see much to like about the

2. What would you change or improve?

An important consideration for the Draft Spatial Plan is the underlying infrastructure, particularly 3 waters assets and even more particularly waste water assets. As we have experienced over the last 12-month, our infrastructure has been allowed to decay due to a lack of focus and investment over years and decades.

3.

4. It is irresponsible and reckless to consider a draft spatial plan that will place more load on infrastructure without renewing our asset base, particularly 3waters. More people means more waste water, more drinking water and even (with larger dwellings) more stormwater. Investment in pipes, pump stations, treatment plants is required.

5.

6. The first challenge is to provide realistic population growth estimates - not the inflated, false 80,000 population growth estimate - but an estimate with a clear methodology that is open and scrutinised independently. Once that has been agreed, you can revise your estimates for dwellings accordingly. Then you can develop a plan for underlying infrastructure that is properly costed. You will need to explain who will pay for the investment. Will it be developers, and / or WCC ratepayers, and how much?

7. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

As noted above; your assumptions regarding underlying infrastructure, particularly 3 waters assets and even more particularly waste water assets. As we have experienced over the last 12-month, our infrastructure has been allowed to decay due to a lack of focus and investment over years and decades.

8.

9. As previously noted, it is irresponsible and reckless to propose a draft spatial plan that will place more load on infrastructure without revitalising our asset base, particularly 3waters. More people means more waste water,

more drinking water and even (with larger dwellings) more stormwater. Investment in pipes, pump stations, treatment plants is required, simply to fix the decay even without preparing for population growth.

10.

11. As noted, you need to provide realistic population growth estimates with a clear methodology that is open and scrutinised independently. Once that has been agreed, you can revise your estimates for dwellings accordingly. Then you can develop a plan for underlying infrastructure that is properly costed. You will need to explain who will pay for the investment. Will it be developers, and / or WCC ratepayers, and how much?

12. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Not sure

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Not sure

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Not sure

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Not sure

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

This process for consultation has been rushed and poorly communicated. Different versions have been produced without notice. Information has been difficult to access. The statistical analysis does not seem sufficient to justify the plan. A general lack of information on key areas, such as the infrastructure impacts, has made it very difficult to make well informed submissions.

Residents also need more information on the relationship between the Spatial plan and the District plan that is also up for review. Would agreement to key components of the spatial plan effectively prescribe and limit considerations that should be considered within the District Plan?

The submission deadline of 5 October has not allowed sufficient time for people to understand the implications and to prepare submissions. I suggest an extension be granted and further relevant information provided to enable proper consultation. Otherwise, legal action (and valuable WCC resources wasted) will become inevitable.

I advise a phased development approach, so that it first takes place in areas that are already zoned for high density regeneration e.g. Te Aro flat between Kent Terrace and the Terrace/Willis St and either side of Adelaide Road.

This will provide more time for everyone, WCC and residents alike, to see how developments proceed, what population growth can be absorbed with existing development rules and what impacts Covid-19, an immigration slow down and the economic recession will have on population.

We need to understand how effective safeguards can be put in place to ensure there is appropriate retention of character and that well constructed, earthquake-resistant and weathertight dwellings exist in Mt Victoria for decades to come.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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

We want to hear your views on Our City Tomorrow (the Draft Spatial Plan).

Tell us what you think by answering these questions below

You can post this form to us (no stamp needed) or email this form to: planningforgrowth@wcc.govt.nz

You can also answer these questions online at:

planningforgrowth.wellington.govt.nz/your-views/consultations/draft-spatial-plan/consultation-form

Make a submission by **Monday 5 October 2020 at 5pm.**

Privacy statement - what we do with your personal information

View our full privacy statement online: planningforgrowth.wellington.govt.nz/privacy-statement

All submissions (including names and contact details) are provided in their entirety to Council officers for the purpose of analysing feedback and to inform you of updates and outcomes of the consultation. Feedback and submissions (including names and suburbs but not contact details) may be available to the public at our office and on our website. Exceptions to how we will share your information may occur over the course of the Planning for Growth project in order to comply with statutory process under the Resource Management Act.

All information collected will be held by Wellington City Council. You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at planningforgrowth@wcc.govt.nz, or at Wellington City Council, 113 The Terrace, Wellington NZ 6011.

View Our City Tomorrow (the Draft Spatial Plan) online

planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan

Mobile and accessible version planningforgrowth.wellington.govt.nz > Draft Spatial Plan > Our City Tomorrow: A Draft Spatial Plan for Wellington City (mobile and accessible version)

Downloadable PDF planningforgrowth.wellington.govt.nz > Draft Spatial Plan > Summary of Our City Tomorrow: A Draft Spatial Plan for Wellington City (PDF)

Section 1 - your details *mandatory field

Your name (first and last)*:	Philippe Williams
Your email*:	
Postal address*:	
Suburb:	Thorndon
Phone number:	
Age range:	
Household:	
Preferred method of contact: <input checked="" type="checkbox"/> Email <input type="checkbox"/> Post	
<input checked="" type="checkbox"/> You would like to sign up to our email newsletter and receive news and updates regarding Planning for Growth	
You are making this submission:	
<input checked="" type="checkbox"/> as an individual	
<input type="checkbox"/> on behalf of an organisation. Your organisation's name: _____	

Section 2 - compulsory questions

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
1. To what extent do you agree or disagree with what is proposed with intensification in the central city?* (Refer to Central City fact sheet number 02)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. To what extent do you agree or disagree with what is proposed with intensification in the inner suburbs?* (Refer to Inner Suburbs fact sheet number 03)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. To what extent do you agree or disagree with what is proposed with intensification in the outer suburbs?* (Refer to Outer Suburbs fact sheet number 04)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs, and outer suburbs. Overall to what extent do you agree or disagree with our approach to this distribution?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?*	away from special character areas, outer suburbs near train stations to intensify housing.					
5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?* (Refer to Character Areas fact sheet number 05)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about character in these suburbs is important to you?* (Refer to Character Areas fact sheet number 05) Putting Hobson Crescent & Hobson Street as part of CBD is unworkable and outrageous						
7. What amenities would you want to help create a vibrant suburban centre?*						
Please pick your top 5 from the options below.						
<div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Proximity to parks and open space <input type="checkbox"/> Access to public transport <input type="checkbox"/> Public/shared spaces <input type="checkbox"/> Commercial activity (retail, cafes, local businesses) <input type="checkbox"/> Employment opportunities <input type="checkbox"/> Community spaces or 'hubs' that provide for a variety of functions (working, study, etc) </div> <div> <input checked="" type="checkbox"/> Infrastructure (stormwater, water supply, wastewater) <input type="checkbox"/> Social services and community facilities <input type="checkbox"/> Medical facilities/centres <input type="checkbox"/> Access to cycleways/routes <input type="checkbox"/> Walkability within the centre <input type="checkbox"/> Easy walking distance to the centre <input type="checkbox"/> Other (please specify) </div> </div> <p>need serious upgrade.</p> <p>most of these already exist. Infrastructure will</p>						
8. What amenities would you want to see around future mass rapid transit stops?*						
Please pick your top 5 from the options below.						
<div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Public shared spaces <input type="checkbox"/> Landscaped spaces/plantings <input type="checkbox"/> Parks and playgrounds <input checked="" type="checkbox"/> Shops and businesses <input checked="" type="checkbox"/> Cafes and restaurants <input checked="" type="checkbox"/> New housing </div> <div> <input checked="" type="checkbox"/> Community facilities (libraries, community spaces, social services, etc) <input checked="" type="checkbox"/> Child care <input type="checkbox"/> Medical facilities/centres <input type="checkbox"/> Bicycle parking <input type="checkbox"/> Other (please specify) </div> </div>						

	Strongly Agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
<p>9. To what extent do you agree or disagree with the following statement?*</p> <p><i>Our City Tomorrow</i> outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be compact, resilient, inclusive and connected, vibrant and prosperous, and greener.</p> <p>(Refer to <i>Our City Tomorrow</i> fact sheet number 01)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighborhood in a different way.</p> <p>What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighborhood/suburb?*</p> <p><i>Waterfront, Wadestown Green Belt, Supermarket</i></p> <p>What amenities or facilities were missing or could have been improved?*</p> <p><i>none</i></p>						

Section 3 - non-compulsory questions

<p>1. What do you like about <i>Our City Tomorrow: A Draft Spatial Plan for Wellington City</i>?</p> <p><i>Much of it I approved, but think Molesworth street & Thorndon Quay should be intensified</i></p>						
<p>2. What would you change or improve?</p> <p><i>Exclude Hobson Street & Crescent from C.B.D. Allow it to remain in Thorndon.</i></p>						
<p>3. Is there anything that needs to be considered as we plan for the future that is not provided for in <i>Our City Tomorrow</i>?</p> <p><i>How infrastructure will cope particularly roads in the inner city. No area of parking if inner city housing intensified</i></p>						
<p>4. To what extent do you agree or disagree with the following statements considering what is proposed for the inner suburbs:</p>						
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through retention of a general character area to ensure that new development respects the local streetscape and is well-designed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations where streetscape character is substantially intact.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>in the case of Peninsular</i>
4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>in the case of Peninsular</i>
5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements? View this section of Our City Tomorrow (the Draft Spatial Plan): planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Opportunity Sites						
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, greener city.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement? View this section of Our City Tomorrow (the Draft Spatial Plan): planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Opportunity Sites						
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. We also want to understand the public appetite for community planning processes in specific areas, such as: Te Motu Kairangi/Miramar Peninsula This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route. Strathmore Park This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighborhood center.						
8. Do you support with the idea of a community planning process for the following areas? 8.1.1 Te Motu Kairangi/Miramar Peninsula <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not sure 8.1.2 Strathmore Park <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not sure						

9. If you answered yes, to the two questions above please respond to the following questions:

9.1.1 What should the **Te Motu Kairangi/Miramar Peninsula Framework** focus on or cover?

9.1.2 What should the **plan for regenerating Strathmore Park** focus on or cover?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not sure
<p>10. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?</p> <p>View this section of Our City Tomorrow (the Draft Spatial Plan):</p> <p> Draft Spatial Plan > View Draft Spatial Plan > Natural & Open Space">planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Natural & Open Space</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>11. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not sure</p>						
<p>12. If you answered yes, to the question above what types of assistance would help landowners?</p> <p> <input type="checkbox"/> Financial assistance <input type="checkbox"/> Planting Other (please specify) _____ <input checked="" type="checkbox"/> Advice and guidance <input type="checkbox"/> Weed and pest control _____ </p>						
<p>13. Are there any final comments you wish to include in your submission? If so, please provide your comments below.</p>						
<p>14. Have you provided an attached document?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>						

Submission against Spacial Plan

Heritage

Hobson Street and Hobson Crescent are the only 2 streets left in Wellington that are largely intact examples of pre 1930's large merchants homes. Mt Victoria and the rest of Thorndon (on the other side of the Motorway) are largely workers cottages. Almost all the homes and residences in Hobson Crescent and Hobson Street have been renovated to a very high standard and they are considered amongst the most desired Streets in Wellington.

Once high rise buildings are developed amongst these beautiful homes they will no longer have the same appeal.

Existing residents are not going to wish to stay if this area is designated CBD for the following reasons;

Carparking

Car parking is already an issue for many of us who don't have adequate off street parking. In the weekends there are plenty of residence carparks, but during the week it is obvious people who are not residents in our streets have procured residents car parks and it is often very difficult or impossible to find a carpark. If these streets are designated CBD what is the council going to do about parking? Will they be metered like the rest of the CBD?

Streetscape

Our streets are beautiful and the huge blot on the landscape is the high rise Hobson Court apartment. If there are more the street scape appeal will be gone. We have bus loads of tourists coming off the ships and much foot traffic of tourists coming to view our lovely streets.

Shading and views

Our houses will be shaded by high rise buildings and lose their pleasant views. Who wants to look into a high rise building?

Consequences of the above

Once the appeal of living in these beautiful historic houses is destroyed, they will revert to flats or be sold to developers and the heritage will be lost forever.

The ability for developers to build high rise buildings on these 2 heritage Streets will make the land extremely valuable and will of course tempt people selling their beautiful houses to take developers high prices.

Once some momentum gathers and a few houses sell, all the houses will be sold to developers and destroyed, or will fall into disrepair as they are rented out and not kept to the same high standard. All of Thorndon was large houses like ours at one time until Molesworth and Murphy streets were developed, and much of Wellington Girls grounds were historic houses as well. Many were also destroyed when the motorway was built. These 2 streets are all that is left of this amazing heritage and it will be a crime to destroy the last vestige's of these very historic merchant houses.

For all these reasons, these 2 streets were given heritage status so the streetscape and houses couldn't be destroyed.

Earthquake

It is very interesting that the Spacial Plan has deemed the part of Thorndon on the west side of the motorway to be unsuitable due to earthquake risk. In fact none of the homes on the east side were affected by the Kaikoura earthquake, however all our homes were affected, and pretty much every high rise over 6 storeys in Thorndon was badly damaged or completely trashed on the east side of the motorway.

Go count the number of buildings in Thorndon (some of them pretty new) that had to be pulled down, or have had to have serious remedial work. Kate Shepherd apartments in Molesworth are a classic example of a relatively new multi storey apartment building that had serious issues, and all the residents weren't allowed back in for weeks after the earthquake. With that in mind, who is going to want to live in these high rise buildings??

Schools

There is access to 3 Schools and a preschool on these 2 streets. How is traffic going to be managed when it's at bursting point now at drop off and pick up times. These streets are way too narrow to cope with the current congestion, how will they cope with hundreds more residents?

Solution

Thorndon Quay, Murphy and Molesworth Streets and the Streets between these 2, have already been developed and there could be more development there without affecting our two unique and beautiful heritage Streets. However it is difficult to see how the earthquake risk can be mitigated in Thorndon and would have thought the Council might have learnt from the Kaikoura earthquake that high rise buildings are not such a great concept in Thorndon.

Conclusion

I accept that Wellington needs more houses but destroying any unique heritage areas is not acceptable. I think there other options in the Spacial Plan, such as clusters around railway stations etc could equally achieve the objectives.

Submission on Wellington City Council Draft Spatial Plan

This submission is made on my own behalf and I would wish to speak to my submission should this be possible.

Rachel Kay Macfarlane

[REDACTED]

Mt Victoria

Wellington 6011

[REDACTED]

I am opposed to the removal by the Council of the pre-1930 demolition controls in Mount Victoria.

The heritage nature of our suburb is what makes it so liveable. It keeps the housing to a comfortable human scale. It builds a community spirit. It preserves a connection with people who have lived here in the past. It preserves the social history of the area. It is a pity that the City Council does not yet have a system of plaques to acknowledge the roles played by people and their houses in the development of the Wellington City as this history and sense of identity is in danger of being lost.

Most of the pre-1930s houses are attractive and good to live in. They can be modified and modernised without losing their essential character. They can survive earthquakes, when not all multi-story buildings can.

An increase in density can be, and is being achieved, without repeating the mistakes of the past and allowing multi-story buildings to invade the area.

I am opposed to the shrinking and piecemeal approach to the “character areas.”

As drawn in the Council’s Spatial Plan there is no logic to what is included or excluded.

I am in favour of an extension of the “character areas” into a “heritage” category to cover the suburb.

The heritage nature of our suburb is an asset to the city of Wellington. The historic housing stock of Mt Victoria and its unique suburban form are used to promote Wellington, not least by Wellington City Council. The suburb is visited and appreciated by New Zealanders and international tourists.

The Council should continue to recognise the special heritage characteristics of this area and when, taking into account the need for denser development, ensure that it is appropriate to this environment.

A continued emphasis should be placed on streetscape character and building design. Retention of a general character overlay over the suburb would ensure that any new development respects the local streetscapes.

I object to the blanket treatment of Ellice Street as suitable for Type 3 (3-4 Storey apartment buildings) and Type 4b (buildings up to 6 Storeys and mixed use and apartment buildings).

Ellice Street, where we live, is essentially a street of pre-1930 houses forming a coherent streetscape of character houses. Its overall character is still intact. The strong, cohesive architectural character of Ellice Street was recognised by the Board of Enquiry in the decision on the proposed Basin Reserve Flyover. Ellice Street and Wellington East Girls School behind are part of the suburb's wider cityscape when seen from across the city. Ellice Street is a key walking route for tourists travelling from Pukeahu National War Memorial Park to the town belt at the top of Ellice Street to look at the sites used in filming the *Lord of the Rings* series. Our own house at 94 Ellice Street was considered by Charles Fearnley as worthy of inclusion in his book *Vintage Wellington*.

Ellice Street is already a medium density area with a lot of rental properties in high demand for the affordable space and proximity to the city that they provide. Building 4--6 storey apartments in Mt Victoria is unlikely to provide affordable housing that the young and impecunious can afford and will, in fact, expel the many young people currently occupying the large houses that have been divided into multiple flats.

The treatment of Ellice Street Spatial Plan does not take into account the proposed second Mt Victoria tunnel.

The tunnel will have a protection buffer zone around it, which affects houses in Paterson Street, Austin Terrace and Ellice Street. Surely the City Planners do not wish to compromise the ability of the City to improve transport links to the Eastern Suburbs. The NZTA would not want developers to start building multi-storey buildings in this protection area.

I am not against more housing or more affordable housing in Wellington.

But such development should be phased, so that it first takes place in areas which need regeneration e.g. Adelaide Road and from Kent Terrace through to Willis Street. In these areas the effect of multi-storey apartments can be blended with other similar buildings.

Spatial Planning must be underpinned by realistic projections of future growth.

This does not seem to be the case.

Rachel Kay Macfarlane

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15412**

Privacy statement – what we do with your personal information

View our full privacy statement online: <https://planningforgrowth.wellington.govt.nz/privacy-statement>

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Submitter Name: Richard Norman

Suburb: Mount Victoria

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

I have responded with 'disagree' to the questions because these are presented as 'yes / no' options. I support increasing the density of population, but blanket rezoning is the wrong approach. Focus first on the 'brownfields' sites which have been blighted for decades by zone based planning of the 1960s - early 1980s. There are large areas such as Te Aro, Adelaide Road, the Johnsonville shopping centre, the centre of Tawa, where valuable land is under used as a result of motor-car focused planning of earlier eras. I've personally navigated these issues as part of a team at St Peter's Church, Willis Street, which has worked

with a developer to create 150 apartments, a park and community facilities. This type of locality based planning is needed - not the generic rezoning proposed at present.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

I am a Mt Victoria resident who was fortunate to buy into this suburb in the late 1970s when the area was regarded as a 'slum'. We have modified an 1880s villa in keeping with the character of Victorian buildings. I am not a 'boomer' nimby - but want to see higher density housing done well. The term 'Qimby' - quality in my backyard is much more appropriate. Mt Victoria still fortunately has a reasonably diverse community. The proposed mass rezoning and removal of restrictions on demolition will almost certainly mean this suburb becomes as 'gentrified' as Oriental Bay. First to go will be larger, character Victorian buildings, many slightly or very rundown by land owners who lease them to multiple tenants. With land values averaging \$1 million for most Mt Victoria sites, replacement buildings will be priced for the top end of the market. Six storey buildings won't recoup the land costs sufficiently to enable lower costs apartments. Such buildings are likely to blight neighbourhoods by blocking sun and views; they may end up housing fewer and more wealthy people than occurs currently. Regulations about rental accommodation offer a positive way to ensure quality rentals. Blanket rezoning does not. Precinct based planning in partnership with current owners and resident groups is a much better alternative planning process.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Shops and businesses, New housing, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Access to the town belt behind Mt Victoria, which highlighted the need for significant green space in those parts of the city where the highest growth of population is most likely to occur. The Sustainable Cities Research project has completed an excellent analysis for Wellington City Council about how little green space is available in Te Aro for current residents, let alone a likely doubling of residential population. This comes back to planning for precincts, not blanket rezoning. Current zoning for Te Aro enables high rise buildings which can create apartments at more affordable levels (if \$500-700,000 for a one bedroom apartment is considered affordable). Having been involved in precinct planning for St Peter's church, Willis Street, I am watching the impact of the only serious planning of recent years - the upgrade of Victoria Street. That council investment of about \$13 million has resulted in something like

\$600 million of development. But the planner in charge of that project has left the City Council. The planning did not go much past road works and creation of mostly grass free 'parks'. The block between Dixon, Ghuznee, Willis and Victoria Streets has apartments underway or planned which will mean a population for just that block of about 1500, or 750 per hectare. Where is the City Council planning for parks and community facilities? Non-existent in the case of the St Peter's development; even to the extent of charging rates on the publicly accessible park the church has made possible. High rise development in brown fields sites can make the single largest contribution to a more densely populated city - but it needs active precinct planning, not generic rezoning.

What amenities or facilities were missing or could have been improved?

Covid is a wake up call about the need for effective design in high rise apartments. To what extent can they allow for social distancing during a pandemic, but also enable residents to gain a sense of community which can develop through chance meetings in narrow streets from the Victorian era. What are the risks that 12 - 17 storey buildings currently going up will become the 'slums' of 30 years time, as has happened with Wellington City Council housing developments in the Arlington housing development near Webb Street. A more positive example seems to be the refurbishing of the Brooklyn Road council apartments to allow both privacy and opportunities for small group communities. These issues do not seem to be part of design requirements for the mini boom in apartment developments. Buildings are being approved site by site rather than as part of locality planning.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

This is tackling a large and difficult issue which needs active engagement from local and central government, residents, business and property owners and those who speak for a generation which is being priced out of home ownership. Strong responses from m

2. What would you change or improve?

Put on hold the proposals for mass rezoning and focus on getting real progress first on brown fields sites where high density housing will be an improvement to the character of the city.

3. Take a precinct and locality based approach where council staff across functions such as housing, building consents, rating, community services are involved alongside the planning group.
4. Review how the rating system could be used to discourage land banking or under use of prime city land. Use options for differential rates to encourage and cajole owners to contribute to residential development.

5. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

6. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Neutral

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Neutral

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Neutral

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **14116**

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Submitter Name: Robert Whitaker

Suburb: Melrose

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Nothing is more important than building quality affordable homes for existing and future residents.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Social services and community facilities, Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Parks and playgrounds, New housing, Community facilities (libraries, community spaces, social services, etc.), Child care

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Public outdoor spaces including coastlines and free belt, playgrounds (once access was allowed), transport links.

What amenities or facilities were missing or could have been improved?

None

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I think it sets the framework for development but I am concerned that national and local government will not support it sufficiently through investment in building the tens of thousands of affordable homes we need.

2. What would you change or improve?

I would consider ways that the plan could prioritise and support greater building by entities other than private developers and individual households. This would include community housing providers, central and local government, institutions like health and education and long term ethical investment funds. I would also be interested to see how the plan could encourage the embedding and perpetuating of affordability and quality using mechanisms such as covenants.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

How to enhance access and amount of green spaces and transport whilst intensifying housing.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

How to enhance access and amount of green spaces and transport whilst intensifying housing.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Planting

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **15510**

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Submitter Name: Rohan Biggs

Suburb: Karori

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Wrong and leading question. We should remove all regulation protecting so-called 'character'. Please just get out of the way and enable more houses to be built.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Infrastructure (stormwater, water supply, wastewater)

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Parks and playgrounds

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Neutral

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

n/a

What amenities or facilities were missing or could have been improved?

n/a

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

It is a small step towards local government getting out of the way of housing supply.

2. What would you change or improve?

I would make it more ambitious and enable more housing supply. More stories over a greater area.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

If people like heritage buildings they should be required to buy them to save them. Using council regulation to block owners from demolishing the buildings they own is uneconomic and an affront to property rights.

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Neutral

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Disagree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

No

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? Yes

Wellington City Council Spatial Plan Feedback

Key messages:

- I strongly support all the proposals to liberalise zoning restrictions as set out in the Spatial Plan consultation document. This should have happened 20 years ago. If anything **the Council should be more ambitious** (allowing more stories over a greater area).
- I strongly oppose the retention of pre-1930s character areas. These are an unjustified undermining of property rights. If people want to save them, they should buy them.

Introduction

1. New Zealand has failed to build enough houses to keep up with record levels of population growth. The issue has been exacerbated by internal migration into cities. The results have been fairly predictable – increased prices, increased rents, over-crowding, increased homelessness and housing need. Few people across the political spectrum would contest any of this anymore.
2. There is a multitude of factors leading to NZ's housing shortage. The Productivity Commission has produced several related reports (Housing Affordability in 2012, Using Land for Housing in 2015, Better Urban Planning in 2017, Local Government Funding and Financing in 2019 etc.) that do a better job than I could at setting out the multitude of complex issues.
3. However, there is clearly one thing Council can do: **Get out of the way.**
4. The National Policy Statement on Urban Development (NPS) is a sad indictment on Local Government's failure over decades to get out of the way. These decades should have allowed the Council to think through how best to enable growth in a sustainable manner that best fits the needs of Wellington and its topography, and to bring local communities along on the journey, but they have been squandered.

Property rights

5. I commend Councillor Matthews' advocacy for liberalising land use although I suspect I reach similar conclusions from a different philosophical position.
6. Strong and enforceable property rights are a necessary feature of productive and efficient economies. Local Government planning regulations are a necessary evil that undermine

property rights. However, these regulations can be more or less egregious. My view on the importance of property rights leads me to make three observations:

- a. Liberalisation of land use improves property rights and should be applauded.
 - b. Property rights do not extend to property you don't own (the whole suburb for example) and it is not your right to block or prevent development.
 - c. The pre-1930's character area regulation is an affront to property rights.
7. First, all the proposed changes in the Spatial Plan to what is allowed to be built and where improve property rights. This is to be applauded. The Council could be more ambitious and unfetter more property owners (expand the areas where change is proposed and increase allowable stories).
 8. Secondly, having property rights in a section does not give you rights over a neighbourhood. Individuals may well have strong views about and attachment to their local areas but this does not convey a property right. So while some locals may oppose change and increased housing density, and correctly identify loss of amenity and infrastructure issues, this should not be determinative. Indeed, **the interests of those who would dearly love to purchase a medium density dwelling in the neighbourhood if only such an opportunity existed** should also be weighed in the balance. In short, while property rights are critical, they are also limited to property you own, not everybody else's property.
 9. Thirdly, the pre-1930's character area regulation is an affront to property rights. Small groups of vociferous individuals who gain some personal benefit from the street frontages of other people's houses have no right to demand those frontages be maintained. If they care enough they can buy the houses. An inability to afford to do that does not justify the restriction of other's rights. There are many things in life I would derive a benefit from that I can't afford, that is life. Forcing other people to maintain a certain type of street frontage is a bizarre anomaly where I can force others to bend to my will via local government regulation.

The only thing worse than private enterprise is central planning

10. Once land use has been liberalised as proposed in the Spatial Plan, it is almost inevitable that the private market will deliver some ugly and low quality buildings as a result (that Heritage New Zealand will immediately place on its Category A list). It would be an enormous mistake to think that local government could somehow "plan it better" to avoid this problem. The only thing

local government has proved itself adept at making it difficult to build housing and attempts to regulate ugly low quality buildings out of existence will inevitably continue this track record.

11. Ultimately New Zealanders need to be a lot wealthier than they are to demand universally high quality housing stock. If we had northern European incomes we might have a shot at it, but sadly those days are consigned to the history books for the time being. The focus in the short term has to be on enabling hard-working young New Zealanders on medium incomes to have a shot at purchasing their own houses.

Bogus arguments against enabling densification

12. The single most unconvincing argument used in opposing the enablement of higher density housing in the plan is that our infrastructure must be fixed first. The counterpoints are thus:

- a. The local community does not have a right to blackmail the Council into acquiescing to infrastructure investment before agreeing to changes to density regulations. As noted above, property rights are limited to things you own.
- b. Enabling the building of higher density housing does not mean we'll get much in a hurry – that's a choice for the market. There will be plenty of time to build infrastructure. And while I have confidence that the Council will act if there is raw sewerage running down the streets, I have no confidence that it will ever invest proactively to support the strains of a larger population. Given this, I say let the market build and address whatever issues arise as a result – the alternative is no change, ever.
- c. This is a thinly disguised NIMBY argument. It is the kind that has been so successful for decades. The moment has passed, it's not 1998 anymore. Please get out of the way.

13. Another argument is that the proposed changes won't create any new housing, and that the Council should be doing more to build actual houses (e.g., down on Kent and Cambridge Terraces). The counterpoints are thus:

- a. The point made may be true, but in no way does it act as an argument against enabling others to build higher density dwellings if they choose.
- b. The Council should just stay out of building houses. Central government has a patchy track record, I can't see what advantage the Wellington City Council has that would enable it to do it any better.

- c. This looks like a distraction designed to justify a NIMBY opposition to the proposed changes (“You can’t allow building here, what we really need is real houses now down in the city”). Please get out of the way.
14. I have also seen proposals in Newtown that show how the necessary level of new housing can be planned into a much smaller area than the larger changes proposed in the Spatial Plan would allow. This proposal shows a profound lack of understanding about the distinction between enablement and actual delivery. There is next to no chance of anyone with capital deciding to build precisely what is required within the narrow confines determined by planners. Similarly, there is next to no chance that there is enough capital to miraculously place six and eight story buildings throughout the entire area where that is enabled by the Plan. The Council’s job here is simple: **get out of the way**. If you were to limit changes to land use to the areas proposed in the Newtown alternative, you will not get the housing we need.
15. As for the desire to protect heritage buildings... I love people more than I love buildings. Things change. The needs of the population change. The needs of those suffering from high housing costs need to be weighed against the vocal minority of heritage building lovers. **Protect and enhance property rights**. Let the owners knock them down without restriction if they wish. (Knock down the old Town Hall while you’re at it).

Conclusion

16. I hope this submission provides some voice to those locked out of the Wellington housing market. Unfortunately, they tend to be younger and less engaged with critical processes that influence important decisions. I like to think that I represent members of the *I would like to be a Karori Resident Association*. The Spatial Plan changes may do little for them in the short run, but with an eye to my daughters’ futures, I hope it will finally unblock the Council barrier to housing supply. **Please get out of the way**.

Rohan Biggs



Karori

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15933**

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Submitter Name: russell taylor

Suburb: Aro Valley

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

i dont accept the 20 plus people a day forecast

i do not think wgtm should grow

-if relocation required let it be away from coast,flood plains ,earthquake fault, bushfire country,and potential slip slopes, off ridges,where there already infrastructure including public transport, villages meeting places /parks as well as stormwater facilities sewage water supply all seasons that can cope

the slopes and hills, melrose , kingston, karori , belmont, newlands j ville

infill on vacant lots and ... more inner city apartments

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

north facing sunny sheltered spots/yards, no more shadows, no concrete canyons.. i would support a more flexible adaptable less restriction and more guiding principles ...is the transition better responding to environmental and social needs

builder, occupants, neighbour hood determine re site coverage height restrictions, storage, materials, aesthetics

more about mobility, resilience , access of services {and the city cost and impact as a result}, arteries, esp fire and ambo and geotec/weather

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Commercial activity (retail, cafes, local businesses), Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Infrastructure (stormwater, water supply, waste

Other: schools, preschools, travel arrangements to hospital, policing, carbon costs and benefits esp during as result of transition, waste disposal, recycling, edible gardening, lockdown/emergency capacity

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Parks and playgrounds, New housing, Medical facilities/centres, Bicycle parking

Other: vehicle bike repairs and sales, hairdresser, opportunity shop, cafe, veggie shop/stall, buskers, bookshop, dairy, reading room,

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

supermarket and dairy

provision of services esp tv, ph and net

police and emergency services

medical centre and pharmacy

What amenities or facilities were missing or could have been improved?

service coys{internet,tv, energy} operate for no profit in charges during emergency

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

11. If you answered yes to the question above, what types of assistance would help landowners?

Other: vehicle bike repairs and sales, hairdresser, opportunity shop, cafe, vege shop/stall, buskers, bookshop, dairy, reading room,

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment?

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **14390**

Privacy statement – what we do with your personal information

View our full privacy statement online: <https://planningforgrowth.wellington.govt.nz/privacy-statement>

All submissions (including names and contact details) are provided in their entirety to Council officers for the purpose of analysing feedback and to inform you of updates and outcomes of the consultation. Feedback and submissions (including names and suburbs but not contact details) may be available to the public at our office and on our website. Exceptions to how we will share your information may occur over the course of the Planning for Growth project in order to comply with statutory process under the [Resource Management Act](#).

All information collected will be held by Wellington City Council. You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at planningforgrowth@wcc.govt.nz, or at Wellington City Council, 113 The Terrace, Wellington NZ 6011.

Submitter Name: Sally Evers

Suburb: Berhampore

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Pre-1930s housing provides a distinctive character, with its beautiful, graceful architecture and variety within a recognisable style. Berhampore has housed individuals across all but the very top income brackets so affordability is still possible without replacement of substantial sections of the suburb.

I love the variety of ethnicity, culture, ages in the suburb, and the green areas which wrap around it. WCC needs to rethink character of the whole suburb (and others) not just the cherry-picked character sub areas such as my street.

I value the history of the suburb much of which lies in its dwellings (some lost with the recent Britomart St medium density development), and the uses existing commercial buildings have been put to, such as the bakery.

I'd sooner see 1980s unattractive dwellings and 1990 leakers (consented by WCC) demolished and retain other houses in the suburb that aren't as pretty as mine. I have previously submitted that council should make loans available for maintenance of character houses so the suburb wide character is retained but insulation and warmth retained.

I am delighted that access to public transport, and removal of requirement for parking are both on the agenda. Access to public transport for my then 11 year old and myself for work was a key reason for buying into the suburb.

I look forward to improved cycle lane through (or bypassing) Berhampore village.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Infrastructure (stormwater, water supply, wastewater), Social services and community facilities

Other: Do you mean the village here? I've taken it as the centre (BP corner area in Berhampore)

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Landscaped spaces/plantings, Cafes and restaurants, New housing, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

My property adjoins the Berhampore golf course, which is traversed by the City to Sea Walkway. Our family used this at least daily, as did many others.

The parks were also valued and lots of our streets - including mine - were used by dog walkers, runners and families.

What amenities or facilities were missing or could have been improved?

It was important that for safety the playing of golf restriction was enforced.

There was some lack of clarity around where responsibility for that lay.

It was very frustrating that to be able to access the Southern landfill for recycling.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The plan recognises the vital role of rapid transport to the local economy and people's leisure time and aims to keep the city centre vibrant and peopled.

2.

3. Like the proposed open spaces retention and improvements

4. What would you change or improve?

There is now too loose a leash on possible demolition of character suburbs housing and commercial stock.

5.

6. I support medium density housing, in the right places. I lived in a 5 storey apartment building in Te Aro and can attest that is not too high for there to be a strong community within the building (at least where there are sufficient owner occupiers or long term tenants).

7. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Is there sufficient planning for growth in the school age population, both for schools and the recreational centres and activities they may require?

8.

9. The unseen infrastructure (big pipes especially) is costly but really vital.

10.

11. Projected Wellington growth may need to be revised - post COVID 'refugees' are likely to be high net worth individuals unlikely to want to live in a 2-6 storey dwelling replacing a pre-1930s one.

12. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Not sure

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Not sure

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Retention of its identity, including recent immigration influences.

Alternative and enchanted public transport options - a ferry?

Respect for its Maori heritage and opportunities to share in it.

Mixed housing without ghettoisation and a mix of

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

I haven't thought enough about this, and am not very familiar with the area but it strikes me as lacking a heart, and being inaccessible. Housing redevelopment should concentrate on making it easier to get to and around for the residents, capita

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Thank you for the opportunity to submit. Please keep me informed,

Have you provided an attachment?

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID 16238

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Organisation Name: NZIA Wellington Branch

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

See attached submission document for details.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Access to cycleways/routes

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Shops and businesses, Cafes and restaurants, New housing, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

The townbelt, and the beach.

What amenities or facilities were missing or could have been improved?

See attached submission document.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

See attached.

2. What would you change or improve?

See attached.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

See attached.

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Neutral

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Disagree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Neutral

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Infrastructure - transport connections in particular.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

As above.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Financial assistance

Other: All of the above.

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

See attached.

Have you provided an attachment? Yes

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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

SUBMISSION ON DRAFT SPATIAL PLAN OCTOBER 2020



**New Zealand
Institute of Architects**
Wellington Branch

The Wellington Branch of the NZIA supports densification of the Wellington urban and suburban environments, and is making this submission to note that it is important that density is done well, and to comment on some of the specific points of the DSP in relation to this.

We support the DSP objectives of creating a compact, resilient, vibrant and prosperous, inclusive and connected, and greener Wellington, and at the high level our feedback on the DSP is that the specific detail of the way in which these objectives are enacted through the District Plan are critical to ensuring high quality outcomes.

This submission should be read in conjunction with the plan, as it follows the order of the plan. Text from the DSP is shown *in italics*.

Central City

- *Development of guidance to encourage better apartment design, particularly around size and usability of internal space and amenity considerations such as access to natural light and outdoor living areas*. We strongly agree that this is required, and the detail of this guidance and the way in which it is implemented will be important. The current Residential Design Guide, which is viewed by the council as a checklist of requirements rather than as 'guidance', should not be the model. We would suggest that design guides work in tandem with some kind of Design Review Panel, which sees a peer review type system of designs for multi unit residential projects of any scale. Both Christchurch and Auckland have models for this, similar to the TAG group for Wellington Waterfront. This panel should be made up of architects, landscape architects, urbanists, urban planners, iwi and community advisors to ensure any scheme achieves a high quality of design in all its design, urban and cultural layers.

Inner Suburbs

Note that many of the comments below also apply to the DSP as it relates to the Outer Suburb and Opportunity Sites, but have not been repeated for brevity.

- We support the removal of minimum car parking requirements (and this is likely to unlock a number of infill housing sites throughout the city), but it is crucial that vastly improved public transport, pedestrian and cycleways are created in tandem with the densification of this area.
- Similarly the protection of existing and creation of new green spaces, play areas and other open spaces which serve a variety of needs is critical to support increased density.
- The removal of minimum car parking requirements should also be supported by District Plan rules which mandate easily accessible and secure storage for bikes (with power to charge electric bikes) in new residential development.

- Creating designated sub-areas where the pre-1930's character controls are in place is a positive step, as currently these controls exist over broad swathes of the inner city - much of which is well suited to more intensive development, and where such development should be encouraged.
- It is not clear from the DSP what the new '*general character overlay*' will mean in practice - this appears to have the same boundaries as the current areas in which the pre-1930's controls apply. It will be important to define this clearly in the District Plan, with a presumption of allowing and encouraging development rather than restricting or preventing it in these areas.
- The changes to *amend specific residential controls such as ground level open space, and building recession plans to enable sites to be more efficiently developed and enabling the modernisation of older homes* are likely something the Wellington Branch of the NZIA would support. Again the detail and implementation of these controls via the District Plan will be important. Recession planes in particular will need to be considered differently if density up to 6 storeys is to be made possible. While recession planes are arguably an effective tool when employed on relatively flat sites, they already have unusual and undesirable consequences when used on Wellington's steep topography, infill houses sites (with recession planes from all site boundaries), or sites which are not rectilinear in shape (or in some cases, sites which can be all of the above). The Unitary Plan in Auckland is one model of how building controls might be implemented, with zonings such as the MHU zone governed primarily by 'boundary set backs' and 'outlook spaces' in relation to specific rooms of the proposed dwelling/s, and recession planes where this denser zoning adjoins a lower density residential zoning. This strategy seems to allow for the complexity of more dense development on a larger range of site types, whilst ensuring appropriate amenity for both the proposed development and existing neighbouring properties.
- *Modernisation of older homes* is critical - a greener Wellington is one in which the embodied energy and sequestered carbon within existing dwellings is retained, rather than demolished and rebuilt. The District Plan should strongly encourage adaptive reuse, and the modernisation and upgrading of our existing building stock. The detail of how this is implemented is particularly important in any character sub areas, or character overlay areas. Houses in areas currently covered by pre-1930's restrictions can be extremely difficult to upgrade for their owners (particularly if the desired upgrades have any impact on street front appearance), which exacerbates the decline of what is already some of the lowest quality building stock in the city.
- The current ground level open space rules are a site density control (in addition to the site coverage rules) and should be replaced with controls that ensure usable, functional outdoor space for the occupants of proposed dwellings.
- This section of the DSP notes factors that are *crucial to the delivery of good density*, including *Development that integrates with/relates to existing building form and style in the surrounding neighbourhood*. We would note that integration with and relating to does not have to mean mimicking the surrounding context, and that architectural contrast can be a positive way to reinforce surrounding character. Contrasting a contemporary design is currently noted in the District Plan as a potential route to compliance in pre-1930's character areas, but is more difficult to enact in practise, with the resource consent process tending to favour buildings which closely mimic the neighbouring ones. A good example of development that relates to it's surrounding neighbourhood, without being a pastiche of it, is the Zavos Corner development in Mt Victoria. This should be encouraged. We expect that a Design Review Panel would be important in this scenario too.
- Infrastructure (sewer, stormwater) needs to be improved to allow for this increased density - this is mentioned in passing in the DSP. We note that currently new infill

housing tends to require stormwater detention be provided. Requiring retention systems (rather than detention) would be a way to ensure a distributed emergency water supply throughout the city, building resilience in the event of an earthquake.

Outer Suburbs

- The NPS-UD 2020 requires councils enable development of various densities within ‘a walkable distance’ of a particular types of transport or a metropolitan centre. The DSP seems to have translated this to a *5 minute walking distance* and a *10 minute walking distance*. These are not only very short walks, but defining these in practise seems problematic (who is doing the walking and at what speed), and a specific distance may be more appropriate as a parameter in the District Plan.
- The proposed medium density controls sound appropriate, but will need to be carefully considered at the District Plan level. Requiring a resource consent process for all multi unit developments is appropriate, and we would note again that the implementation of a Design Review Panel as part of that Resource Consent process would be encouraged.
- Heritage assessment is noted in this section of the DSP, as a mechanism to *establish whether there are any additional buildings/areas/sites within the suburbs that warrant protection in the District Plan*. We would suggest that this process be undertaken in consultation with Heritage New Zealand, as there are a number of buildings and sites throughout the region which are listed by HNZ, but not specifically noted (and therefore not currently protected) within the District Plan.
- We support the resolution of transport issues related to connection to Karori, and suggest that transport connections should also be considered as part of the plan to densify the Eastern Suburbs.
- Kelburn notes a density of 3-4 storey apartment buildings zoning adjacent to the university and the central city, which we support as appropriate in this area. However, the DSP also notes that building heights should be limited *along Central Terrace, Kelburn Parade and the area around the Cable Car*, to ensure that new development *respects the character of this area*. The inference is that height limits would be lower in the area described, which appears to be almost the entirety of the area shown as suitable for 3-4 storey apartment building. It is not clear whether this is a character overlay for this area. This should be clarified.

Opportunity Sites

- Whilst greenfield sites may play a role in meeting Wellington’s housing needs as the city grows, we would strongly encourage policies and standards to see these new sites being developed to a similar density as is being proposed elsewhere in the city, and to provide strong public transport links to the city. As an example, the indication for Upper Stebbings Valley shows a much lower density, with a *future bus service* mentioned. This seems to be out of step with the vision for the rest of the city.
- We note that other opportunity sites should be considered, such as the reduction of the Berhampore Golf Course to nine holes (on one side of Adelaide Road only), which would free up a considerable area of land suitable for relatively intensive development close to the central city, with good existing transport options.

Natural and Open Space

- The natural and open spaces of the city will assume increasing importance as the city densifies, and we support the DSP in these being retained and maintained.
- Rules to protect indigenous biodiversity should be balanced against the need for resource consents for residential development.
- We support the introduction of standards relating to permeable surface areas as part of site development.
- The DSP notes that *good site development practises are utilised to reduce impacts on the natural environment (eg minimising the amount of earthworks required)*. Whilst we support this objective, we note this desire to minimise earthworks needs to be considered in terms of what is practical, particularly as we begin to build on more infill and marginal sites on steeper topography within the city. Currently height limit and building recession plane standards push buildings downwards, with the effect of increasing earthworks and retaining, so consideration of these standards may allow a wider variety of design responses.
- The DSP notes *exploring the purchase of land for new parks/playgrounds, particularly in the central city and inner city suburbs*. We support this as part of the plan; this will be required as more families are living in denser housing typologies, which may have less (or no) private open space associated with them.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **15046**

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Submitter Name: Sandra Hurnard

Suburb: Khandallah

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Neutral

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Rather than building multi-level apartment blocks, I would like to see more in-fill townhouse style and small (tiny) homes built on vacant or under-used land.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

I believe we should avoid 'Stalinistic concrete Jungle' style buildings. These do not promote good mental health.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Medical facilities/centres, Easy walking distance to the centre

Other: I haven't included 'employment opportunities' as my understanding that working from home under COVID-19 has proved that this is possible and desirable. This enables sharing of child-minding duties and takes pressure over public transport (rush-hour)

8. What amenities would you want to see around future mass rapid transit stops?

Bicycle parking

Other: Our local Johnsonville line 'stops' don't meet the definition of 'mass rapid transit stops' !!!

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Neutral

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Local supermarket and dairy, pharmacy that we could walk to and the staff were superb.

To be able to walk in green spaces and keep our social distance.

What amenities or facilities were missing or could have been improved?

Rubbish collection of recycling materials so that they didn't end in the dump.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The Opportunity sites document but this is a 'green field' development proposal. The Regional Intensification Plan is like the 'procrustean Bed' of Greek Mythology.

2. What would you change or improve?

The premises that the Johnsonville Line does NOT qualify as a mass transit route. While there is some spare capacity on the rail line currently, it is single tracked. What is the true capacity of the line given that double tracking with all the expense entailed of incredibly expensive tunnel widening as well is highly unlikely to proceed.

3. The stops of Crofton Downs, Ngaio, Simla Crescent, Box Hill and Khandallah do not warrant 6+ storied apartments which would ruin the positive aspects of these suburbs.

4. Such buildings are incompatible with the life-cycles of the residents. High rise living suits single people, students and professionals who wish to live near offices and restaurants. Young families, multiple generation households and active retirees however appreciate having some garden space and a 'Green' environment.

5. Noise considerations have not been taken into account. High-rise dwellers don't appreciate crying babies at 2 in the morning while families and older people don't appreciate loud music, parties and door banging etc.

6. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

In an attempt to squeeze in more people the current residents of suburbs are being viewed as selfish Baby-booming NIMBYs. This is unfair as most residents regardless of age-group are prepared to accommodate in-fill housing and realise that garden spaces will have to be sacrificed.

7.

8. The high cost of building will not be solved by building high-rise structures as it is not just the land which is the major cost of homes. The exorbitant cost of building materials and expensive mistakes made during the building process also contributes considerably to the cost.

9.

10. The topography of the Wellington Region also is an important parameter of cost because of the steepness and earthquake risk factor.

11.

12. It is also imperative to spend money on the sewerage and water infrastructure before developers are given the green light to blunder Wellington's suburbs.

13. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Neutral

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Neutral

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

N/a

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

N/a

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Not sure

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Planting

Other: Our local Johnsonville line doesn't meet the definition of mass rapid transit stops !!!

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

There was an excellent letter to the Editor of the Dominion this morning (28th September 2020) regarding the spatial plan . I agree with the author Brett McKay of Thornton that ...

That the Draft Spatial Plan is not the strategic plan it is purported to be. It is essentially a zoning plan identifying building height and density standards ...

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **15088**

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Submitter Name: Scott Sargentina

Suburb: Mount Victoria

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Neutral

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Firstly, you're making a significant assumption with the 80,000 figure. Don't the numbers go from a low point of 30,000 up to a maximum of 80,000? Most analysts are suggesting the mid range is probably about right.

Unquestionably the new housing should be in areas that can sustain it and are on key public transport routes. My fear with trying to shoehorn all these new people into the CBD and fringe- city, is around the

infrastructure to support them. You can't just magic-up new schools and new park space or healthcare. Where does that go?

You're also assuming that people want to live close to inner city where their work is. What Covid has shown us is that more and more people are working from home. If you want to cram people into the central city, there are plenty of partially filled office blocks that could be repurposed as residential apartments.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Melksham Towers. That magnificent tribute to Stalinist architecture that was signed off by council will be the rallying point for all Mt Vic residents as to why the council should have no part to play in developing inner-city tenement living. The reasonably small section sizes in Mt Vic make it impractical and unrealistic to put 6-8 storey apartment complex's up.

But the overwhelming concern for many current residents is with a new build next door that it will block out any access to sunlight.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Infrastructure (stormwater, water supply, wastewater), Medical facilities/centres, Access to cycleways/routes

Other: Schools

8. What amenities would you want to see around future mass rapid transit stops?

Shops and businesses, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Neutral

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Wellington College - the only flat grass space close by

Town belt

Pukeahu

What amenities or facilities were missing or could have been improved?

None

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

Ensure that the areas that are ripe for apartment construction are built first before attention turns to suburbs of character. Kent & Cambridge Terraces and Adelaide Road (both sides) are the obvious options. You could fit 10,000 people (maybe more) along there. Some parts of the city eg Manners, Dixon and upper Willis Street should also be targeted as they have become very tired and in need of revivification.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

Look at those areas that have 1-2 story commercial /light industrial properties that could be developed before you look to stamp out character.

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Strongly Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Strongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

What will bring these numbers of new residents to Wellington? Is Government going to continue to be the major employer and if so, will there still a need to accommodate workers in inner city office blocks versus the increasing trend of working from home?

I'm concerned about an influx of new people and no infrastructure to support them - primary/secondary schools, healthcare etc

I'm concerned that land lots in Mt Vic aren't big enough to support multi-storey apartment complex's. And I'm particularly concerned that if these are built there will be a serious denial of sunlight provision without the proper regulated safeguards.

I'd like council to ensure they adopt a common sense approach to suburban infill of apartments. Once the genie is out the bottle, it's hard to recap it.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID 15162

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Organisation Name: Park Mews Body Corp Committee

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

Suggest a more even distribution of population across inner and outer suburbs, do not agree with multi story building in some of the more character-filled suburbs

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

It is important to keep the 'pockets' of character we currently have in suburbs and areas through-out the city. These 'pockets' give Wellington it's considerable charm and gives the city an advantage against other cities such as Auckland

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Social services and community facilities, Medical facilities/centres

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Shops and businesses, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Neutral

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

The village in Hataitai became even more vital, a number of elderly or single people live at Park Mews and the businesses in the village are all within walking distance. This is vital for people who don't have a car or who just need food, prescriptions and a bit of human contact (safely masked and keeping distances of course!)

What amenities or facilities were missing or could have been improved?

The Hataitai medical practice has recently moved to Kilbirnie, re-establishing a practice in the village would be helpful, all other local practices are full and not taking new patients

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

The plans to keep the greater Wellington city compact and trying to prevent sprawl is to be commended but there is a concern with the heights of apartment blocks being proposed in some areas

2. What would you change or improve?

Greater emphasis being put on preserving any areas that have character, encouraging the building of large multi-story apartment blocks may lead to creation of 'ghettos' in some areas (thinking of the housing estates in the UK) so would like reconsideration of this policy. Concerns about existing properties being shaded or views being compromised by multi-story buildings being built near-by.

3.

4. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

5. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Disagree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Neutral

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Neutral

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **14484**

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Submitter Name: Steffen Rusten

Suburb: Wellington Central

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

Nothing. Character comes more from people than facades. Build for density, health, and affordability.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Infrastructure (stormwater, water supply, wastewater), Access to cycleways/routes, Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Shops and businesses, New housing, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Walkability, access to supermarkets.

What amenities or facilities were missing or could have been improved?

cycle lanes

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

The number one priority should be building a city that has adequate affordable, safe, housing. 'Character' considerations need to fall well below this challenge. There is no negotiation.

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Disagree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Not sure

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Strongly Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Strongly Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Not sure

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Stongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No



*enhancing community well-being
through civic engagement*



EXECUTIVE SUMMARY

While ICW represents the largest population of any suburb, we live in the Central Business district. We accept the views of those who work and play in the city are important, but we will sometimes have a different perspective on what is our neighbourhood and we want that recognised. Also, our vastly different demographics need to be better considered. A Spatial Plan created without the people who will live in it being the reference point for every consideration cannot provide the integrated approach required. *This submission focuses on issues relevant to Te Aro – Wellington Central.*

ICW questions the growth assumptions that the Spatial Plan addresses and does not accept the load the Inner City is expected to take given already unacceptable density levels with totally inadequate infrastructure along with resilience issues. Although adequate infrastructure is mentioned, we contend that the current appalling state of the systems imperative for public health in the Inner City – particularly pipes for water and sewage – must have a plan for immediate remediation as a prior commitment before any further development in the inner city takes place.

Current mesh block population density levels in much of Te Aro are already unacceptably high in relation to the inadequate infrastructure, and lack of green space and amenities provided in the area. Latest developments particularly in Te Aro include both new-builds and conversions focussed on single or two room apartments which exacerbate the problems of density. Mixed housing in high rise developments, particularly with availability of long-term tenancies, will be more effective in developing safe communities.

ICW is also concerned that consents for individual buildings do not consider the impact for the wider environment. While one building might look fine at planning stage, only later is it realised that other adjacent individual consented buildings have created the development of a substandard living environment with consequent degradation both for residents and for businesses operating in the area.

The Mahoney/Miskell report, with which we strongly agree, shows there is currently a deficit of green space in the central city – that is BEFORE any further requirements relating to future growth. We highlight the need for action NOW to address that lack of current space

Entirely absent from the plan but clearly pivotal for future development of high-rise buildings are issues around insurance which are becoming a major problem and issues arising from the Unit Titles Act. If these are not addressed before further large-scale development is approved, WCC is setting up significant problems for the future.

Contrary to the WCC view, ICW believes that there could be significant change to our City's economic and population growth post-Covid-19, particularly in the Inner City and this has not been adequately addressed in the plan.

We support increasing density as a good way to deal with growth, particularly around transport links. However, in doing this it is critical to create an environment that is good for people to live in. Any increase in density needs to be allied with a strong policy on green space, on good quality design, on infrastructure and amenities. It is not just an issue of numbers of people and numbers of dwellings. Mandated standards will be required to achieve this.



Rev Stephen King
CHAIR

INTRODUCTION

Representing residents of the suburb with the largest population on the least land in Wellington, ICW has particular concerns about the way in which the Inner City in Te Aro and Wellington Central has been 'developed'. While we accept and support the principle of compactness with increased density WHEN DONE WELL, we vigorously oppose a regulatory environment that will allow any such development that will not enhance the wellbeing of residents in our area in future. In our view, healthy inner-city neighbourhoods will also have a positive effect for business. We do not want to see a 'ghettoisation' which will leave both future residents deprived of an acceptable standard of living and business of operating in a safe neighbourhood.

An appropriate framework for this plan would have been the **UN Sustainable Development Goals** which were adopted by New Zealand in 2015 - in particular Goal 11 – Sustainable Cities and Communities which aims to make cities and human settlements inclusive, safe, resilient and sustainable.

The UN seven standards for adequate living would have provided a broader plan for our city within which we could have seen how the Spatial Plan related. Performance Indicators could also have been identified through use of the UN framework. We are concerned that location and affordability too often seem to be the only criteria for development.



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

- ✳ **We ask**, “Are there areas where growth should be ‘capped’ because of density, resilience, inadequacy of infrastructure or other such issues?”
- ✳ **We contend that**, to ensure that excessive/unhealthy population densities cannot occur, the Inner City is such an area. We are told this plan will be implemented in concert with other plans but do not have the opportunity to understand how that will occur or how that might change proposals in the Spatial Plan. For informed consultation we need to see this plan in the context of a holistic City development plan.
- ✳ **We argue** that development should be phased so that it first takes place in areas which need regeneration e.g. Adelaide Road and Kent Terrace.
- ✳ **We maintain** that development must be actively planned rather than ad hoc, to ensure that growth does not give rise to low quality and/or inappropriate developments in the wrong places.

The summary of the Plan gives us no comfort when we see “Consolidating the Central City’s role as the employment and economic hub of the Region” with no mention of our Inner City suburban population, the largest in the city already, for whom it is their neighbourhood. We note that in the feedback on OUR CITIES TOMORROW no effort was made to differentiate comment from those who use the CBD for business and recreation from those who live in it. This is not acceptable. In future, we want to always see these two in tandem so that both can be given due consideration.

THE ELEPHANTS IN THE ROOM: Infrastructure, Insurance and Unit Titles Act

INFRASTRUCTURE: A glaring omission in this plan is the requirement for adequate infrastructure (water and sewage, but also basic amenities required to support healthy populations) **PRIOR to any further development.** Given the sewer pipes still popping up above ground to deal with leaks, inadequate rubbish disposal and the lack of public/green space in Te Aro in particular, to cite just three examples, it is clear the infrastructure is not adequate for the current population.

✳ **ICW contends** that in the interests of both business and residents in the Inner City, the infrastructure must be addressed urgently, and that further development in the Inner City should be restricted until this is done.

INSURANCE: The issues with insurance that apartment blocks in Wellington Central currently face are surely of concern looking to the future. Will insurance continue to be available at an affordable cost? If not, what impact will that have on whether people will want to live in the Inner City?

UNIT TITLES ACT: Similarly, the Unit Titles Act currently creates many problems for Body Corporates. Increasingly, buyers are wary of investing where they do not have control and again, we question what impact this will have on who will want to invest in future in the Inner City.

These issues combined do not provide a conducive environment for investment and no amount of spatial planning will solve them.

THE CITY AS A WHOLE

The submission form asks *'To what extent do you agree with the city-wide approach to distribution? If you disagree, how would you distribute an extra 80,000?'*

✳ **ICW submits** that the prior question is 'do we have to accept such a figure if we don't have the land, infrastructure etc to support it?' Given our Te Aro and Wellington Central area is the most at risk from earthquake, sea-level rise, and pandemic transmission, we strongly suggest that growth here must be controlled.

! **Te Aro:** = 90.1% increase (2013 = 4658 /2043 = 8855)

! **Wgtn Central:** = 153.8% increase (2013 = 1325/2043= 3363)

! The only other suburbs in Wellington showing a percentage growth of more than 50% are:

- Grenada at 76% and Churton Park at 56%.
- The next highest are Newtown at 43.8%; Mt Cook at 40.4% with most others having less than 20%.

In the projected doubling of our population we ask, for example, how will our current demographics change and what impact will that have for requirements for accommodation, amenities etc. The latest census shows:

- that 69% of residents in Te Aro and Wellington Central are aged between 15-35, mostly students and young professionals.
- We have 12 University residences in the area.
- The number of families is small, but there is a sizeable group of over 1000 older folk.

If the number of students stays stable, how will the mix change with population growth? If we want more older people in the inner city, what kind of dwelling/amenity would need to be built? How can WCC incentivise the development of mixed neighbourhoods that are more conducive to community development and better resilience? – or the mix of owner occupiers/long term rentals with short term rentals? Maybe then it will be clearer where and what kind of development needs to occur.

CONVERSIONS: We recognise it is highly likely, post Covid, that more existing high-rise buildings in the Inner City may be converted to accommodation. Such conversion needs to be much better regulated to ensure UN standards for an adequate living environment are met. We do not want

these to add only studio type short term rental options when mixed development is vital to ensure a vibrant and diverse inner-city community.

Clearly an important issue is planning for the sequencing of development. It is not acceptable to continue with development in the Inner City while infrastructure issues have not been addressed. In the interim, development should be encouraged in areas where the infrastructure either is or can be more rapidly brought up to the standard required for the population envisaged.

- ✱ **ICW questions** the growth assumptions and do not accept the load the Inner City is expected to take given already unacceptably density levels with totally inadequate infrastructure.
- ✱ Sequencing of development should focus first on areas where the infrastructure is adequate for an acceptable standard of living. Any development in the Inner City should be limited until the infrastructure issue has been adequately addressed.

VISION

The Spatial Plan states

"Our plan is to be the most liveable city. As the capital city we celebrate our unique Wellington way and our creative culture where businesses thrive. Housing is affordable, we are accessible, safe, and we continue to live close to nature. Where streets are made for walking and mana whenua culture is a living presence from harbour to hills. Our vision is a welcoming home for all."

The Warren and Mahoney/Boffa Miskell paper CENTRAL CITY SPATIAL VISION states that in 2050 Wellington will be

"A thriving, green capital city framed by the harbour and hills, composed of interconnected, cohesive neighbourhoods that support people to lead healthy lives"

For us, the latter vision provides the better focus. By trying to be more inclusive, the vision of the Spatial Plan tends to exclude. As noted previously, we do not accept that the goal for housing should simply be 'affordable'.

SPATIAL PLAN IN A POST COVID-19 WORLD

WCC has requested input in relation to the impact of Covid-19 – and clarifies

"...we anticipate some slight changes to the rate of the city's economic and population growth, however the medium and long term outlook remains positive and our existing medium to long term growth projections remain relevant."

The Submission form asks 'How did you (our constituents) find your suburb during Covid? What spaces amenities or facilities were most beneficial? What was missing/could be improved?

INNER CITY DURING COVID-19

Change in business/residential mix

While ICW accepts that growth in our population will occur Post Covid-19, how much of what kind, where and when is not easy to predict.

- ✱ **ICW does not accept** that there will only be 'some slight changes to the rate of the city's economic and population growth'.

- ✳ **ICW believes** that thought needs to be given to what already appear to be likely changes in work practices with more people working from home more often.

These changes will impact the Inner City/CBD in particular, but also the suburbs which may gain some of the hospitality options as people want more opportunities to drink/eat out locally. There may be significant changes to the make-up of businesses in the CBD with fewer corporate offices, far less retail, and much more delivery to residents through on-line shopping. Certainly, the latter brought noticeable change during Lockdown with issues of access for delivery vans and space for leaving large parcels – like many large My Food Bag cartons which do not fit in mailboxes.

- ✳ **We are particularly concerned** about empty ground floor retail spaces which are already increasing in the inner city. While short term options for popup shop spaces, art display places etc are good, they are clearly not a long-term solution.
- ✳ **ICW strongly opposes** any requirement to have commercial operations on the ground floor in future apartment buildings as the question ‘what is currently a viable business location’ is now much less certain. Ground floor usage should be determined in light of the need for much more flexibility of use in future (such as community rooms and space for apartment residents).

Green space as a critical Resilience Factor

STUDY: A useful study completed during Covid-19 Lockdown investigated reasons for visiting Tanera Park in Aro to identify the benefits that users obtained from visiting. The research showed that the park provided much more than a grassy patch to release dogs onto. The most frequent reason given for visiting was mental wellbeing. Recreation, inspiration, beauty were some others. Times of vulnerability highlight issues that are less visible in ‘normal’ times. This research confirms what we heard from inner city residents. Lack of reachable green space where one could relax or take children and animals added to the sense of loss and isolation. A related factor is the visibility of green space. In a predominantly rented high rise neighbourhood, particularly if there are no balconies, there is little investment in plants. Spending hours of daylight during Lockdown without sight of nature felt detrimental to mental health.

RESILIENCE: Another factor which deserves consideration is how density impacts on resilience plans. The issues that are created by having ‘vertical streets’ need very different approaches and the Covid-19 pandemic has taught us that pandemic preparedness needs to be included in these plans alongside the more common natural disasters of earthquake, fire and flood. We now know we must also consider each type of disaster in the context of a pandemic too. Where are the shelters in high density areas like Te Aro and Wellington Central that people from apartment blocks/student residences can go in such a situation where physical distancing can be maintained? Density along with narrow streets and lack of green space exacerbates these problems. Apartments themselves provided problems for physical distancing and contagion through contact with surfaces in common areas such as lifts and narrow stairwells where distancing and pandemic standard hygiene are difficult to maintain.

- ✳ **Contrary to the WCC view, ICW believes** that post Covid-19 there could be significant change to our City’s economic and population growth, particularly in the Inner City and this has not been adequately addressed in the plan.
- ✳ **ICW asks that urgent attention** be given to the issue of ground floor retail space in otherwise residential buildings and suggest consideration should be given to providing community areas for residents. We do not want a proliferation of empty spaces in what is our neighbourhood. That will very quickly affect safety and quality of life.

- ✳ **ICW notes** that Covid Lockdown has highlighted the importance of green space for mental health that is visible and reachable from dwellings.
- ✳ **ICW contends** that pandemic preparedness in high rise buildings which are ‘vertical streets’ has not been adequately addressed and needs to be factored into future plans and regulations. This includes the need to address population density, the mix in that population for community development/resilience, and the availability of evacuation shelters that enable physical distancing.

Inner Suburbs

Our submission concentrates on plans relating to the Inner Suburbs, specifically Te Aro and Wellington Central, since that is the area that we represent. We strongly submit that not enough attention is given to the perspective of residents living in the Inner City because since it is also the CBD, the interests of business have traditionally been those served without thought being given to the area also being a ‘suburb’. This must change. It is not acceptable now, but it is vital that as any plans for further development progress, a residents’ voice is included in planning for development of Wellington’s largest suburb.

- ✳ **ICW strongly submit that in relation to development of the Inner City, the voice of residents must be given equal weight to that of business**
- ✳ **We note** that Miramar and Strathmore have been offered the option of a community planning process being put in place there. We ask why can this not also occur for the Inner City? ICW would be delighted to work with WCC in such an endeavour.

THE GOALS

COMPACT

Our Association represents residents in the suburbs of Te Aro and Wellington Central where significant growth – a doubling of the current population - is projected as documented in the Spatial Plan.

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 masterplan, 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.

- ✳ **ICW contends** that using solely population projections is unacceptable in planning for the future spatial development of the city. Possible demographics should also be considered, and infrastructure requirements must be appropriately sequenced

POPULATION DENSITY

Population density has not been addressed at all in the Plan, yet it is particularly relevant when considering physical access, health and social issues, community connectivity, and resilience issues.

Taking specific mesh blocks (right) within our area, of particular concern are Wellington Central at 53.4 persons per hectare; Vivian East at 83.91; Vivian West at 94.29, and especially Dixon St at 138.14. The growth projections of doubling will seriously exacerbate this issue.

Area	Population	Land area hectares	Pop density per hectare
Dixon	4182	30	138.14
Vivian East	2403	29	83.91
Vivian West	3489	37	94.29
Wellington Central	2991	56	53.40

Already further apartment buildings have been opened or are currently being built in these areas without any apparent thought to the lack of communal/green space, appropriate amenities etc which are necessary for healthy living.

Te Aro and Wellington Central are expected to accommodate an additional 14,148 people which we are told will require around 6200 new dwellings (which equates to 2.28 persons per dwelling). Assume apartment buildings of 100 units (i.e. average 2 persons per unit) we would need an additional 70 high rise buildings. Again, we express our concern that spatial issues are being considered without being driven by demographics of the communities we want to develop in them.

- ✧ **ICW submits** that a regulated maximum population density per hectare for a mesh block is essential so that monitoring could ensure consent is not given to any new build or conversion that would result in that maximum being exceeded.

BUILDING HEIGHT



- ✧ **ICW argues** that, in the inner-city, building heights should be tied to the provision of parkland. If a development is surrounded by reasonable green space at ground level (left) it would be acceptable for the building height to be higher, as it allows for light shafts and community green space.

- ✧ **However, we do have an major issue** with the size of apartment and number of people accommodated in them and with high buildings not including community space and being built ‘cheek by jowl’ (right) without adequate private outdoor space (balcony), community rooms and public outdoor green space. **We also advocate** for mixed-height developments to prevent the “high canyon” wall effects seen right.



VICTORIA ST

WIND/LIGHT/SUN/NOISE

- ✧ **ICW is concerned** that there is no reference in the spatial plan to the effects of wind with the increasing numbers of tall buildings. This can reduce the walkability in streets and the amenity of small green spaces – and more generally the overall pleasure of being in the central city. Equally, poor planning can produce lack of sunlight and unnecessary exposure to noise, which creates unhealthy environments both within the buildings and in the streets.

APARTMENT GUIDELINES

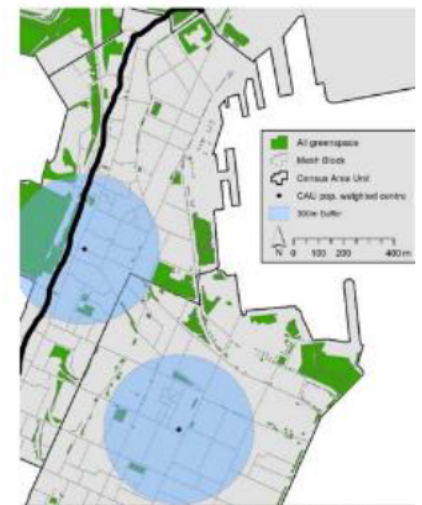
We note that Guidelines for apartments are to be updated. We contend there should be mandated regulation that can be enforced. This occurs in other jurisdictions and the result is an acceptable standard of development. This may result in more standardisation which may facilitate more prefabricated and kitset type building where costs are lower and consenting processes much easier. With appropriate regulation it would also result in adequate community and green space.

- ✧ **ICW submits** that mixed housing in high rise developments will be more effective in developing safe communities. Latest developments particularly in Te Aro include both new-builds and conversions focussed on single or two room apartments which exacerbate the problems of density.
- ✧ **ICW contends** that mandated regulation must be introduced to ensure future development meets the UN standards for adequate living.
- ✧ **ICW contends** that Universal Design Standards should be mandated

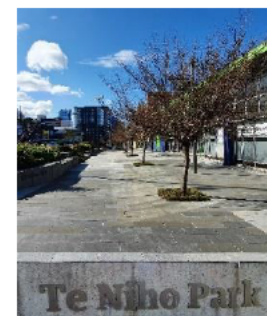
- ✱ **ICW submits** that the Spatial Plan has a lot of good words and ideas which support the requirement for greening the inner city, but we are concerned that actions to date don't provide confidence that appropriate support including budgets for implementation will make any of this a reality. We would be pleased to work cooperatively with WCC in finding ways to make a real difference in this area.

We are concerned to know exactly what *"Amending specific residential controls such as ground level open space, and building recession planes to enable sites to be more efficiently developed, and enabling the modernisation of older homes"* might mean. While this may be appropriate when one site is considered in isolation, it may be disastrous if too much development is permitted without mandating appropriate ground level open space

WHO guidelines state *"As a rule of thumb, 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 map and information right are from the report to Wellington City Council in 2019 done by Sustainable Cities. It clearly shows the dearth of green space in Te Aro in particular, but also along the Golden Mile.

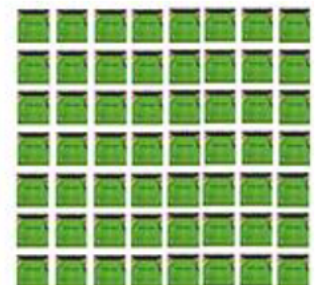


The total available green space in Lambton (Wellington central) is 15.61 hectares but when hard surfaces (*shown right*), which we contend should not be considered green spaces, are removed, this reduces to 12.74. **In Te Aro the situation is dire NOW: 7.03 hectares total but only 4.73 hectares when hard surfaces are removed.** (In our view there is now even more hard surface).



Much of this would not be considered green space by most people and it is certainly not communal space. It comprises anywhere there is a tree, bushes or planted area (which could be a few planter boxes) along with the few grassed areas. Some areas get taken over by cafes for outdoor seating further reducing the public amenity. The situation here requires urgent action NOW and given the paucity of options, solutions will need to be innovative. The main issue is how to rapidly obtain, plant and preserve an appropriate level of ground level green space in our rapidly growing suburb.

The Warren Mahoney/Boffa Miskell report states *"Te Aro park is approximately 1500 square metres (0.15 hectares) in area Green space the equivalent to **another 10 Te Aro parks** (or the equivalent of **56 tennis courts**-see right) would be required to meet the space needs of the new central city population. New spaces will need to be different from Te Aro Park to provide different user amenity value. There is also a deficit of space for existing residents of the central city which additional space should be provided for."*



- ✱ **ICW strongly agree** with the Mahoney/Miskell report that shows there is currently a deficit of green space in the central city – that is before any further requirements relating to future growth. We highlight the need for action NOW to address that lack of current space while also looking for where the further 10 'Te Aro parks' still required can be sited.

We note the promotion of Living Roofs in the Spatial Plan and while worthy for stormwater runoff, reducing carbon emissions and development of private community gardens which can provide both enjoyment and food production for their owners, there are very significant issues to be overcome for these to work in Wellington – wind, buildings not able to carry weight of gardens or deal with flooding in them, body corporate rules etc, and they cannot replace the public recreational green space at ground level required in Te Aro and Wellington Central.

- ✳ **ICW submits that green spaces must be mandated** for all high rise development in Te Aro and Wellington Central, including conversions but that when this is a rooftop garden, it does not replace the requirement for ground level public green space within a 5 minute walking distance.

VIBRANT AND PROSPEROUS

As we have discovered with Covid, good health outcomes are critical for good economic outcomes. ICW simply submits that unless the WCC shift emphasis to adequate living environments as outlined by the UN Sustainable development Goals, implementation of the Spatial Plan may contribute to the degradation of our city. Without a healthy living environment for residents, businesses will increasingly find they are operating in areas where crime and mental health issues spill out onto the streets dissuading potential customers from entering their premises. **We also reiterate our concern** at the lack of an overarching City Development Plan setting out ways of achieving this goal so that the contribution of the Spatial Plan could be more clearly seen.

- ✳ **ICW contends** that a diverse population living in a healthy mixed neighbourhood will provide the best environment for business to succeed in the Inner City. Housing Development must foster that and not allow degradation of the area through domination of high-density rental properties that promote a suburb of poverty.

INCLUSIVE AND CONNECTED

Significant thought and discussion with developers along with residents needs to occur to achieve solutions that do support inclusivity and connectedness. It would be good if such a cooperative approach could be sufficient to encourage inclusion of shared community spaces in high rises. However, it may be necessary to mandate these.

- ✳ **ICW strongly supports mandated requirements for shared community space** in high rise apartment blocks.



COMMUNAL LAUNDRY & SOCIAL AREA

RESILIENT

Our main points here relate to the issues of resilience relating to ‘vertical streets’. Unless there has been prior community development in these, responses in a disaster are much less likely to be productive and positive.

- ✳ **ICW notes** again that in Te Aro and Wellington Central there needs to be immediate thought given to evacuation centres that can deal with not only the residential population but also everyone else who happens to ‘be in town’ at the time and can’t get home.

A new major hall that could serve as an inner-city urban community centre would add to community development and social resilience while also providing another evacuation centre for major emergencies. At the very least, some large open green space could provide a place for tents in such times – and sport/exercise at others.

THE DIRECTIONS/ELEMENTS

NEIGHBOURHOODS

- ✦ **ICW strongly supports the WCC policy statement** that *“Open spaces within neighbourhoods and the blocks that compose those neighbourhoods will be deliberately planned for. Enclosed, or partly enclosed spaces that provide sheltered, sunny spaces suit Wellington’s climate. The interrelationship of open space to building, the height and depth of buildings to give natural light and comfortable relationships with the street are all open space attributes sought from development outcomes.”*



We will watch with interest how WCC puts this into practice.

CONNECTORS

- ✦ **ICW supports** the notion of focussing on place and movement to achieve a ‘joined up’ network that facilitates people to move around the city.
- ✦ **Regarding transport, ICW contends** that apartments should have secure space for bikes as part of their shared facilities and this should be mandated as part of the Consenting Process.
- ✦ **We would also support** provision of shared car parks being a requirement for all high-rise buildings along with a designated parking space for delivery vans.

GREENING

- ✦ **ICW supports** the notion that ‘green’ will be applied as an attitude as well as a spatial response. We would like to see people health included as an outcome here, not simply climate issues.
- ✦ **We note** also that the lack of green space in Te Aro/Wellington Central does not provide adequate green connectors for our birds to cross the city.

ANCHORS

These are *“strong and stable places providing opportunities for recovery following large scale hazard events”*. ICW represents the largest residential population in Wellington. Our suburb has the added requirement of dealing with all workers/visitors immediately following a large-scale disaster. The only anchor we can find in our area is Te Ngākau Civic Square.

- ✦ **ICW submits** that at least one more significant ANCHOR is required in Te Aro and also in Wellington Central.

AREAS OF CHANGE

Given the Inner City will be such an area *'where comprehensive redevelopment will be actively encouraged'*, we are pleased to note that *'Collaboration between public and private interests, and by groups of owners of land will be actively encouraged to enable comprehensive development comprising multiple sites.'*

- ✱ **ICW hopes** collaboration between public and private interests to achieve comprehensive development does occur and would welcome the opportunity to provide a Residents' voice to contribute to concept designs.

CHARACTER/HERITAGE

- ✱ **ICW is concerned** that this plan would erode the pre-1930s Character Area protections, allowing development and demolition without the current requisite of a resource consent in large parts of our immediate peripheral suburbs.

As we understand it Holloway Road, for example, will no longer have any character protection whatsoever. This 'broad brush' approach is not helpful.

- ✱ **ICW contends** that WCC should work urgently with each suburb to get community and expert input into determining the approach within their suburb in relation to character protection.

LANDOWNER ASSISTANCE

Some natural environment parks/open spaces exist on private property. WCC asks *'Should Council offer assistance to landowners to help them protect natural environment on private property? If yes what type of assistance?'*

- ✱ **ICW notes** that it is difficult to generalise on such an issue when each case will be significantly different. If there is a significant issue, more information needs to be given before any relevant comment can be made.

A COMMENT ON THE CONSULTATION DOCUMENTATION

We found the website difficult to use when trying to concurrently write a submission and submit that in a consultation as important as this one, a paper version should have been available. Many of our constituents simply could not access or easily navigate the website. Even for those who could download from the web, all that seemed possible was a PDF version of the summary and this was also the only thing available through Libraries. For a major consultation of this nature, this is unacceptable as it has excluded many residents from participation.

ORAL SUBMISSION

ICW advise we wish to make an oral submission to all Councillors at the Committee Meeting and ask to be notified when the paper is being submitted to the Committee.



email: innercitywellington@gmail.com

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID: **15645**

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Submitter Name: Steve West

Suburb: Ngaio

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Neutral

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Neutral

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Neutral

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

That new houses look vibrant and sympathetic to the older homes - just looking to match existing seems wrong, rather we should look to embrace the new as over time that will become character too.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Access to public transport, Public/shared spaces, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Social services and community facilities

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Shops and businesses

Other: It really depends where the stops are - the question is too simple to answer in its current form. As an example car parking at the end of the line would be ideal but not listed, whereas parks in town would not make sense

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Actually, the most important thing was good internet, and that our infrastructure continued to work. Walking around the neighborhood was fine, no need to waste money on improving the surface amenities.

What amenities or facilities were missing or could have been improved?

None.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

Its good to see thinking about the future.

2. What would you change or improve?

Focus must be on improving infrastructure and realising land for housing by reducing the consenting process rules!

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Neutral

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Neutral

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Neutral

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Strongly Disagree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Financial assistance

Other: It really depends where the stops are - the question is too simple to answer in its current form. As an example car parking at the end of the line would be ideal but not listed, whereas parks in town would not make sense

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Please see my submission on the plan to create SNA's

Have you provided an attachment? Yes

Steve West
Nagio
Wellington

4 October 2020

Submission

I am submitting on 'Our City Tomorrow - A Draft Spatial Plan for Wellington City' focusing on the proposal to create Significant Natural Areas (SNAs) under the district plan. Like many Wellingtonian's, I love our city's many green areas and the initiatives to enhance these public spaces. Over the last three decades I have enjoyed the regenerating native bush, the emergence of predator tapping and native birds like Tui, Kereru and Kaka flourishing.

Reviewing the draft National Policy Statement for Indigenous Biodiversity (the Draft NPS) and the section on creating SNAs it seems a key aim (once finalised) will be to protect unique areas with significant indigenous biodiversity, including on privately held land. With that in mind I wish to express my concerns about the intention to create SNAs on residential land within urban Wellington:

1. Development of the Draft NPS has taken a decade so far and while the Ministry for the Environment now hopes to finalise this in 2021, that outcome is not certain. Until this policy is finalised there doesn't seem to be a clear regulatory framework for creating SNAs on residential land in the district plan.
2. The process for identifying potential SNAs on residential land seems to have been designed not just to protect key natural areas, but to create mass SNAs, in urban Wellington where there are substantial legally protected bush reserves already. It appears that little regard has been given to either the quality of the native bush or current protections on residential land, such as existing land covenants, etc.
3. Looking at our city I do not see widespread destruction of indigenous biodiversity on residential land, rather I see Wellingtonians caring for their land with many contributing to protecting our natural environment. Wellington already has large areas of protected land under the Wellington Town Belt Act. So it's not clear to me why so many SNAs are being proposed, particularly on residential land within our urban boundary.
4. The 2019 Report¹ to the council indicates creating SNAs should provide overall benefits to communities in Wellington but where these overlap with privately held land there could be losses for individuals of around 5% to 30%, depending on the type of land and its development potential. The loss of value for residential landowners is concerning, yet the council does not seem to have provided any solutions for how it might address this loss of value.
5. The current council narrative seems to be "trust us we are here to help and no this won't impact on your land use". But once SNAs are in the district plan it is likely that residential landowners will start seeing tighter rules for how they might use their land and possibly new costs for eradication of weeds and pests. Having a SNA designation could also increase the hurdles for landowners when seeking to make previously permitted developments, and for properties with covenants there is also risk of conflicts between the SNA obligations and those in the covenant.
6. Having looked at the results of earlier consultations and the Backyard Tāonga information it appears that carefully crafted questions have been used to allow officials to conclude there is "strong feedback from the Planning for Growth engagement about protecting green space". If consultations had specified the intention to create SNAs on residential land, the results would likely be different. But as appropriately framed questions were not asked, the true views of Wellingtonians remain unknown.

¹ *Significant Natural Areas Implementation by Wellington City Council and Impact on Property Owners* / Darroch / 2019

Wellington city blessed with many protected urban green spaces and there does not seem to be widespread destruction of our native bush on residential land. Arguably, the biggest issues that need addressing under the SNA proposal are the loss of residential land value and the potential for conflicting rules with existing land covenants. That said, I see the plan to create SNAs on residential land as an unwarranted intrusion that should be rejected; there are more important matters for the council to focus its efforts and expenditure on than creating SNAs within urban Wellington.

I suggest the Backyard Tāonga project be updated to an information campaign to help Wellingtonians with continuing to protect and enhance our natural urban environment. By providing a clear vision and pathway towards improving our city, I expect many Wellingtonians would engage with this outcome, far more than by the council imposing rules under the district plan. Predator trapping is a great example of this – it is hard to imagine that imposing trapping rules in the district plan would have achieved the same level of community engagement as seen through the predator free movement.

In conclusion I **do not** support the creation of SNAs on urban residential land and would rather the council provide a clear vision and pathway for encouraging Wellingtonians to continue enhancing the indigenous biodiversity of our city, instead of imposing even more unnecessary rules on its residents.

Regards

Steve

I would like to comment on the WCC's proposal to "un-designate" the inner city's 7 character areas. I live in Berhampore . While there will always be some buildings that have not been maintained and need to be bulldozed because they are beyond repair, all seven areas have buildings that have been maintained and which have heritage and cultural significance. Any planning law that allows developers without restriction to bulldoze older dwelling so they can build 5 or 6 crowded town houses or apartments is extremely shortsighted. I have seen this happen already.

I am not against change and acknowledge that more dwellings need to be built in Wellington. There are places where more dense building is appropriate however I oppose sacrificing heritage suburbs without individual consideration of heritage, cultural and natural values. Furthermore, older suburbs, especially Berhampore, have many old trees, many being natives, which are a key feature and priceless community assets, proven to enhance human well being and provide habitat for birds, butterflies and insects. Trees as well as heritage buildings need to be protected. We are in the middle of a global pandemic that is rooted in the destruction of nature; we are also in the middle of climate change and it makes no sense to lose old trees that help provide resilience against that.

I strongly disagree with a Spatial plan that allows huge reductions to protections for heritage suburbs and their trees.

I understand the Council's recent "character review" was completed using Google maps rather than local experts and the people who live here.

I strongly ask that the Council does a Housing Capacity Assessment using most likely projected growth figures AND that it meaningfully engages with inner city suburbs about intensification.

Susan Yorke
[REDACTED], Berhampore

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **14562**

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Submitter Name: Susan Yorke

Suburb: Berhampore

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Neutral

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

The pre-1930 suburbs have houses with gardens. Many gardens are well tended. Old trees are also a feature in these neighbourhoods. These features add to restful character of some areas.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Public/shared spaces, Employment opportunities, Infrastructure (stormwater, water supply, wastewater), Walkability within the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Landscaped spaces/plantings, Shops and businesses, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Access to green spaces - Mornington golf course plus access to the green belt and City to Sea walkways in every direction from Berhampore.

What amenities or facilities were missing or could have been improved?

Berhampore lacks a community heart mainly due to being split by Adelaide Road, which is particularly narrow through Berhampore. Luxford Street/Rintoul Street are also main thoroughfares. A specifically designed and created shared public space with room for businesses, cafes and restaurants, playground, small park etc which is away from traffic would be beneficial now and in the future. If the plan is to allow for 6 storey buildings and a huge increase in residents in Berhampore, then the suburb needs redesigning.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I congratulate the Council on developing this plan which indicates that it is thinking ahead and also its efforts to engage with the community.

2. I agree with the concept of protecting buildings that have cultural and heritage value.

3.

4. What would you change or improve?

I am very concerned about a piecemeal approach to development that appears would be facilitated under the present proposal. With Berhampore in mind (which is where I live) if there is to be a large increase in population, well-being of residents would benefit from having a 'community hub'; a small area of open public space with small park/playground, shops, cafes and other community facilities. In the current proposal I do not see any evidence of an overall plan of development for Berhampore (or for the other proposed areas). It appears the proposal will merely facilitate developers picking off houses as they come up for sale and building 6 storey

apartment blocks. In my view the plan needs to include a clear vision of what each inner city suburb would need to accommodate an increased population, including necessary Council investment in community facilities.

- 5.
6. In relation to Berhampore, I do not understand the criteria for selecting the proposed pre 1930 sub area. Sure there are some beautiful 1930s villas in that area, but similar groups of houses exist elsewhere in the suburb which have not been proposed as a sub-area. I acknowledge that some streets in Berhampore do not have cohesive heritage character (Stirling Street being one of them) and some also include dwellings which owners have not been able to maintain and are probably beyond repair. However allowing developers, without restriction, to tear down a house and build a 6 storey apartment block is not going to improve the neighbourhood. The random building of 6 storey apartments will have a negative effect on people's perception and experience of the suburb and a negative effect on neighbouring dwellings because of loss of privacy and lack of access to sunlight. Altering controls around recession planes will not address those issues. I oppose sacrificing heritage dwellings anywhere in the suburb without individual consideration of heritage, cultural and natural values and whether an individual dwelling is part of a group of such dwellings.
- 7.
8. Furthermore, older suburbs, especially Berhampore, have many old trees, many being natives, which are a key feature and priceless community assets, proven to enhance human well being and provide habitat for birds, butterflies and insects. I note only one tree in Berhampore has been designated as a 'heritage tree' but all older trees should be protected by at least the requirement to consider their value. Trees as well as heritage buildings need to be protected. We are in the middle of a global pandemic that is rooted in the destruction of nature; we are also in the middle of climate change against which trees help provide resilience.
9. **Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?**
As above, I see no evidence of planning for additional community amenities that will be needed if the number of residents in the inner city areas is to increase as estimated.
- 10.
11. Protection of groups of heritage value houses within specific streets should also be included in character sub areas.
- 12.
13. A broader view should be taken in relation to areas, rather than individual sections or small groups of sections, that are available for building 6 storey apartments. If areas of streets could be designated for such development, this would facilitate planned building of groups of apartments that retain feelings of spaciousness. The city of Amsterdam does this well in my view, with grass and trees between the blocks. I believe broader planning in this way will add to the future well being of all residents and retain cultural values of sunlight and space while still accommodating an increased number of residents.
14. **To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:**
- 4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.
Disagree
- 4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.
Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Not sure

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Not sure

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Not sure

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Not sure

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Weed and pest control

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **15906**

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Submitter Name: Luke Stewart

Suburb: Northland

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Strongly Agree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Strongly Agree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Strongly Agree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Strongly Agree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

There location close to the city centre makes them a great location for safe and modern high density housing.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Access to cycleways/routes, Walkability within the centre, Easy walking distance to the centre

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, New housing, Community facilities (libraries, community spaces, social services, etc.), Child care, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Agree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

Green Space/parks and town belt. Footpaths.

What amenities or facilities were missing or could have been improved?

Pram crossings (ramps between footpath and street level) and footpaths. Making it easier to connect between different sides of the road as a pedestrian. Whether this is more/improved pram crossing, better syncing of traffic lights for pedestrian access, improved signage on pedestrian paths and how to link into these from the street.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

2. What would you change or improve?

More focus on public and active transport and building infrastructure around them.

3. More of a focus on facilitating intensive housing development in the inner city and inner suburbs and along public transport routes that works for people and place - is safe and secure and has access to good amenities - green space and good pedestrian and active transport links.

4. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

5. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Strongly Agree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Agree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Agree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Strongly Agree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Agree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Not sure

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID 14922

Privacy statement – what we do with your personal information

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Organisation Name: Thorndon Residents Association

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Strongly Disagree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

1. The 80,000 estimate is a maximum and is now more in question because of the uncertainties created by the coronavirus pandemic. Fewer people may need to commute from outside Wellington and so prefer to live outside the city but more New Zealanders are returning from overseas. The future need for office space could influence the conversion to apartments in the city. We cannot assume such factors will simply even out to the forecast currently informing this plan.

2. Council accepts that the pandemic will stall the need for more housing in the short term, while maintaining its long-term predictions are correct. There is therefore an opportunity to pause to re-examine the housing capacity assessment, utilising more sophisticated digital technology modelling to achieve better predictions than the current estimates.

3. Population density in Thorndon is already high, given the suburb's topography and existing apartment blocks. There is already a serious parking problem (regularly brought to Council's attention over many years) and few brown-field areas.

4. We believe there is room in the Wellington region for population growth without the drastic measures of this plan. There is a need to co-ordinate the spatial plans of all the cities in the Wellington conurbation so each local authority is not acting in isolation.

5. In Wellington, along with modest infill developments in the inner suburbs, areas such as Adelaide Road and Thorndon Quay could be investigated for development that is less destructive of our inner suburbs' heritage and character and therefore our city's visual identity.

6. As Council is proposing to remove the requirement to provide car parking in new developments, presumably in the belief that private ownership of cars will reduce in the future, thought should be given to the redevelopment of the car yards along Kent and Cambridge Terraces as the diminishing demand for their products affects their industry.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

1. The character of individual buildings with narrow frontages presenting a consistent streetscape is part of Wellington's visual identity as defined by the heritage housing on the hills in the inner suburbs. These suburbs are the amphitheatre of Wellington, with views down to and across the harbour.

2. The elegance of more substantial homes in the suburb (some of them post 1930s) enhances the attraction of Thorndon, as do the many driveways, lanes and gardens that give shaft views to the hills and harbour to residents and walkers attracted to Thorndon by the Village, Te Ahumairangi and Botanic Gardens.

3. In Thorndon as in other inner suburbs, there is still a village with shops, pubs, cafes and restaurants. There are historic parks and greenery, as mentioned above, and Queen's Park is being rejuvenated thanks to the energy and interest of local residents.

4. We believe it is possible to create a compact liveable city without compromising this heritage and character, including investment in restoration to avoid unnecessary demolition. Planning for this outcome would include meaningful engagement with inner city communities about intensification, for example as happened in Seattle, USA (see our covering letter).

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Social services and community facilities

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres, Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Neutral

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

This and the following question should be addressed by a community street review. The method developed by Living Streets Aotearoa, supported by the the New Zealand Transport Authority, offers a service to councils to assist them in assessing walkability of streets and routes.

What amenities or facilities were missing or could have been improved?

See previous question.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

It starts a discussion about Wellington's future but this discussion should be allowed to run for a lot longer than the time limit on submissions and should be conducted on a different basis. See our covering letter for some information about the process adopted by Seattle in the USA. Lessons from the Christchurch regeneration could also be noted.

2. What would you change or improve?

1. The proposed rezoning for West Thorndon would replace a relatively coherent extended strip of housing from Glenmore Street to Wadestown Road with an incoherent, intermittent patchwork of new and older housing. This entire area should be designated in the same zone.

3.

4. 2. The WCC definition of "character" is "features ... that contribute to a unique sense of place when viewed by the public-at-large from the street or other public places." The emphasis on the public-at-large being the arbiters of character by what they see from the street should be tempered by heritage interests and those of residents.

5.

6. 3. This and previous plans have designated pre-1930s buildings for special attention. Whether pre-1940s or 1950s buildings should now be similarly addressed is a question for consideration.

7. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

1. Along with this plan should sit a strategic plan for much-needed infrastructure improvements in the inner suburbs and central city. Critical infrastructure that deserves special consideration includes the three waters and waste/landfill provisions. There is also a need to project public transport requirements and how they will be met.

8.

9. 2. More widely, Wellington's air travel access problems should be addressed, with our inadequate regional airport and potential for using Paraparaumu airport. The needs for adequate medical facilities, including expanding Wellington Hospital, and schools to cope with the larger population should be addressed in long term plans so these facilities can be developed alongside the additional housing and intensification that is the focus of the current plan.

10.

11. 3. Of the five goals for "Our City Tomorrow", the most neglected is resilience. The plan should include projections for possible catastrophic events and how the city/region and its emergency management will cope, including addressing the inter-dependability of lifelines, their concentration in the Kaiwharawhara corridor, access to and from the city, availability of emergency water and recovery plans for temporary housing and building back better.

12.

13. 4. How redevelopment from single dwellings to high-rise high-density accommodation changes the demographics of an area (e.g. fewer families and more singles and couples) and the consequences of driving out families from the inner suburbs, have not been addressed.

14.

15. 5. Although this is a strategic plan, it should have some comment on the design of the multi-storey buildings proposed, and not just their heights. Height-alone rezoning leaves the look and feel of an area in the hands of the developers. There could be architectural competitions for various developments or a design panel, or both,

with a phased approach to design and build with varied designs for different needs. The approach to be adopted should be signalled in this plan.

16.

17. 6. It may also reassure residents if the plan mentioned how the interests of developers and the middlemen between the regulators (Council) and citizens who have to live with the consequences of rezoning and redevelopment, would be kept in balance. The developers of such large-scale projects will themselves be substantial and will include overseas interests.

18. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Disagree

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Strongly Disagree

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Strongly Disagree

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Strongly Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Strongly Disagree

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Agree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Not sure

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

1. The proposals amount to a further division of the suburb of Thorndon (after the motorway construction). Hobson Street and its tributary streets are to become part of the central city and will lose much of their precious character and amenity to the high-rise developments proposed for that precinct. Thus Wellington will lose one its most attractive and liveable streets.

2. The emphasis on the construction of multi-storey buildings tends to give the impression of concrete canyons creating wind tunnels with no sunlight or sight corridors in the city and inner suburbs, and allusions to Erskineville in Sydney or to parts of Melbourne.

3. The impact on the construction industry should be assessed. The buildings proposed will be beyond the capabilities of small companies, so large construction firms will be the only builders. In other countries and cities, this situation has led to difficult negotiations for the local authorities and, in many cases, sub optimal outcomes.
4. The submission process has difficulties that may deter many from participating. It is not simple to obtain a hard copy of the submission form, which is the only way to get a preview of the entire form before commencing its completion. It is not possible to pause completion on the internet version and return to it later. The need to circulate a draft to a group for comment (as with this submission by the Thorndon Residents Association) does not seem to have been anticipated.
5. The time limit for submissions is too short - especially with distractions such as the pandemic restrictions and general election - for such a far-reaching proposal.

Have you provided an attachment? Yes

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Online submission form ID **15632**

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Submitter Name: Tim Jones

Suburb: Mount Victoria

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Agree

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Disagree

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Neutral

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Disagree

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

2 things: (1) The assumptions and wording of this consultation form are based on outdated projections. The Council uploaded revised projections on 25 September that substantially reduced the estimated population and dwelling growth needed in the inner suburbs over the next 30 years, yet this consultation form has not been changed to reflect that. Therefore, I consider that the rationale for the proposed changes to the inner suburbs is no longer valid. This do not mean that I think there should be no changes, as I do believe that we

will need to accommodate more people in the central city and inner suburbs - but when the underlying assumptions of a process are changed, the proposals need to be changed correspondingly and in a transparent way.

(2) In broad terms, I support intensification along mass transit routes, and intensification primarily in the inner city, with the substantial caveat that areas at most risk of sea level rise, storm surge, tsunami and earthquake liquefaction are less well suited for intensification - therefore, I don't support intensification near the waterfront, or in other areas of the city that are at high risk from these factors - indeed, deintensification will be needed in some areas. I recognise that this may create intrnal migration within the city.

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Disagree

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

This will always be a difficult balance - there is a clear need for more housing, for more affordable housing, and for housing that is less vulnerable to natural hazards. Also, I appreciate that the Council is constrained by the recent National Policy Statement. However, given the lower projections for growth in the inner suburbs uploaded on 25 September, I believe the Council should revisit its character rules to allow more of the inner suburbs' existing natural and built character to be retained.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Social services and community facilities, Walkability within the centre, Easy walking distance to the centre

Other: All of these are important - for instance, infrastructure provision, including the provision of non-car personal transport, is vital.

8. What amenities would you want to see around future mass rapid transit stops?

Shops and businesses, Cafes and restaurants, New housing, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Neutral

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

The Town Belt, Pukeahu, and the Basin Reserve - as spacious areas in the neighbourhood which enabled physical distancing.

What amenities or facilities were missing or could have been improved?

The Council should have made more use of the funding available to increase footpath space, and establish more safe, separated lanes for cycling and micromobility. That opportunity was lost first time round - it's important that it

be picked back up through the Innovating Streets programme, and I'm encouraged that some of these projects are now back on the table.

Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

I want to acknowledge the set of very difficult problems that this process is designed to address. As the co-owner of a family home, but also as the parent of a young adult trying to save enough to be able to afford to live away from home, I recognise tha

2. What would you change or improve?

The process. The way this process has been framed has turned it into a zero-sum game in which many legitimate interests have been pitted against each other, including but not limited to young versus old and renters versus homeowners.

3.

4. There has to be a better way - and there is. Deliberative democracy methods have been used overseas to resolve even more intractable issues. These methods can't and shouldn't be imported into Aotearoa without considering our colonial context, but I'm impressed by the work Te Reo o Nga Tangata - The People Speak are doing on how these methods can be used in a way that honours Te Tiriti and works in our city. I believe that the Council will need to go beyond the present 'six weeks' consultation and then you're done' approach to develop a Spatial Plan that works for our city.

5. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

6. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Neutral

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Neutral

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Neutral

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Agree

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Disagree

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Neutral

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Disagree

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Agree

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Agree

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

- Land ownership - without a just resolution to the Shelly Bay dispute, such a framework will be built on shifting sands

- Transport - ensuring that future developments are not car-dependent

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Neutral

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Not sure

11. If you answered yes to the question above, what types of assistance would help landowners?

Other:

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID 16131

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Organisation Name: Guardians of the Bays

Compulsory Questions

1. To what extent do you agree or disagree with what is proposed with intensification in the Central City?

Not sure

2. To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs?

Not sure

3. To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs?

Disagree

4. We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall, to what extent do you agree or disagree with our approach to this distribution?

Not sure

4a. If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?

5. To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs?

Not sure

6. We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?

.

7. What amenities would you want to help create a vibrant suburban centre? (select 5 options)

Proximity to parks and open space, Access to public transport, Commercial activity (retail, cafes, local businesses), Employment opportunities, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.),

Infrastructure (storm

Other:

8. What amenities would you want to see around future mass rapid transit stops?

Public shared spaces, Cafes and restaurants, New housing, Community facilities (libraries, community spaces, social services, etc.), Bicycle parking

Other:

9. To what extent do you agree or disagree with the following statement:

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.

Strongly Disagree

10. COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighbourhood in a different way.

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?

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What amenities or facilities were missing or could have been improved?

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Non-Compulsory Questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?

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2. What would you change or improve?

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3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?

.

4. To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs:

4.1 The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.

Not sure

4.2 The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.

Not sure

4.3 The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.

Not sure

4.4 There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.

Not sure

4.5 The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.

Not sure

4.6 There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.

Not sure

5. Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?

5.1 Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.

Not sure

5.2 Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.

Not sure

6. Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).

Not sure

7. We also want to understand the public appetite for community planning processes in specific areas, such as:

Te Motu Kairangi/Miramar Peninsula

This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.

Strathmore Park

This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighbourhood center.

Do you support the idea of a community planning process for the following areas:

7.1 Te Motu Kairangi/Miramar Peninsula

7.2 Strathmore Park

Yes

8. If you answered yes, to the two questions above please respond to the following questions:

8.1 What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?

Guardians of the Bay would like to be part of the discussions on the Te Motu Kairangi/Miramar Peninsula Framework focus. We also believe this information should have been mapped rather than randomly come up in a question in this part of the submission form.

8.2 What should the plan for regenerating Strathmore Park focus on or cover?

Guardians of the Bay would like to be part of the discussions on the Strathmore Park focus. We also believe this information should have been mapped rather than randomly come up in a question in this part of the submission form.

9. Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?

Strongly Agree

10. Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?

Yes

11. If you answered yes to the question above, what types of assistance would help landowners?

Advice and guidance

Other: Advice and guidance, planting and weed and pest control should all be provided.

12. Are there any final comments you wish to include in your submission? If so, please provide your comments below.

Guardians of the Bays (GOTB) have undertaken a written submission. We have more concerns and questions than we have answers with the Wellington City Spatial Plan.

GOTB would welcome the opportunity to discuss, talk or present to the council our concerns and comments on the Spatial Plan.

GOTB wishes to be involved in any future engagement or consultation that Wellington City Council undertakes on its Draft Spatial Plan and future District Plan changes. We wish to be notified of future consultation that relates to the eastern suburbs including Hataitai, Kilbirnie, Lyall Bay, Rongotai, Miramar, Mapua and Strathmore suburbs.

Have you provided an attachment? Yes

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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