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**ORDINARY MEETING**

**OF**

**TRANSPORT AND URBAN DEVELOPMENT COMMITTEE**

**MINUTE ITEM ATTACHMENTS**

**Time:** 9:15 am  
**Date:** Thursday, 4 February 2016  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**1.4.2 Diane Calvert, Khandallah Residents Group**

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**1.4.3 Graeme Sawyer, Johnsonville Community Association (Inc.)**

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16 December 2015

Khandallah Residents Group

## Wellington City Council Community Engagement Processes – Issues of Democracy, Trust, Strategy and Community Participation

### *The Khandallah Medium Density Housing Experience*

#### Introduction

This information is offered as our perception of what has happened in Khandallah recently. Unfortunately this experience is not unique to us; it has been repeated in a variety of ways, many times throughout Wellington. We believe there are fundamental flaws in the Council's processes around governance, leadership, community consultation, provision of information, town planning, and implementation and monitoring of agreed plans.

This has long term consequences that we believe result in a lack of effective Council governance and leadership, lack of transparency in Council's activities, lack of public trust and confidence, lack of effective engagement by Council and lack of community driven and integrated sustainable solutions being developed and implemented by Council. The impacts are real and facing suburban residents now so immediate remedial action is required.

#### Action Requested of Council Executive

1. **Immediate** – Suspend Medium Density Housing proposals for Wellington suburbs until the Council completes a review as noted in 2, and longer-term evaluation, as noted in 4 (both below).
2. **Short term (6 months)** - Evaluate and review the current approach to and the drivers for medium density housing as a solution to housing supply and choice. This should include societal, environmental and infrastructure elements and involve transparent and proactive community engagement.
3. **Medium-term** - An undertaking and commitment to review within one year, key processes for governance, community engagement, provision of information and town planning and implementation (including evaluation of solutions).
4. **Long-term** – ensuring implementation processes include planning for an independent qualitative review of the impacts (social, crime, child development physical environment, etc.) and effectiveness of rules and guides relating to MDH/intensification solutions, to ascertain whether this type of housing "solution" is appropriate, is effective **in the Wellington setting**, and meets intended outcomes with no undue negative consequences.

#### Summary of Findings

Sadly, Council's processes around governance (decision-making), leadership, planning, transparency, information and community consultation on medium density housing, in Khandallah and other suburbs, raise and highlight serious and worrying questions:

1. Are Councillors and the community provided with sufficiently comprehensive and accurate information to enable them to make informed decisions and participate fully?
2. Is democratic representation effectively supported by Council officers?
3. How effective are the Council's consultation processes in terms of appropriateness, timeliness and sincerity?

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4. Is Council really listening to its citizens and will it act on their feedback?
5. What is the meaning of 'Consultation' in Council processes? Should there also be more emphasis on community participation and engagement as precursors to consultation?
6. Is the Council shaping problems to support a pre-defined solution?
7. How can citizens trust Council and its processes when its past performance shows how ineffective it is in the administration of resource and building consents?
8. What are the **real** future cost and impacts of the proposed housing solution in societal and financial terms? Has this been factored into the proposed solution?
9. Does the Council have the capability and capacity to effectively consult and develop appropriate plans with the current five suburbs under either 'investigation' or 'draft consultation' without taking a 'cookie cutter' approach to different community requirements?
10. Why isn't there a cohesive and integrated future plan for whole suburbs covering housing, infrastructure, transport, roading, public amenities and the village/town centres etc., before embarking on plans for just one element (i.e., housing supply)?
11. Should the medium-density housing 'juggernaut' across the city be stopped in the meantime until a comprehensive evaluation of the community's requirements and a review of this solution for intensification have been undertaken?

We would like to think a review of the council's current processes will be a catalyst for learning and positive change for improved and integrated solutions for communities. There is a huge resource of talent and knowledge in the community that the Council needs to better leverage off. If Council and the community were able to work more cohesively together we could make the city a better place to live, work and participate in recreation for all communities, while ensuring ratepayers funds are used wisely!

For medium density housing in suburbs, we need the Council to stop the 'juggernaut' and review how it engages with its communities for long-term success, provides for integrated suburban plans that accomplish long term objectives, and ensures effective implementation of those plans.

Process issues are highlighted in the table below and then discussed in more detail in the following section.

	<b>Process</b>	<b>Detail</b>
1.	Governance	Effective implementation of Governance Decisions
2.	Governance	Enabling effective democratic representation and transparency of plans
3.	Leadership	Accountability of senior Council officers
4.	Consultation	From a decision to Investigate to "Consulting" about a Plan in less than a month
5.	Consultation	Consultation needs to be real
6.	Consultation	The lack of provision of sufficient information to enable those being consulted to understand the issues.
7.	Consultation	Inequality of knowledge and power
8.	Consultation	Investment into finding out community needs and their requirements before consultation on plans
9.	Consultation	Genuine consultation and engagement with the community
10.	Provision of Information	Accuracy of information
11.	Provision of Information	What is really meant by Medium Density Housing?
12.	Provision of Information	Accessibility of relevant public Information

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	Process	Detail
13.	Planning	The “cart before the horse”
14.	Planning	A collaboratively developed holistic plan for Khandallah should be the first step
15.	Consultation and Planning	Costs of Genuine Consultation vs “Going through the motions”. Downstream costs of getting it wrong.
16.	Implementation	Trust in Council’s ability to educate, encourage and enforce compliance
17.	Planning and Implementation	The responsibility to evaluate and check the plan is achieving its objectives without adverse consequences

## Processes requiring review and improvement

### 1. Governance - Effective implementation of governance decisions

The minutes of the Transport and Urban Development Committee meeting on 9 September 2015 show that it was resolved ... *that officers commence further medium density residential area investigations for Khandallah, Island Bay and Newlands, including initial (informal) consultation with the communities and key stakeholders in these suburbs.*

In other words, Council officers were only authorised to gather facts and information and seek views.

### 2. Governance - Enabling effective democratic representation and transparency of plans

It appears, from reactions we have received, that some Councillors were not aware of the real nature of what was planned. The question must be raised – how well were they briefed before being asked to make a decision of real importance to people in Newlands, Island Bay and Khandallah? These are the people we elected to represent us – they cannot do this effectively without sufficient information and residents cannot be effectively represented.

The resolution of 9 September was passed by only one vote. Two of the three Councillors elected to represent this Ward were absent from the meeting. It is reasonable that Councillors are able, when appropriate, to take leave. However, the question of fair representation arises. Twenty-first century technology must surely offer solutions to enable Councillors to vote remotely. Not to do so denies citizens democratic representation by the people they elected to be aware of local issues and to represent them.

### 3. Leadership – Accountability of senior Council officers

The proposals on the MDH proposal offered by Council have been fronted at the operational level (i.e. 5<sup>th</sup> tier). While no doubt staff are experienced officers/planning practitioners, they can only speak for one part of Council and are only implementing the business plans of the executive and the strategy set by elected representatives. For a proposal of this magnitude with long term consequences and that crosses a number of areas of Council activity, senior staff should not only be present but also proactively make themselves available for community engagement.

The Council Executive have also not implemented an effective performance measurement framework to ensure strategies, plans and benefits to be realised are on track. We understand that this is on the

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Council's 'to do' list. However, the Council executive are accountable for tracking and ensuring organisational performance achieves objectives set.

#### 4. Consultation - From a decision to "Investigate" to "Consulting" about a "Plan" in less than a month

The information sent to residents on 6 October 2015 (following Council's approval to investigate on 9 September 2015) includes the following: *The Council has a responsibility to give the community what it needs and to make it possible for a variety of housing types to be developed. To achieve this, we are now planning to encourage more medium-density housing to be built in Khandallah.*

*We want your feedback on our plans to encourage high quality medium-density housing in areas around Khandallah town centre. (Letter from District Plan Team, 6 October 2015.)*

How did *investigations* become *plans* in less than a month?

#### 5. Consultation - Is the "consultation" real?

The 'informal consultation' offered in the material sent to residents by the Council was the opportunity to *visit our drop-in centre to share your views, talk to a planner and learn more about medium-density housing and what it could look like in Khandallah*. Times were offered over three days that essentially only worked for people who did not work or have dependent children. The wording did not indicate that anything residents said would have any impact.

The submission form provided by Council is leading, and focuses on the "town centre" rather than medium-density housing. **No choice about whether or not MDH should happen in Khandallah is offered – it appears a fait accompli.**

The only choice offered is *Tell us where you think medium-density housing should happen in Khandallah*. Any data gathered about how many people 'support' or oppose the MDH plan cannot be given any credibility, given that this question was not asked. Therefore many people may not have thought to state this; any attempt to surmise support or otherwise from the comments made would be invalid.

The Khandallah community has not been asked what it needs and how it feels it can contribute to the (modest) need for additional housing.

This 'investigation' (or plan?) seems to have a tight timeframe (as revealed by Karen Williams, Senior Planner, 19 November, Khandallah Town Hall) resulting in a draft Khandallah Town Centre Plan (KTCP) and District Plan (DP) changes being put before Council for approval in March-April 2016. With this work completed and put before Council for approval approximately three months from the end of the initial community consultation (including the Christmas break) it appears to be a done-deal, with perhaps a little room for tweaking – i.e., the process doesn't appear to allow for the community to be engaged and possibly come up with compelling arguments against significant parts of the "plan" or the whole "plan". It looks like "going through the motions".

The lack of effective and genuine consultation and community participation is particularly disappointing given that the Ministry for the Environment's *Urban Design Tool Kit* includes a section on Community Participation Tools (S2), none of which have been used.

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The introduction to Section 2 states *Community participation tools are fundamental in developing appropriate and effective urban design solutions. The community and users of our towns and cities are the ultimate clients and beneficiaries of quality urban design. Quality urban design is founded on a sound understanding of local knowledge, values and needs. True community participation enables people to influence, and be part of, urban design decision-making processes. This involvement strengthens their ownership of the places they have had a hand in designing.*

*These tools are a means of identifying community concerns and issues, providing useful information on user needs, values and expectations, creating opportunities for community involvement in the design process and incorporating community concerns in decision-making. Promoters of urban design projects who use these tools will benefit by being better informed and having the community involved in the design and approval process in a constructive way. Ultimately, a well-constructed community participation process contributes to a quality design outcome and a smoother design process.*

#### 6. Consultation - "Consultation" without provision of sufficient information

The information provided to residents included little that was substantive despite the accompanying letter stating that *The enclosed leaflet explains specific information on medium-density housing.* Indeed it almost appeared to be an attempt to make MDH not look like what Council's own documents - District Plan (DP) and Residential Design Guide (RDG) - reveal it to be. A "consultation" process that does not provide sufficient information about the issues being consulted on for people to understand the issues does not support informed decision-making by residents, and it cannot be viewed as credible.

A number of Councillors and Council officers have subsequently stated that what is set out in Council's DP and RDG for Medium Density Residential Areas (MDRAs) is not what is meant. Why were residents not told what was meant?

How can residents make meaningful comment on the plan without this disclosure? If it were not for the local community clarifying and gathering more relevant information, what would have been the level and quality of submissions?

#### 7. Consultation - inequality of knowledge and power

Within our Group and the community there is a great deal of skill, knowledge and expertise. However, town planning and relevant legislation is not our area of expertise. This inequality of knowledge results in an inequality of power. Relationships in which there is such an inequality bring with them significant responsibilities, particularly the responsibility not to abuse that power.

As we set out in this document, Council did not provide useful information in its letter or brochure to residents. This may have been acceptable had there not been a plan (as stated in the brochure), i.e., if this had been a genuine request for the community to work with the Council to find solutions for a well-researched and carefully explained issue. Sadly, this was not the case. Instead, residents have spent enormous amounts of time searching through and working hard to understand numerous Council documents.

To send out notification that there is a plan without useful information and only a token offer of an opportunity to learn more (as set out under 5 *Is the "consultation" real?*) could be viewed as exploiting that inequality of power. [Note, the public meeting on 19 November was not planned as

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part of the consultation process – it resulted from this Group seeking information and a chance for the community to hear more from Council.]

#### **8. Consultation - Investment into finding out community needs and their requirements before consultation on plans**

It is clear that a great deal of the work towards the draft KTCP and the District Plan changes has already been done. Further, we understand that a draft Design Guide for Khandallah has been developed. Initial submissions have not yet closed!

This represents a significant investment of resources which may prove to have been completely wasted, or, viewed another way, a reason to persist with the plan no matter what the outcome of the “consultation” process is because of this investment.

We also understand that discussions were held with the Khandallah business group early in this process, whereas it seems that the residents do not have genuine input to the planning process, only the opportunity to comment when plans/proposals are already well developed.

Given it appears that much of the planning has already been done by Council, we have significant concerns that:

- This will inevitably engender suspicion regarding the genuineness of the consultation
- When Council officers have done a lot of work towards a solution, they are likely to seek to defend it rather than to listen openly and be prepared to take on new ideas
- This work is a significant investment of Council’s resources. Should it later be abandoned or require major re-working (because it is shown by the consultation process to be inappropriate) this represents an unacceptable waste of resources.

#### **9. Consultation - Genuine consultation and engagement with the community**

A much more open and sincere approach to consultation would have been more effective, and more likely to engender trust. Perhaps it could start along the lines of - “We need to plan for growth across the City. Areas, such as Khandallah with (list) facilities may be appropriate for a degree of growth or intensification. You know your area. We need your help to develop a plan that will work for current and future residents.” People’s opinions need to be listened to in a genuine and respectful dialogue. Such a process cannot be real if it is rushed and short circuited.

#### **10. Provision of Information - Accuracy of information?**

Some of what is said in the brochure is at odds with information in the DP and RDG, e.g., a requirement for new development to be in character with the area is indicated in the brochure, but specifically excluded for MDRAs in the DP and RDG (DP 4.1; RDG 1). *The plan will cover issues and opportunities related to ... and local character. We want to make sure that all new development is high quality, the design and appearance fits in with the surrounding environment, and it can stand the test of time* (Council brochure).

#### **11. Provision of Information - What is really meant by Medium Density Housing?**

A standard definition of Medium Density Housing is used in New Zealand, including in WCC documents, and by Housing NZ, and other City Councils – *In New Zealand, medium density housing is*

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considered to be between 30 and 65 dwellings per hectare – Johnsonville MDRA Design Guide, 7.1.3. If this and other information in the DP and RDG was not what was meant, the consultation papers should not have used this term, which has alarmed many people.

#### 12. Provision of Information – Accessibility of relevant public information

The Council's website, which acts as the repository of publicly available information, is not easy to navigate and locate relevant information. For example the Urban Growth Plan which is a key strategic document (and one that is the base for the MDH proposal) was not easy to locate and it was only through a request to Council Officers were we able to access it.

#### 13. Planning -The "cart before the horse"

The fact that the first piece of work Council has indicated that it plans to undertake (or has possibly already undertaken) is to prepare a plan to develop Khandallah Village Centre, followed by an MDH solution feels like a done-deal – as though MDH "must" follow to justify investment in the Village.

We have not been made aware of an investigation of whether the current infrastructure could support medium-density housing, or whether it would be viable to upgrade it to do so. Our understanding is that this will happen 'later'. Promises to investigate infrastructure after a decision to allow medium-density housing has been made are not acceptable, and this is not a cost-effective way of planning.

The people come first – infrastructure and other services are there to support the people who make up the community, not the other way around!

#### 14. Planning - A collaboratively developed holistic plan for Khandallah should be the first step.

Before a proposal for a housing solution is developed, the first step should be to work **with** the community to develop a vision for the suburb, and to identify residents' future needs and aspirations, and therefore what is required for the suburb – where people live, go to school, shop and socialise. This holistic plan would guide future work.

Council's particular responsibilities in this would be to identify city-wide needs and drivers, to advocate for future needs and future residents, and to ensure that infrastructural issues are factored in.

A later part of the process should be to develop a plan to meet needs in the Village (town centre) identified in the above collaborative process. This could be developed in conjunction with the Khandallah business group, with community representation. This may well include views on the development of the Village centre beyond cosmetic improvements.

Again, the Ministry for the Environment's *Urban Design Tool Kit* provides guidance that would have been useful in this process:

*Community Plan – What it is: Getting the community involved in shaping their local surroundings, through planning and management of their environment. What it's useful for: Bringing local people and resources together, making better decisions and achieving more appropriate results, building a sense of community, creating opportunities for speedier development.*



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### 15. Consultation and Planning - Costs of Genuine Consultation vs “Going through the motions”

A superficial and simplistic look at consultation can result in the view that it is an expensive waste of time. However, **genuine** consultation (which includes participation and engagement), as above, can:

- Uncover the real issues and result in innovative solutions
- Result in the community working **with** the Council on developing sustainable solutions
- See members of the community who work with the Council in solving dilemmas “selling” the solution to the community at large
- Be much more likely to succeed because of buy-in and the local “fit” of the agreed solution.

In contrast, the longer-term cost of not genuinely consulting from the outset has the potential to be greater:

- Pseudo-consultation and starving people of information is disrespectful, can alarm and frighten people, and will almost inevitably result in anger, resistance and distrust
- Such strong feelings tend to lead to stand-offs, fights, and possibly costly litigation
- This may become more resource-intensive in terms of Council time (i.e., money) than a respectful and well-conducted consultation
- Such a negative and possibly hostile relationship will be very stressful for Councillors, Council staff and the community. There are real costs associated with this – financial and health, which could have implications under Health and Safety in Employment legislation
- Stress on Council staff may be increased by the additional workload of dealing with community anger and resistance in addition to managing their usual role. Staff attrition, with its associated direct and indirect costs, may occur
- A poorly conducted consultation is likely to take longer because of time spent “fire-fighting” will damage Council’s reputation more widely than the area immediately involved
- to occur within such a negative relationship
- Where there is distrust creativity and innovation is much less likely, and both parties may take an entrenched position. Those who feel they “lost” may sabotage the implementation of the plan.

*It may well be more cost-effective to consult genuinely from the outset!*

### 16. Implementation - Trust in Council’s ability to educate, encourage and enforce compliance

There are current issues of trust in the council to ensure compliance of what is set out in the District Plan, Residential Rules, Residential Design Guide, etc. It appears that certain tactics by Developers such as ‘bullying’ approaches, exceeding many rules / guides, and on occasion even not building what was consented, can work well for them. This leaves residents, with good reason, to feel anxious about what may happen in their neighbourhood. This may well be a subset of issues with the Resource Management Act, however, it is the role of Council to actively advocate and participate with the Government on legislative change.

The current issues that we see in the neighbourhood also show a disjoint between the planning and implementation groups of Council.

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### **17. Planning and Implementation - The responsibility to evaluate and check the plan is achieving its objectives without adverse consequences**

The introduction of large areas of medium density housing in suburban areas, as a solution for intensification, is an extremely significant change in Wellington - essentially in the nature of an experiment. It is inevitable that there will be things that, with experience, Council would not do again, and that there will be unplanned and unwanted consequences. Possible negative impacts may include – unacceptable social impacts; developmental impact on children who no longer have safe outdoor spaces to play independently; changes in crime statistics; the development of new dwellings unacceptable to Council and the community may uncover deficiencies in the rules and guides; greater issues with parking as apartments are rented by groups of individuals, each with a car, etc. To mitigate such issues we assume it would be prudent for the Council to ensure in its processes that:

- Council has set clear objectives and outcomes and is measuring these against progress in implementing MDH.
- there is a comprehensive independent qualitative evaluation of the effects of MDH on the communities.

The Ministry for the Environment's *Urban Design Tool Kit* describes a Demonstration Project (or 'pilot project, flagship project') as: *A prototype of part of a development site used to show how the development will look, or the first stage of a much larger project that is constructed in its entirety to demonstrate how the rest of the development will proceed.*

It is said to be useful for: *Demonstrating the benefits of a particular design to give confidence that an innovative approach will be successful before starting construction, or to act as a catalyst for the development or rejuvenation of a particular area. A demonstration project can help persuade others to follow the precedent by providing tangible evidence of a proposal and demonstrating the success of its design innovation.*

NB., this does not include the vital evaluation, particularly of social impacts of widespread change, mentioned earlier, and it does not appear to allow for the demonstration project to show that the development would be ill advised or negatively received by the community.

Not to have some form of demonstration project or pilot study would be negligent. The MDRAs in Johnsonville and Kilbirnie should be treated as pilot studies. Expert independent advice should be sought urgently on how to best to undertake such pilot studies. Plainly it will require a certain amount of MDH development to occur, and a to-be-determined bedding-in time, before it would be appropriate to undertake studies of the effects.

MDH may be right "the answer" and have few or no adverse consequences, or it may bring with it many problems which are unacceptable to Council and the community. It would be unethical to just carry on rolling out the MDH solution, in light of such compelling concerns, throughout the city without having good evidence from such pilot studies that it achieves the desired objectives without undue negative effects. Another form of intensification may be more appropriate.

We believe that Council should stop work on planned MDH areas in Tawa, Karori, Newlands, Island Bay and Khandallah, along with any others not yet announced, until the evidence from Johnsonville and Kilbirnie has been gathered, analysed, evaluated and reported on.

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We recognise that this will take a very significant amount of time, which may cause Council concern. However, the housing supply needs are being met in the interim under current rules without MDH. and Council just needs to tighten up the existing rules and processes to prevent the poor examples of current intensification

**Given the weaknesses identified in Council processes, if MDH continues to be rolled out (as the solution to manage housing choice and supply) and proves in time to be a failed experiment, it will have been a preventable failure on a grand scale that will blight the lives of future generations – the stakes are too high not to carefully consider its appropriateness and to continually evaluate and monitor it.**

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## SUBMISSION

### Khandallah Medium Density Housing and Town Centre Plans

**From:** Khandallah Residents Group  
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Christine McKenna  
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This submission is made on behalf of the above working group. There are 11 members on the working group, and 305 people who have chosen to be on our database.

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#### Summary

1. To be clear, the Khandallah Residents group **supports** housing choice and supply solutions that best meet the current and future needs of our community.
2. **Khandallah Residents Group is opposed to Council's plan for medium-density housing in Khandallah as an appropriate solution to meeting housing choice and supply needs.**
3. The need for additional housing in Khandallah is modest and does not justify the introduction of medium-density housing of the type and scale proposed. Rather than copying housing solutions from larger and different types of cities, we should be more innovative and devise answers appropriate to the scale of the future need and that fit with our community.
4. We have significant concerns about the quality of the consultation process and the flawed and leading submission form.
5. The town planning process needs to take into account the whole suburb and its infrastructure needs and be undertaken in collaboration with the community. This should culminate in a holistic plan for the future of Khandallah. Only then should a Khandallah Design Guide should be developed (not the other way around as has already occurred).
6. Local residents highly value Khandallah's character (e.g. streetscape, central small village area, mixture of housing choices, one- or two-storey homes, safe streets, open spaces between dwellings, shared community values, high volume of established vegetation, etc.), which should be retained.
7. We accept a need for a number of smaller homes, suitable for older people, to provide a choice that enables them to remain in their community.
8. There may be a limited number of opportunities to consider somewhat larger housing development on a small number of currently undeveloped sloping sites where they would be less visually intrusive and have less impact on neighbours.

9. The Village is not a 'town centre' as is the case of some other areas with a significant business district where medium-density housing has occurred or is under consideration. Its village-feel is valued by residents and there are limited employment opportunities to justify a need to provide for additional housing for employees.
10. Three-storey buildings **may** be acceptable in the Village business area with provisos and consideration of environmental factors.
11. There is currently insufficient parking (due to both shoppers and commuters) in the Village business area, resulting at times in severe traffic congestion in the Village and adjacent streets.
12. Medium-density housing is an experiment in the Wellington context; there may be unplanned and unwanted negative consequences. A comprehensive independent study of its impacts is vital **before** it is rolled out further.
13. Existing District Plan rules and their enforcement do not protect residents from inappropriate development now. This requires urgent attention and Council needs to demonstrate it can effectively manage existing rules before considering a different set.
14. Residents throughout Khandallah are very concerned that medium-density housing would have significant adverse impact on their amenity values (loss of light, sun and privacy, unattractive streetscapes, etc.) and the value and saleability of their property.

#### The "need for medium-density housing"

1. The need identified by Council for Kaiwharawhara, Khandallah and Broadmeadows is a very modest 10 additional dwellings per year. The fact that Kaiwharawhara and Broadmeadows are included is a somewhat confounding factor. Clearly this will mean that fewer than 10 will be required each year in Khandallah, particularly given that building is continuing in Kaiwharawhara and there is still further capacity there. Therefore the real need in Khandallah may be more like six or seven additional dwellings per year. This is probably a level of growth and intensification that occurs as natural evolution and is occurring at this rate now under current rules.
2. Such a small requirement for additional dwellings is not a reasonable justification for introducing the scale and scope of MDH to Khandallah.
3. Council identifies a need for better housing choices for one- and two-person households in the future. We agree that this may mean a demand for some smaller dwellings, but these need not be in the nature of MDH.
4. We accept the need for suitable housing to enable older residents who wish to down-size to a smaller, lower maintenance home while remaining in Khandallah. The need of this group will **not** be appropriately met by three-storey apartments, as confirmed by a member of our Group who has decades of experience working in Wellington as an occupational therapist.
5. The needs of elderly people will not be met by a ground floor apartment in a three-storey block, where the activities of neighbours above, or just through the wall may affect the quiet and sense of security that most people particularly value at this stage of their life.
6. If a small number of older people vacated their family home each year to move into a smaller home as above, homes for families would become available. This might almost satisfy the need for additional dwellings.
7. Because of the high costs of purchasing and holding land in Khandallah there is a risk that developers will seek to maximise their return by over-development and/or cutting costs with possible impact on quality, or through unduly high prices.

8. It is confusing when one considers the stated requirement of 700 new dwellings each year alongside Council's housing accord with the Government, which aims to provide 7,000 new homes over a five year period (The Dominion Post, 8 December 2015), i.e., 1,400 per year, or double the level of increase that Council states is required. Clearly demand won't necessarily occur evenly, but the disparity between demand and supply is dramatic. This leads one to wonder what the need and the plan really are.
9. Council and the Government announced on 9 December 2015 that the Shelley Bay area would become a 'Special Housing Area' and that 300 affordable houses would be built. This is 43% of a year's stated requirement for the city. Has this been factored into the projections of need?
10. The trend for some people to work from home may make proximity to public transport to get to work less crucial in the future.

#### Population Growth projections

1. We are concerned that different figures are used on different occasions, making it unclear what the basis of the projections is, e.g., Council indicates that the city's population will increase by 46,300 between 2013 and 2043, but it is elsewhere stated as almost 50,000.
2. Thirty-year projections deal with many imponderables, and therefore cannot be exact. Because of this a range should be used. It appears that the high end of the range may have been used – and then it is rounded up by 8% (46,300 becomes 50,000). If the high end of an acceptable range is used it can result in unrealistically high figures. Could this have resulted in an over-estimation of the housing requirements?
3. In their population forecasts for Wellington, *Factors of population change* forecast.id states: *The addition of dwellings is the major driver of population growth, providing opportunities for new households (such as young people leaving the family home and divorces) or households relocating from other areas.* This assumption is questionable. Availability and affordability of rental accommodation may make it possible for young people to leave the family home, but this will not add to the population as stated. Additional dwellings would, at most, be a very minor factor in causing people to move to Wellington.
4. What generally causes people to decide to relocate is **opportunities** – for employment, business, education or training.

#### The unsuitability of medium-density housing as a solution for Housing Choice and Supply?

1. The proposal for medium-density housing (MDH) is disproportionate to the identified need and not robust enough in ensuring all planning factors have been considered– it is not required nor suitable as a solution for housing choice and supply.
2. Wellington may be the "Coolest little capital in the World", but it is not a city of millions (and certainly not within the foreseeable future) – it is smaller in population than Hamilton (224,000) and Hobart (210,200). It is a city that often comes up with innovative ideas and does not need to copy what has happened in much larger cities elsewhere. We have an opportunity to devise solutions appropriate to the scale of the need and that fit each community.

3. A case may be able to be made for a **tailored** approach to a degree of intensification, but in such a case the needs must be established and the plans developed in open collaboration with the community.
4. MDH would have the potential to unnecessarily damage aspects of communities that are highly valued.

#### The consultation process

1. Khandallah Residents Group has significant concerns about the quality of the consultation process. Indeed there is reason to doubt whether it can genuinely be termed a consultation.
2. It appears that this is simply a part of a process rolling out the same “cookie cutter” plan across Wellington, and that the “consultation” is token.
3. The submission form provided to residents is deficient. Nowhere are respondents asked to indicate support for or opposition to the plan for MDH. Therefore it is not possible to gather any credible data on the level of support or opposition. Lack of stated opposition cannot be assumed to mean support.
4. The letter to residents states that the leaflet contains *specific information on medium-density housing* but this was notably absent. People need real and robust information to reach an informed view. This lack will have resulted in fewer submissions than may have been made had adequate information been provided because the research required to inform oneself is too difficult and time-consuming for many.
5. “Medium-density housing”, when it is just words on a page sounds moderate (which it is not). Without understanding what it means people may not have been as alarmed as they may have been had they known what MDH can look like. Therefore they may not have felt galvanised to take time out to research the issues and make a submission.
6. For the reasons above and the type of consultation process run by Council, it is reasonable to assume that the number of submissions will be lower than the real level of concern in the community (had sufficient accurate information been provided and additional communication channels used). As a result a significant number of peoples’ voices may not be heard.
7. The lack of effective and genuine consultation and community participation is particularly disappointing given that the Ministry for the Environment’s (MfE) *Urban Design Tool Kit* includes a section on Community Participation Tools (S2), none of which have been used by Council.
8. The questions in the submission form are leading and appear based on the introduction of MDH being a done-deal, perhaps with some allowance for very minor changes. However, the focus seems to be on the smaller affected area being the “town centre”, with only two of the five questions are about MDH.
9. If the approach to changes in Khandallah or any suburb is not to be a “cookie-cutter” one, the process must start with the community and Council collaborating to identify the needs, issues, values and aspirations, and then working together to develop a holistic plan that fits the suburb. Such a process would value the local knowledge of residents and would demonstrate concern and respect for the existing community. It would also result in a more effective solution that would be more likely to be accepted by the community.



10. The Group was extremely surprised to learn that the first consultation that occurred was with the local business group (see Planning Process #2 below) rather than residents.

#### The suburban planning process

1. As described above, the first planning step should be genuine community participation in developing a holistic suburban plan for the whole of Khandallah.
2. We are informed Council's first plans are for the Village (town centre). Specific planning for meeting the needs identified should address the needs of the people **before** the business area. The business area is there to meet the needs of the people, not the other way round.
3. Development of the Khandallah Town Centre Plan as the first piece of work raises concern that investment in the Village will then need to be justified by the increased population MDH would bring.
4. A survey of Khandallah's infrastructure, and whether it would be possible and cost-effective to upgrade it if necessary to meet the needs of a larger population, should have been undertaken and made public early in the process.
5. When all the information has been assessed, whatever decision is made, a Khandallah Design Guide should then be developed also **in collaboration with residents**.

#### Character of Khandallah

1. The character of central Khandallah, essentially the relatively flat area around the Village within the five minute walking zone, plus the streets nearer to Mt Kaukau, is most indicative of Khandallah's history as an early settlement in the hills of Wellington. The overwhelming majority of homes in this area are one- or two-storey, generally with moderate to large setbacks, and surrounded by trees and other vegetation which enhances and softens the streetscape, provides for a burgeoning native birdlife and provides privacy for the residents.
2. Local residents highly value the character (e.g. streetscape, central small village area, mixture of housing choices, 1 to 2 storey homes, safe streets, open spaces between dwellings, shared community values, high volume of established vegetation etc.) of Khandallah. Its character, and the local character of other suburbs, should be valued, and the essential elements of it must be retained.
3. It is contradictory that the District Plan (4.1) and the Residential Design Guide (1) indicate specifically that in MDRAs there will be no requirement for new developments to fit with the existing character of the area, while the leaflet sent to residents states: *We want to make sure that all new development is high quality, the design and appearance fits in with the surrounding environment, and it can stand the test of time.* What is really being proposed by Council?
4. With a small number of more recent exceptions (e.g., 12 Agra Cres, Mandalay Terrace, 1 Onslow Road), most of the intensification that has happened in Khandallah throughout the 20<sup>th</sup> and into the 21<sup>st</sup> century has been relatively sympathetic and has therefore not destroyed but enhanced that character. Recent infill houses in Ganges Road, that have retained the essence of the local character, are a good example of current intensification. Khandallah residents are adamant that only this type of sympathetic intensification should be permitted.

5. Much of the rest of the suburb, particularly the area to the south, is characterised by somewhat newer to very new predominantly one- and two-storey homes, often winding and sometimes steep roads, and some areas of undeveloped land in the gulleys which are generally covered in bush.
6. New buildings of merit can be exciting and add vibrancy, but we need to retain important aspects of our history. In the case of Khandallah, there are a few homes of specific note which should be retained, but Khandallah's character is not represented by single buildings, but by the ambience created by the collection of buildings, and the vegetation. Naturally there will be a small number of houses that have served their useful life and need to be removed. Their replacements can incorporate modern design but should still reflect the character of the area in terms of placement, quality, scale, with surrounding vegetation.
7. The streets of Khandallah are generally not wide, even those close to the Village. While this brings disadvantages in terms of parking and congestion, it makes for a more intimate village feel where people are not as disconnected from neighbours across the road. It also means that the character is established by the houses and trees rather than a wide strip of road.
8. In all areas of Khandallah there is significant vegetation that enhances the streetscape and amenity values for residents. This vegetation provides an important food source for the growing population of many species of native birds. Their return is exciting, but the great work that has resulted in this could be all-too-quickly undone by allowing inappropriate development that removes trees. It is not sufficient to save a few specimen or notable trees –native birds also rely on the amount and type of vegetation.

#### Central Khandallah

1. The character of central Khandallah is described above under the section "Character".
2. The construction of three-storey blocks of apartments would not be in sympathy, and could quickly ruin the character that people have sought to enhance and adapt for over a century. Three-storey homes should not be permitted.
3. This area represents an important and interesting part of the city's history, which is valued by local residents.
4. The need for homes for older residents who may wish to downsize is well recognised. It would be possible to build smaller (but not small) one- or two-storey homes, each with its own outdoor space (perhaps 2-3 on a section) that are in character with the area in central Khandallah and would meet the needs of older people, while also making a family home available. Such development would not have undue negative impact on the local character or the neighbours' amenity values, and would be possible because of the relatively flat land in the central area.
5. Daniel Batley, Senior Planner, stated at the meeting in the Khandallah Hall on 19 November that the area around the Village is the obvious place for MDH. **We disagree.** This area is suitable for the type of development described in #4 above, which would be suitable for older people who may no longer be able to drive and would benefit from the ability to access the supermarket, the Library, the medical centre etc., a short flat walk away. This would enable them to remain active, independent and involved in the community, thus enhancing their quality of life. This fits with the District Plan Objective (1.6.3): *To improve standards of accessibility, including the accessibility and ease of use of both public spaces and housing for older people and all others with mobility restrictions.*

6. If developers were permitted to build large three-storey blocks of apartments on a piece of land in this area it is unlikely that they would instead build a smaller number of one- or two-storey houses, as in 4 above. Therefore development of the proposed MDH-type apartment blocks would need to be explicitly **not** permitted in this area.
7. Proximity to the supermarket is unlikely to cause people, doing the weekly family shop to walk and carry multiple bags of groceries home rather than driving. The supermarket carpark is frequently full, and queues are common. The assumption that proximity to the Village would significantly reduce the use of cars may not be fulfilled to the degree assumed.

#### Parts of Khandallah further away from the Village

1. The general character of these areas is described above, i.e., more hilly, with some undeveloped gulleys, etc.
2. The greatest use of public transport in Khandallah is to get to the CBD for work, shopping and school, etc. Many parts that are further than a 5 or 10 minute walk from the Village have good access to bus services.
3. In general terms, larger, and possibly higher buildings “stick out like a sore thumb” when they are in flat areas, but less so when they are built down a slope or against a slope, e.g., the *Avenida* apartments in Crofton Downs. Further, in such a setting they will have less impact on neighbours.
4. There **may** be an opportunity to consider somewhat higher buildings on sites that meet these criteria, with careful parameters in place.

#### Khandallah Village/business area

1. The Village is just that – not a ‘town centre’. That is what residents enjoy about it. It is not comparable with the town centres of Johnsonville, Kilbirnie, Karori, and Tawa.
2. The range of facilities is limited. Khandallah people frequently use Johnsonville or the CBD, with their much greater range of services as their main town centre, and for services such as petrol stations. Both Johnsonville and the City centre are readily accessible from Khandallah by car or public transport.
3. There is a preponderance of cafes and takeaway outlets. Shops such as the dairy, supermarket, pharmacy, butcher and drycleaner are of long-standing, but numerous other shops have had relatively short lives. Past population increases have not resulted in any greater viability of these businesses. Therefore any expansion of the Village shopping area may be questionable.
4. Overall Village businesses are small, owner-operated and do not employ a high number of staff (with the exception of the supermarket, which employs a significant number of residents’ children). The Council claim that MDH is required so that people can reside in the area they work. We do not see this as an applicable reason to support MDH given the nature and size of our village centre and the number of current and potential employees.

5. Three-storey buildings **may** be acceptable in the Village – i.e., a shop or business on the ground floor with apartments or professional services above (e.g., the planned replacement building next to the town hall, housing the physiotherapy practice). However, significant issues need to be addressed. There is insufficient parking for current needs. Developers of apartments in this setting must be required to provide parking specifically for residents of the apartments to avoid exacerbating the existing problem. Evaluation of whether higher buildings on both sides of the road would create a wind tunnel in Ganges Road should also be undertaken.

#### Road congestion and traffic flows

1. As indicated in the section on character, most roads in Khandallah are relatively narrow, and there are many winding and hilly roads. This is in contrast to other suburbs where MDH is in place or under consideration – Kilbirnie, Johnsonville, Karori, Tawa, Island Bay.
2. There is insufficient parking for the Village shopping area, for people who work in the Village or who park and catch the bus or train. This pressure makes the parking in Khandallah Village difficult and sometimes dangerous. It also means that many cars are parked on the surrounding streets all day. Frequently on weekdays Nicholson Road, Dekka Street, and the close part of Clutha Ave become essentially one way, but with cars travelling in both directions. Designated Village and commuter parking areas are needed now.
3. If MDH occurred in this area the parking and traffic pressures would become extreme. It would not be enough to have one parking space per unit. There would inevitably be more on-street parking because of apartments rented to groups of flatmates, possibly with a car each, and because two cars per family unit is very common in Khandallah.
4. There is twice-daily traffic chaos around all three schools in Khandallah. To add significantly more dwellings and hence more cars would add to what are already dangerous situations.
5. When the streets immediately around the Village are congested by parked cars; the access of buses, trucks and emergency vehicles is impeded. Groups providing transport, rubbish/recycling collection, emergency services, etc., should be consulted.

#### Public transport

1. Khandallah is served by both bus and train. These services are predominantly used for trips to the CBD.
2. The train service has been under threat numerous times and its future remains uncertain. We understand that it runs at full capacity during peak hours. Issues with the track and the Matangi trains mean that the service can be unreliable during bad weather.
3. Bus services cover considerably more of Khandallah than the train, but the routes are narrow and winding. The capacity to significantly increase services may be questionable.
4. A significant increase in population would require more services to transport people to work in the CBD, and the many secondary students who attend schools in or across the city. This may be difficult to achieve.

### The needs of children and young people

1. The population may be ageing, but Khandallah remains largely a family suburb.
2. A recent Council report <http://wellington.govt.nz/~media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/suburban-reserves-management-plan/sector1.pdf> states
  - *“Analysis of a 10-minute or 600 metre walking distance on the street network shows gaps in formal play area provision in central and northern Khandallah...*
  - *The Khandallah village playground is not an ideal space but there is no land to the north of the village that would be more suitable. The areas north of the village and to the east and west of Tyers Stream Reserve are lacking but again, there is no land available that could be developed further for either formal play or outdoor recreation generally...*
  - *Any public access to the Cashmere Avenue School grounds would be a significant benefit to the local community in terms of open space and play opportunities.*
  - *An area around Khandallah Village has been identified as being potentially suitable for a zone change to accommodate medium-density housing. Should this occur there will need to be an associated provision for land for outdoor recreation as there is already a gap in provision in this area that may be exacerbated with increased population.”*

The above needs of the community are the type of consideration that should be addressed in our recommended holistic suburban Plan for Khandallah.

3. The prospect of young children possibly being brought up in apartments with no safe outdoor place to play independently is concerning in terms of their safety, development, physical exercise and health. The other worrying possibility is that they may end up playing on congested streets.
4. The three primary schools in Khandallah are reported by their principals to be at full capacity. We are aware that the Ministry of Education has assured Council that capacity will be created to meet increased demand. This is likely to result in the loss of outdoor play space which is even more significant given the current lack of children’s play spaces within Khandallah.
5. In addition to Khandallah’s local schools, there is the impact on capacity of the local intermediate (Raroa) and high school (Onslow) both located in Johnsonville. Both schools will also have to provide for population increases in Johnsonville and other surrounding (student feeder) suburbs

### 6. Infrastructure and resilience

1. It is concerning that it appears that Council plans to make a decision about MDH, and investigate later the capability of services such as storm water, grey water, sewerage I,(if it decides to go ahead with MDH). This does not inspire confidence that these vital services will have the required capacity.
2. Our recommended holistic suburban Plan for Khandallah should include planning for appropriate infrastructure to be in place before significant changes are implemented.
3. Wellington has long been warned of the near-inevitability of a large earthquake one day. We have also been warned that we will need to be prepared to be self-sufficient until help is able to get through. With its hilly winding access Khandallah residents may need to wait for some time. People in MDRAs with a lack of green space may be unable, for example, to bury their waste.

### Social impacts of medium-density housing

1. MDH in a Wellington context is experimental. It may be “the answer”, but there may be unplanned and unwanted consequences. It is possible that it could create many more problems than it solves.
2. It is vital that a comprehensive independent evaluation of the impacts of MDH housing on the communities where it is already in place be undertaken before rolling it out in more areas. Naturally this would take some time because it may be a number of years before there was sufficient MDH development, and longer before it was valid to measure the effects. This is needed because there are too many unknowns, as set out below.
3. The social impact on Wellington communities of a change from low-density to a substantial amount of MDH is not known.
4. The impact for neighbours of living in their home dominated by large apartment blocks and having lost valued sun, light and privacy is not known.
5. The impact on the health and wellbeing of neighbours constantly concerned about the possibility of a large block of apartments being built next to them is unknown.
6. The impacts in a Wellington context of living in close quarters, with no outdoor space for the people in apartment blocks are unknown.
7. If MDH continues to be rolled out without effective valuation, and it proves to be a failed experiment enduring **preventable** harm will have been caused to communities on a widespread basis.

### District Plan, Residential Design Guide

1. Plainly the existing rules and guides are not strong enough, and there must be questions about how effective the consents process is. A review to resolve these issues is **a matter of urgency**. **Council needs to focus on this first** before seeking to create new types of unnecessary housing.
2. Developers are already able to build inappropriate medium-density apartment blocks that are out-of-scale and not in keeping with the character of the surrounding area, e.g., Agra Cres, Mandalay Terrace. Most of these are terrace houses at 90° to the street, and are of dubious design merit.
3. A Residential Design Guide specific to Khandallah needs to be written **in collaboration with the community**.
4. For most of Khandallah the current Outer Residential Area rules for building height, recession planes and yards must be retained **and enforced**, until the review referred to in #1 above is completed.
5. As indicated earlier, some intensification in central Khandallah by way of in-character one- or two-storey homes may be acceptable. It **may** be acceptable to facilitate this by slightly increasing the allowable site coverage from 35% plus 5% for unenclosed decks above one metre to 40% plus 5% for decks. There would need to be a minimum open space (exclusive of driveways) to provide for safety, privacy, and sufficient green space both for the occupants and for the streetscape. The current discretionary (notifiable) ability to approve a **minor** incursion into the building envelope, perhaps to allow for a gable, seems reasonable provided it is applied with consideration for neighbours.

6. Distance from the boundary in current and any future standards must be measured at the part of the building nearest to the boundary, not at the foundation.
7. There may be a few specific areas, not in central Khandallah, but on bus routes, where there is undeveloped land on a slope where the impact of larger buildings on neighbours would be less because of the slope. Any such development should be sympathetic to the character of the area and should consider appropriate access, street paths etc. For example, we note a previous multi-unit development was permitted at the bottom of Onslow Road without a safe footpath to the nearest street intersection. We also note this area is congested with cars associated with a nearby business during the day. We would wish to discuss the rules around any such future development as part of the collaboration around the development of a Khandallah Residential Design Guide.
8. We do not believe that greater recession planes (i.e., 56° and 63°) should be allowed in MDRAs, and 63° on northern boundaries is completely unacceptable. Where buildings are of three storeys they are already bulky and will dominate and shade neighbouring properties. To allow greater recession planes increases the loss of amenity for neighbouring properties with no corresponding benefit.
9. The change in site coverage from 35% in Outer Residential Areas to 50% permitted, and 60% discretionary restricted in MDRAs is a dramatic increase. 60% site coverage represents over-development of the land and will have greater adverse impact on neighbours. It should not be permitted.
10. If an area, as in #7 above, were designated for MDH, where it is adjacent to properties zoned Outer Residential, the rules applying to the MDH property at that boundary should be those applicable to Outer Residential in order to minimise amenity loss to the neighbour.

#### **Impacts on residents' current amenity values**

1. Khandallah residents are deeply concerned that their amenity values (light, sun, privacy, outlook, view) would be adversely affected by MDH, and that their homes would be dominated by oversized and out-of-character neighbouring apartments.
2. For many people their home, as well as emotionally important, is also their largest asset. It is impossible not to conclude that a large apartment block next door which damages amenity values would have a negative impact on the value and saleability of their property.

JCA  
**Johnsonville Community  
Association**

Consenting travesty at 4 Frankmoore Ave,  
Johnsonville.

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PP presentation to WCC TUD , 4 Feb 2016

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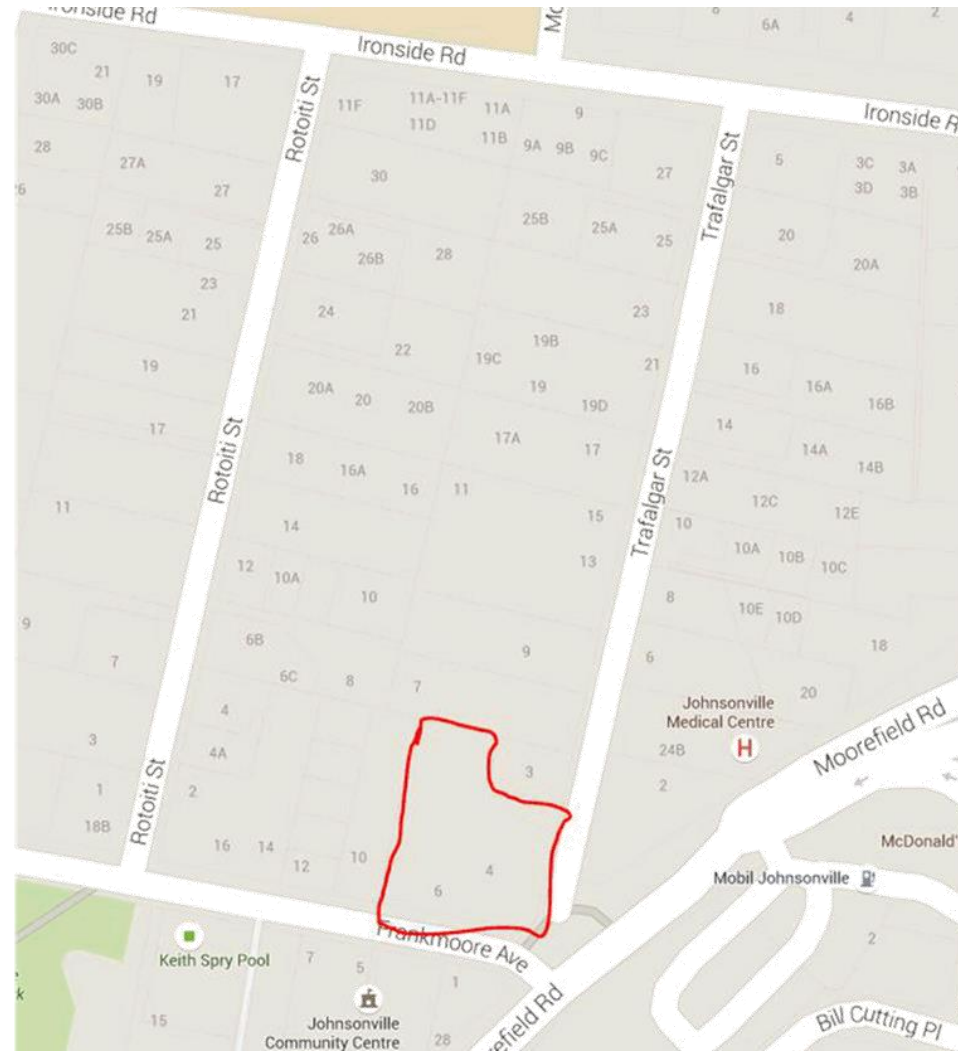


Trafalgar St –

- The most congested street in Johnsonville, bar none.
- Narrow Street – one entrance only (to the east)
- Parking only on one side of street
- 25 addresses, around 50 “units” with potential for up to 110 more underMDRA (ie, 160 total)
- Total onstreet Parking Capacity around 25 cars
- Typical overnight resident (non-commuter ) parking demand: 20 parks
- Typical parking “availability” during working week: zero

- Frankmoore Ave-

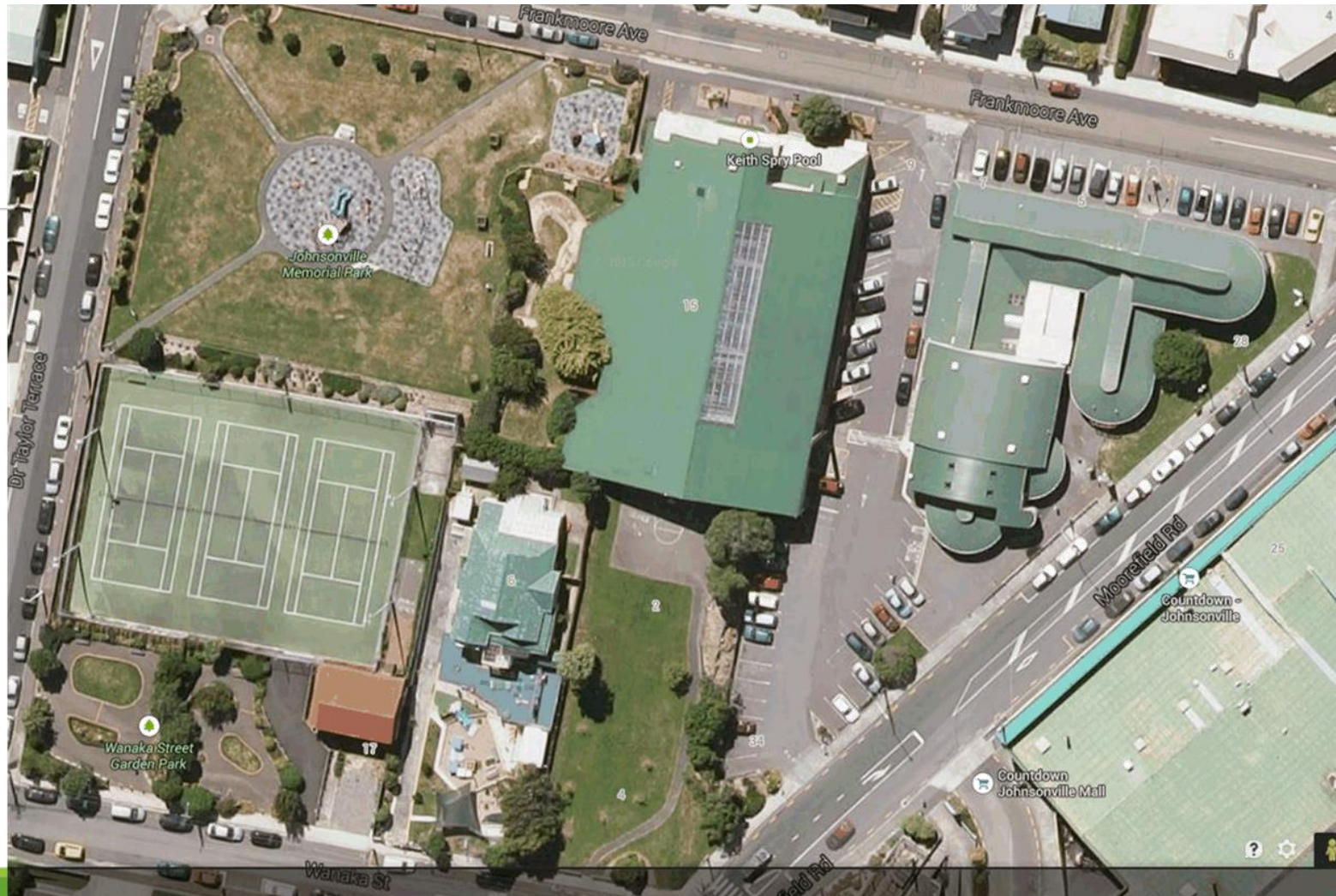
- No Parking Available for over 150m.
- Minimal parking thereafter
- Massive demand from Park/Pool/Community Centre





## Consent Awarded – despite severe *Non-Compliance* (8 Parks short)

Requirement (summarised)	Compliance <span style="color: red;">8</span>
<p>5.6.1.3 <u>Vehicle parking:</u></p> <ul style="list-style-type: none"> <li>• 1 on-site park pre household unit (<del>19</del><sup>18</sup> parks)</li> <li>• Visitor parking: 1 space for every 4 units (5 parks)</li> </ul> <p>TOTAL: <del>24</del><sup>23</sup> parks</p>	<p>DOES NOT COMPLY shortfall <del>10</del> (= 24 – 14) Refer discussion below <span style="color: red;">(23-15)</span></p>



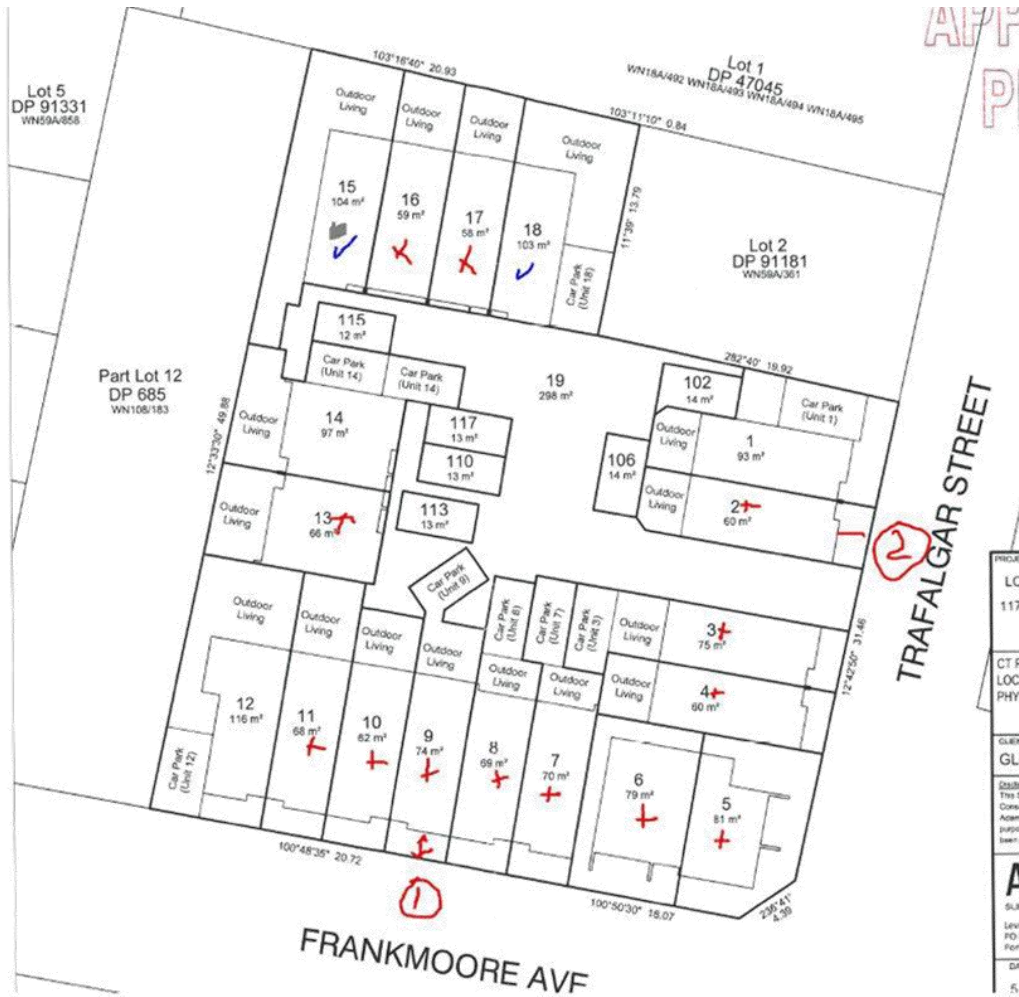


1. LOT 19 SHOWN HEREON TO BE HELD BY LOTS 1 TO 18 IN EQUAL AND UNDIVIDED SHARES.  
 2. THE FOLLOWING LOTS TO BE HELD IN ONE CFR (COMPUTER FREEHOLD REGISTER) AS FOLLOWS:

LOT	LOT (CARPARK)
2	102
6	106
10	110
13	113
15	115
17	117

**NOTES**

1. AREAS & DIMENSIONS SUBJECT TO FINAL SURVEY.
2. EASEMENTS TO BE CREATED OVER PRIVATE SERVICES AS NECESSARY.
3. RIGHTS OF SUPPORT TO BE CREATED ON COMMON INTERTENANCY WALLS AS NECESSARY.
4. RIGHTS TO OVERHANG ROOFLINE TO BE CREATED AS NECESSARY.
5. EASEMENT FOR PEDESTRIANS FOR MAINTENANCE TO BE GRANTED WHERE REQUIRED.



PROJECT	LO
	117
CT RI	
LOCA	
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STATUS	Final
DATE	10/02/16
SCALE	1:100
DRAWN	AT
CHECKED	
DATE	5/1

A.J.

## WCC Decision Report

<p><u>Multi-Unit Residential Development</u></p> <p>The proposal requires <b>Discretionary Activity (Restricted)</b> consent pursuant to <b>Rule 5.3.7</b> for a multi-unit development being two or more household units on a site in the Medium Density Residential Area.</p> <p>The Council's discretion is limited to:</p> <ul style="list-style-type: none"> <li>• design (including building bulk, height and scale), external appearance, and siting (including landscaping, parking</li> </ul>	<p><b>Discretionary (R)</b></p>
<ul style="list-style-type: none"> <li>• areas, vehicle manoeuvring and site access)</li> <li>• provision of parking and site access</li> </ul> <p><input checked="" type="checkbox"/> A non-notification clause applies to applications for a multi-unit development on sites in an identified Medium Density Housing Area.</p>	



## WCC Decision Report - Parking

The application includes a traffic report prepared by Barclay Traffic Planning, which includes the results of a parking survey for Trafalgar Street and an analysis of census data relating to car ownership in Johnsonville Central. The Barclay Traffic Planning report, which should be read in conjunction with this report, concludes that actual demand for car parking will be lower than the District Plan requirement and suggests that if problems develop some on-street parks in Trafalgar Street could be reserved for resident only parking.

Council's Manager of the Transport Network, Soon Teck Kong has reviewed the application together with the Barclay Traffic Planning report and is able to support the proposal on the basis that the development is located on the fringe of the Johnsonville town centre. Mr Kong considers that this convenient location is conducive to lower use of private vehicles for transport and vehicle ownership compared to other multi-unit developments. Adjoining local roads are expected to be able to handle the additional low levels of traffic flows from the development and the proposed locations of the vehicle crossings along the property frontage on Trafalgar Street will result in the loss of only one kerbside parking space.

Based on the assessments of the Vehicle Access Engineer and the Manager of the Roding Network, I consider that the overall vehicle access, traffic and parking effects are less than minor.

## Consent Awarded – despite severe *Non-Compliance* (8 Parks short)

Requirement (summarised)	Compliance <span style="color: red;">8</span>
<p>5.6.1.3 <u>Vehicle parking:</u></p> <ul style="list-style-type: none"> <li>• 1 on-site park pre household unit (<del>19</del> <sup>18</sup> parks)</li> <li>• Visitor parking: 1 space for every 4 units (5 parks)</li> </ul> <p>TOTAL: <del>24</del> <sup>23</sup> parks</p>	<p>DOES NOT COMPLY shortfall <del>10</del> (= 24 – 14) Refer discussion below <span style="color: red;">(23-15)</span></p>

# So what's the problem?

MDRA PROMISED “RULES” TO ALLOW “MD” DEVELOPMENT, YET MAINTAIN STANDARDS

AT ENVIRONMENT COURT, WCC AGREED THAT J/VILLE PARKING WAS ESPECIALLY AT RISK, AND SPECIAL CONSIDERATION FOR INDIVIDUAL AND CUMULATIVE EFFECTS OF PARKING BE CONSIDERED IN EVERY MDTA CONSENTING DECISION. THIS WAS ORDERED BY THE COURT

WCC CONSENTING STAFF DISREGARDED ALL, AND ALLOWED 15 CARPARKS WHERE O.D.P. REQUIRED  
23

WCC CONSENTING DECISION

- POORLY INTERPRETED MDRA RULES
  - IGNORED ENVIRONMENT COURT DIRECTION
  - ACCEPTED SHONLILY EXECUTED “PARKING SURVEY” & FACTUALLY INCORRECT PLANNERS TRAFFIC REPORT WITHOUT QUESTION
  - FAILED TO CONSIDER MASSIVE FUTURE PARKING DEMAND IN WIDER AREA
  - “SILOED” THINKING W.R.T. CURRENT LIBRARY PARKING PRO[POSALS, ISSUES & COSTS
- 

# **WCC Transport & Urban Development Committee Meeting**

**Thursday 4 February 2016**

**Public Participation  
by Michael Mellor**

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## **Agenda item 2.1 – GWRC Oral Update**

**WCC's role in the introduction of the new  
Wellington City Bus Network, including BRT  
– a passenger's perspective**

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## Route structure

**Current structure:** collection of individual routes with little interdependence - just 12 advertised connections each day, so limited potential for passenger dissatisfaction

**2017 structure:** connected network, relying on connections between routes – e.g. to replace existing through routes, the new East-West Spine route will connect with 10 other routes at 6 locations – hundreds of connections each day, so much greater potential for passenger dissatisfaction

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## Connections

To be attractive to passengers these connections will need to work reliably and consistently with respect to:

- a) time, and
- b) place

(In my experience the current limited connections are not managed well in either respect, compounded by poor and conflicting information)

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## a) Time – WCC role

- Services will have to be reliable, otherwise connections broken and passengers inconvenienced
- Along the Golden Mile/BRT spine, buses need to be spaced evenly to avoid congestion (ideally no less than one minute apart)
- Potential delays where buses mix with other traffic, e.g. along the Golden Mile/BRT spine at Bowen St, Willis St, Taranaki St, Courtenay Place, Basin Reserve; and in the suburbs, e.g. at intersections in Newtown and Kilbirnie



## **b) Place – WCC role**

- New formal interchanges at e.g. Zealandia, Brooklyn, Newtown (John St & Hospital), Island Bay, Kilbirnie, Miramar
- Need to be convenient , attractive and safe places
- Good information and shelter required
- Need to be clear and easy to use by both passengers and bus drivers
- NZTA draft guidelines for PT infrastructure

## Conclusion

- Many challenges
  - WCC role is crucial – good to see links with GWRC being strengthened
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## Agenda item 2.1 – Street signs

- Excellent idea to add Petone-style one-liners to street name signs – gives a sense of place and a sense of history
  - Suggest starting with main thoroughfares, e.g. along the Golden Mile, and in areas with specific name themes, e.g. Khandallah (India), Strathmore Park (Scots royal connections)
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