

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

Time: 1:00 pm
Date: Wednesday, 18 November 2020
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
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 12 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

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 second 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 2

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.

Engagement Forum

Wednesday, 18th November 2020

Speakers

1.	Alan Olliver (joint submission with Julie Middleton)	Page 11
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3.	Anne Molineux	Page 26
4.	Brett McKay	Page 36
5.	Bryony Hales	Page 56
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7.	Christine McCarthy	Page 64
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9.	Dean Raymond on behalf of Heritage New Zealand Pouhere Taonga	Page 75
10.	Oscar Davie	Page 84
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12.	Richard Murcott	Page 92
13.	Dr Will Koning on behalf of Jane Perry	Page 120
14.	James Fraser on behalf of We Are Newtown	Page 121
15.	Graeme McCarrison on behalf of Spark NZ Trading Limited	Page 130
16.	Ian Turk on behalf of Ngaio Crofton Downs Residents Association	Page 135
17.	Dougal List on behalf of Moir street residents	Page 138
18.	Wellington Civic Trust	Page 143

19.	Mark Harrison	Page 148
20.	Nick Ruane	Page 162
21.	Guy Marriage	Page 167
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23.	Liam Davies on behalf of Massey at Wellington Students' Association	Page 186
24.	Robyn Parkinson (chairperson) on behalf of Tawa Community Board	Page 193
25.	James Barber	Page 204
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27.	Suzette Irene Laws	Page 221
28.	Alex Dyer	Page 226

Submitters Name: Julie Middleton and Alan Olliver

Address: [REDACTED] Mount Victoria

Email [REDACTED]
[REDACTED]

We are making a joint submission.

We wish to speak to our submission.

We live in a historic house in Mount Victoria so our submission will focus on that area.

Introduction

We are totally against this Draft Spatial Plan (DSP). We are not against building more houses in Wellington or against population growth in the city. However, we believe the greatest need is for affordable housing and this DSP will not achieve affordable housing. We do not think that building in the city centre will produce affordable houses. as the land itself is so expensive. This plan will only produce expensive apartments/townhouses and ruin heritage areas.

1. TIMING OF CONSULTATION

Why is consultation taking place now? Being in lockdown because of the Covid virus, has greatly limited the usual consultation process. Zoom meetings are ok, but not everyone has a computer or is experienced in Zoom, to be able to engage successfully this way. We count ourselves as competent with computer technology, so we hooked onto the Zoom meeting at Te Papa. However, as first time users of Zoom we could not figure out how to ask a question, and we had no idea there were online polls going on that one could participate in, until a friend told us about it afterwards. We also listened in to the Mt Cook Mobilised zoom meeting, but felt also that it was a limited success. Neither meetings had Council policy makers in attendance to answer questions.

There is a lot to think about at the moment beside Covid and its consequences. There are apparently four council documents out for consultation at this time, this, the Library, Solid Waste Management and Gambling Venues. We also have an election and two referendum to think about. It's all too much, and you will not get true consultation as people will choose the most important to them to engage in that and ignore the rest of the consultations. I (Julie) have worked all my life as a Librarian and wanted to make a submission on the Library building but I have been too busy getting to grips with the DSP to do a submission on that too sadly.

Lastly, the National Policy Statement-Urban Development 2020, which is the impetus for the DSP, says a regional approach should come first. Apparently "The Wellington Regional Growth Framework will be consulted in early/mid 2021". Why is the WCC rushing the DSP process and creating a Spatial Plan without knowing what the neighbouring regions are planning?

2. CONCERNS ABOUT THE DSP DOCUMENT ITSELF

2.1 Additions and amendments

The DSP seems a very flawed document. Amendments and new versions are coming out all the time with no notification. It's hard to pick them up, let alone keep up with these changes. For example...

- a. There have been at least 3 different versions of the Mt Victoria "Character areas and Housing types" map. On this map, the Tutchin Ave area has been both in type 2 and type 3 areas. The latest map put in letterboxes by the Mount Victoria Historical Society (MVHS), has the area in type 2, but they have been told by Council officers that the map is actually wrong.
- b. "Type 4A Medium Density Housing" type, popped up out of nowhere when I was rechecking the "Housing density types" graphic. Initially there was only Type 4. I still do not understand the difference between the two types, nor do most people I have asked.

c. A new document has appeared entitled “Citywide Estimated Growth Figures” forwarded by to us by the MVHS but sent to them by another stakeholder group, not by the Council. Why is document just being made public now?

This changing and adding to the original DSP is confusing and probably illegal. How do submitters know what they are commenting on if the document keeps changing? I have friends who have already made submissions, and have no idea the plan keeps changing. This a blatantly not fair on submitters.

When a book is published, it generally is labelled the 1st edition and given a date. When changes are made and it is republished and these later books have subsequent edition numbers, edition 2, edition 3, with corresponding dates. When someone randomly picks up the book, they can check out which version it is by the edition number and date in the book.

WCC policy makers have been adding and changing the draft spatial plan without adding version numbers or dates. They have not made attempts to inform the public of the changes. This is not a very competent or robust way to work. I wonder if this has been done deliberately to confuse submitters?

2.2 Language

The language used in the document is also very confusing. We are used to the general terms used in resource consent and planning documents, but in the DSP, the language has changed, for example...

“Character” now means “heritage”

We dispute the use of this term. To us heritage is facts gained from legal documents, house titles, rate books, research gained from newspapers etc. Character to us is subjective and an emotional term. I know my house has heritage. I know it was built in 1881 according the WCC Archives rate books. I know who has lived here from the title documents. All these are verifiable facts. I feel a house has character because of the quirky paintwork or pretty cottage garden. This is an emotional response. These two ideas are completely different. I feel you are demeaning heritage by calling it “character”.

“plot ratio”

We know this means the ratio of built to “non” built land. Now however, “ground level open space” is the term used now, which is very confusing.

“ground truthed”

This now means making a site visit. For example, this was used in a question from the Te Papa session“How were the proposed character areas identified”. Answer “Final sub-area boundaries were then identified and ground truthed through further site visits”. What a confusing term.

“Character sub areas”

Sub means under or lesser. In this plan the actual character area is the large area, and indeed the smaller areas are “sub”, but the sub areas have the greater character protection. This meaning is totally wrong and I wonder if these words have been chosen to deliberately mislead people?

2.3 Inaccuracies

One would think that a document put out by the Council would be accurate. Not so with this DSP. We have only checked the area around our house, the city side of lower Ellice St from Regional Wines shop to Brougham Street, but not including the modern building on the corner of Ellice and Brougham.

The “Pre 1930 Character Area Review, Mt Victoria Building Age” map denotes this area as purple... indicating the buildings are dated 1890 to 1900. This is totally inaccurate and the houses are much older. Michael Kelly’s Mt Victoria Heritage Study, 2016, verifies this as do the WCC Archives rates books.

In fact...six houses were built between 1879 and 1881, (numbers 21, 23, 25, 31, 33, 37) , two between 1881 to 1901, (numbers 37 and 41) and 2 are “modern” (numbers 27 and 39), but with very old cores. 29 is a back section and not visible from the street.

How can anyone conclude that all the dwellings were built between 1890 to 1900 if they actually had read Michael Kelly's report? I queried the 2 council officers at the Te Awa Library engagement session (8/9/2020) on this point. They were in credulous as to a mistake like this and said the information had come from Rate books. Yes, this is the source of this information but the policy makers have got it wrong.

I can only speculate if the policy makers had got the house ages right, would this block be included in type 2 not type 3 housing density type? These houses present a decent streetscape, of original houses which is one of the criteria for a "character area", and most have retained their original building form, which is another criteria.

Have the policy makers made other such mistakes?

2.4 Basis of population calculations

I query the validity of the basis of the population projection on which the DSP is based. I believe the population projections are from the 2013 census because the 2018 census did not have a 100% participation rate.

Since the Covid pandemic and lockdown, we have had no migration, but we have had a lot of New Zealanders living overseas, return to New Zealand. It would seem sensible to put the whole DSP process on hold until the population settles down. It is not known if returnees are going to stay in New Zealand or return back overseas. Who knows what our population will be when covid finishes? Will the country still need skilled migrants when we are now training more of our unemployed people into skilled jobs.

Working habits have also changed due to Covid. More people are working from home. Who knows if this trend will continue long term. If it does it will mean that there are office blocks in the central city which could be redeveloped for accommodation.

In recent media releases, the government is also talking about creating regional hubs for government services. Who knows what effect this will have on spatial planning.

The DSP needs to wait till next census to see who actually is in the country, if returning New Zealanders will stay, what govt new immigration policy will be, to name but a few current issues.

Finally, from the three proposed population projections, why did the WCC officers chose to work with the larger number (ie the 80,000) when City Councillors wanted to use medium number? The plan to accommodate 80,000 more people into Wellington in the next 30 years is unrealistically inflated. Using the higher number has created the availability for seven times more potential housing capacity than what is actually needed.

2.5 Status of the Draft Spatial Plan

I have not been able to figure out if the DSP overrides the draft District Plan or if the draft District Plan overrides the DSP. When I have asked Council officers, eg at the Te Awa Library engagement session such questions as... "How will DSP guarantee sunlight of the neighbours?". The answer from them was that "the draft District Plan will have rules and procedures to guarantee that". How does this work? The District Plan doesn't exist yet and yet we are being told that it will protect/guarantee such things as neighbour's sunlight.

An example of the confusion here is this quote from the Te Papa questions ... "How will amenity values such as shading be protected with the addition of new tall buildings?' Answer..."While building heights are being increased, there will still be other standards in the District Plan (for example, setback, outlook, recession planes and sunlight access standards) that new buildings will need to comply with. These standards will help to manage the effects such as shading and dominance from new buildings. We are still working on what these measures might be and we will include them in our Draft District Plan when we consult on this next year". On one hand, the DSP takes away building conditions, and on the other hand, the District Plan magically puts them back. This is very odd. It is hard for people to trust this proposed process.

3. HERITAGE

We are founding members of the Mt Victoria Historical Society, established twenty four years ago. We have been on its committee, and spent many hours researching the local history. We love this suburb and the history it preserves.

3.1 NPS-UD

The NPS-UD the National Policy Statement on Urban Development (NPS-UD 2020) significant heritage value merits recognition as a “qualifying matter” under Policy 3.32(1)(a). Heritage areas do not need to be part of a Spatial Plan. Why has the WCC made it part of the DSP?

3.2 Heritage as a whole suburb

To us the significant heritage in Mt Victoria is the whole suburb, not small segments randomly selected by a WCC policy officer. Wellington is known for its large areas of Victorian and Edwardian heritage houses, especially Mt Victoria and Thorndon. These areas will not look so picturesque with high apartment blocks amongst them. Thorndon already had some nasty high rises which look terrible, create shade on neighbours and devaluing the overall heritage ambiance. In Ellice St, we have Melksham Towers, built in 1974, a horrible building amongst some lovely historic houses. The historic house behind the tower, has lost its views and it’s sunlight had been badly limited.

3.3 Heritage as tourism asset

It is fascinating that the WCC often uses photographs of Mt Victoria houses in its publicity campaigns, brochures and even in the DSP. This very area is not going to look so photogenic when they have 4 or 6 storey apartment blocks dominating the scene hiding the historic houses.

I believe heritage houses have a national importance and tourism value. Each house has multiply stories attached to them that show the settlement and development of our city. Every time we have visitors from overseas, our Canadian relatives from Vancouver, and relatives from Cambridge England, we take them on a walking tour of Mt Victoria and tell them the history of the area. They love this and always say how lucky we are to have such a heritage area as Mt Victoria. When these houses are gone, the stories disappear as well. Although tourists come to New Zealand for our wide open countryside and mountainous scenery, they also appreciate our built heritage and history. We believe we need to know our history, to understand it and move forward into the future.

Conversely, when we travel overseas, we love looking at the heritage of the country, colonial buildings in Australia, ancient temples and shrines in Japan, and historic churches and villages in France. These countries manage to preserve their history, Wellington should too.

3.4 Value of historic houses

Old houses are not bad houses, as the young ones want everyone to believe. They are built of wood, a sustainable resource, not cheap imported materials from China, or made of leaky materials. National Regulations now mean tenanted houses have to be insulated and have rules around providing heating and ventilating. (Healthy Homes regulations). Tenants who are still complaining about mouldy damp homes, need to take their concerns to their landlord, property manager or Tenancy Services. Many old houses eg ours, have been totally renovated. It is also a waste of finite materials to rip down old houses and replace them with concrete and steel, which are not very “green” to produce. Timber buildings sway in an earthquake and perform better than high rise buildings

3.5 1930’s demolition clause

We totally oppose the Council’s intention to remove large areas of the city from the protection provided by the rule requiring a resource consent prior demolition of pre-1930 buildings. This rule has worked well to preserve the heritage and residential character of these suburbs, yet at the same time, allowed for some intensification/renewal in these same areas.

Mt Victoria already has a steady stream of new developments despite having this clause. For example, six townhouses currently being built in Armour St. A large 1950's style house was demolished on the site and it is being replaced with six, three storied, three bedroom townhouses. So, the site goes from accommodating around 6 flatmates, to 6 families, based on 3 in each family, 18 plus people.

The MVHS has been going door to door in Mt Victoria talking to residents and asking them to sign a petition asking the Council to not do away with the demolition clause. Both Alan and I have signed this petition, as have many other locals. We believe this protection is the best way to preserve our suburb and yet still let some development take place.

3.6 Heritage sub areas designations

How were the final decisions made to allocate heritage sub areas? Was there some secret proportion of being in or out of the sub areas? Was input sought from local historical societies or residents' associations to decide what was in or out? I know that the MVHS was not consulted.

Is there any right of appeal? Is there an ability to include more houses in the sub areas? Consequences of being a small group of heritage houses, not in a designated sub area is catastrophic. If you are on the edge of an area and can have a 6 storied building next to you, you will lose sunshine and your property will be devalued.

Why are some modern buildings in a designated sub area? For example, there is an ugly leaking modern building at 67 Elizabeth Street which has been included in a sub area.

It is interesting that both Councillor Young and Pannett's street are within sub areas. Councillor Young's streetscape is of similar heritage value to lower Ellice St but lower Ellice Street is not included. Councillor Pannett's street has little heritage left and is a street of nasty garages and older buildings with modern additions.

Many areas of Mt Victoria are not included such as Brougham, Austin Street and Ellice St. Many of these areas have streetscapes of original houses. Why are they not included in the sub areas?

The Boffa Miskell report detailing Mt Victoria says 33% of the area is primary character, 46% contributing, 14% neutral and 7% detractive. How is it that so little of Mt Victoria ended up in sub character areas? There is a real disconnect between the Boffa Miskell report and what appeared in the DSP. Why were the "contributing areas" not included with the "primary" character areas as sub areas.

The two following photographs show streetscape and original houses, but one is in a sub area and one is not. This is an example of the seemingly arbitrary nature of the designation of areas. The top photograph is Ellice St, the bottom is Pirie Street.





3.7 Board of Inquiry Judgement for Basin Reserve Flyover 2014

The strong cohesive architectural character of the bottom of Ellice was recognised by the Board of Inquiry as contributing significantly to the heritage of the Basin Reserve. Michael Kelly's subsequent report backed up this statement and yet Ellice St is not in a designated sub area. Why?

4 SUNLIGHT



The above poster has appeared on lamp posts in Mt Victoria this week, highlighting residents fear of losing sunlight.

Councillor Pannett said at the MVHS meeting that "Sunlight is a human right". We agree. Sunshine is needed for our mental and physical wellbeing. We value our sun. The reason we bought a house in Mt Victoria was because it was a sunny suburb. Many people comment on the sunniness of the suburb. The need for access to sunlight has been highlighted by Covid 19.

Lack of sun devalues properties. Even with modern insulation, sun is important in keeping houses warm and dry. Sun is a free source of heating a house.

How is the Council going to make sure high rise developments do not encroach on the sun of its neighbours? How is the DSP going to guarantee the sunlight of an existing dwelling, if a new neighbouring dwelling can be built right on your boundary with no regard to sunlight planes?

To quote the DSP....."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." It is all very well for WCC policy makers to say that this will be dealt with by in the draft District Plan, but I want to know the details of how?

A recent study, http://motu-www.motu.org.nz/papers/17_13.pdf found that people are willing to pay extra for a sunny house. I think the reverse can be said that a house without sun will be devalued. To put it

bluntly, the WCC is playing “God” with our property values. Will they compensate you if your dwelling loses sunlight because of a neighbouring high rise? I doubt it.

5 ISSUES SPECIFIC TO MT VICTORIA

5.1 General

Mount Victoria is a very densely developed suburb already. Many sections are quite tiny. Bigger houses are often divided into flats. The suburb works because there are groups of houses of similar shapes on similar sized section, which allows everyone access to sunlight and views. Our block in Ellice St all have long narrow sections with long narrow houses all facing north south. If a developer built right up to the boundaries of any section, we would all lose sunlight.

5.2 Our neighbourhood around 37 Ellice Street

Where I live at 37 Ellice St, 6 storied buildings will be allowed across the road on St Josephs land, 3 or 4 stories will be allowed, with mixed usage, by any of my neighbours, behind us on Moir St, 2 to 3 stories will be allowed, and in adjacent Hania Street, 8 stories will be allowed. We could be surrounded by tall buildings that will block our sunlight, reduce our views and property value.

Upper Ellice St also has groups of historic houses which would also suffer badly if high rise development was allowed.

Why is the DSP allowing 6 storied buildings over in the upper south side of Ellice St and in Paterson St diagonally opposite us? This area is over the Mt Victoria Tunnel protection Zone. Has Council not been talking to NZTA about future transport plans? We are sure NZTA does not want apartment blocks built on land they intend to eventually tunnel under. This to us is another indication that the DSP has not been fully thought through.

5.3 Heritage is more than streetscape and original house form

This is a brief summary of the history behind the houses in Ellice St, researched and written by Alan Olliver, MVHS committee member, for a guided walk in February 2020. We believe that all these facts, as well as streetscape and originality, contribute to calling a house heritage or the DSP term “character”. The MVHS has been responsible for a huge amount of research into the suburb. It seems reasonable that they should be consulted when the DSP was being drawn up for our suburb.

Ellice Street was one of the three original streets running up into Mt Victoria. It was mapped by William Mein Smith in 1840. It is named after Russell Ellice, a director of the New Zealand Company which founded Wellington.

21 Ellice St – built in 1879 by/for Edmund Platt. He was a master plasterer, setting up Platt & Sons, operating from 1890 to 1912. The company worked on the old Wellington Public Library, BNZ head office, Harbour Board offices and Bond Store.

23 Ellice St – built in 1879. It was subsequently purchased by James Park, renowned geologist, later Director of Thames School of Mines and Otago University. School of Mines). His son was RAF fighter group commander, Air Chief Marshal Sir Keith Park, architect of the Battle of Britain strategy.

31- 41 Ellice St. These houses featured on masthead of the Mt Victoria Newsletter which has been produced and distributed around Mt Victoria in paper form for 44 years. 31-37 were originally identical but built quite separately.

35 and 37 Ellice St – built in 1885 and 1881. Both were owned by the Luke family, a prominent Wellington family business, Samuel Luke & Sons foundry. Both houses were owned by women members of the family which at the time was unusual. No. 37 was the first home for John and Jacobina Luke. John was an MP, City Councillor and later Mayor of Wellington, who was knighted for his work in the 1918 Flu Epidemic.

39 Ellice St – built in 1878. It is the second oldest house in the street, although it has a 1924 bay windows frontage. For nearly 80 years it was owned by the Harrison family. William Harrison was a pianola and sewing machine importer.

52 Ellice St – This was a Salvation Army Bethany maternity home for unmarried mothers operating from 1900 to 1904. It was opened Lady Stout.

53 Ellice St - built in 1911 for Thomas Dillon. Dillon owned a coal mining business in Thorndon and was involved in wharf construction. This house is significant for its striking appearance, a two-storey brick/plaster villa on an elevated site with an attractive and highly visible Australian style double veranda.

57 Ellice St - built in 1876 it is the oldest house in Ellice St. It features in Christopher Aubrey's popular painting of Brougham St painted in 1889. Prominent owners and occupiers include Alexander MacDougall, a Wellington businessman involved in wine and spirits merchandising, the Gear Meat Company and the Brunner Coal Mine. Henrietta MacDonnell ran Brougham House School from this house. Later on, Brougham Hill School, then run by Miss Ward, was the forerunner to Chilton St James School.

65 Ellice St - built in 1898 for J Kersley, of George & Kersley, Drapers, of 50 Lambton Quay. George and Kersley Ltd.'s Wellington store 'The Economic', was considered the first department store in New Zealand to hold a Santa 'parade'. John Murrell moved into the house with his family in 1914. He was the General Manager of Huddart Parker & Co, a trans-Tasman steam shipping company which ran a regular service from Sydney to Auckland and NZ east coast ports. Their head office building is in Post Office Square.

68 Ellice St - built circa 1891 in an unusual Queen Anne and mock Elizabethan style, the turret being a later addition. The first owner was owner David Virtue, a successful businessman running one of the city's largest flour and grain merchants. By 1910, the house was owned and occupied by Caroline and Thomas Rapley. Rapley started out as a cadet in the Post and Telegraph Department and had a career in insurance company management. In 1910, he was appointed chief organiser for the Liberal Party. He was keenly interested in rowing and was the Wellington Rowing Club's first secretary.

69 Ellice/49 Porritt Ave – This corner house was designed by Frederick de Jersey Clere and Richmond, prominent architects of the day, and built in 1893. It was the home of Kate Edger and William Evans from 1895 to 1906. Kate Edger, was the first woman in New Zealand to gain a university degree and the first in the British Empire to earn a Bachelor of Arts (1877). Both Kate and William ran university entrance, civil service classes from their home. William became the minister at Newtown Congregational Church and was also a City Councillor (1900-1905). From 1906 -1911 the house was run as a private hospital run by Mrs G T Dixon, and later by Nurse Klem in 1908.

69 Ellice St - built in 1910. This was designed by well-known Wellington architect, William Gray Young, who also designed the Wellington Railway Station.

71 Ellice St - built in 1900 for Thomas Henry Gill. He was headmaster of Newtown School from 1899-1907. He had an extensive career in education including Inspector of High Schools, Registrar at Scots College, and the President of New Zealand Education Institute. He was also a practising solicitor and hospital board member.

78 Ellice St - built in the 1890's and designed by noted early Wellington architect, William Crichton as his family home. In 1879 William Crichton set up his own practice which later became Crichton McKay and Haughton 1891. Many successful buildings were completed by the firm, including many of the Hospital buildings, the Dominion Building, the former Manthel Motors building (corner of Taranaki and Wakefield Streets) and the former Missions to Seamen building in Stout Street.

80-82 Ellice St - built 1906, for Joseph Ames, and designed by Crichton and McKay. Joseph Ames owned a large section land bordering Ellice, Austin and (close to) Paterson Streets. Joseph was a hotel manager for the Provincial Hotel, Upper Hutt, and the Star Hotel, Criterion Hotel and Lincoln's Inn hotel in Wellington city. Joseph was a born at a whaling station near Kaikoura in 1844. After trying his luck as a goldminer in Otago, he become a mounted trooper in the Land Wars. He was a founding member of Wellington's Star Boating Club and member of the Dolly Varden rowing crew. He managed the totalisator for the Wellington Racing Club. His wife Sarah, donated the school gates to the newly opened Wellington East Girls' College in 1927.

94 Ellice St – built circa 1890. This was the home for Henry Davis and his family from circa 1892-1979. Henry was a carpenter. The house has evolved from its square box and lean-to kitchen, with new additions added

to the front in 1902. A photo of the house appears in Charles Fearnley's book 'Vintage Wellington', published in 1970.

5.4 The need for mixed use?

We also take issue with the idea of mixed use in inner suburbs. Despite supposed/hoped for dwindling car ownership, there is not enough parking space in Mt Victoria to warrant establishing businesses that will require parking spaces outside them. Once mixed use is established, how will the council control the desire of residents wanting parking, against businesses who also want parking for their clients?

5.5 Transition areas

There needs to be transition areas between central city and inner suburbs. Allowing 8 storied apartment blocks next to an inner suburb makes no sense. Sunlight will surely be lost to the existing single or double storied dwelling.

Moir St is a classic example. On the downhill side of Moir St are single storied dwelling some with a lower basement floor. Right at the end of their narrow sections, is the inner city area where 8 stories can be built. Building 8 stories on Hania St will have a huge negative impact on Moir st dwellings. How can the Moir Street dwellings retain sunshine and amenity value when faced with this scenario?

6 OTHER ISSUES

Whilst the DSP can be seen as a rezoning plan...has the WCC considered these other issues? There is talk in the DSP of some of these issues, but I see no concrete plans to develop these facilities.

6.1 Aging infrastructure

Is the WCC going to invest more in drainage, sewage and water supply? Intensification puts more pressure on these services especially in the central city where there is a history of under investment and costly inconvenient remedial work.

The Armour St development is a case in point. Where you had maybe 6 flatmates, now there will be residents of 6 townhouses. This is a huge increase of service capacity which is needed.

6.2 Open space

Is the council going to increase the amount of green space and parkland so people living in high rise buildings, have access to nearby open spaces?

Making the boulevard between Kent and Cambridge Terraces more pedestrian friendly could be one solution for Mt Victoria. Shutting the slip lanes, and putting in seats would be a good start. Also not cluttering it with random memorials, eg the Polish children's memorial, which has no relationship to Mt Victoria, would also be good.

Pukeahu Park is a place of national significance and has become a very popular open space for all to enjoy. We would not want to see high rise apartments shading the sun in this park area or blocking sight lines from or to the Carillion over the park.

6.3 How will council regulate to get decent quality yet affordable housing?

We do not want more apartments such as the one on the corner of Roxborough and Majoribanks Street. These apartments are built right up to the pavement, the apartment sizes are very tiny (some as little as 24 sq m) and have a minuscule amount of open space. The building is a future slum and we do not want to see any more of this poor development on the edges of Mt Victoria. Apparently there is no national minimum apartment size. Maybe there should be national regulations?

6.4 Fire Regulations.

Many Mt Victoria sections are very narrow. If new developments are allowed right on the boundary, how will this ensure fire safety?

CONCLUSIONS

This DSP is not the answer to provide increased housing in Wellington. The plan itself is deeply flawed and inaccurate, and the consultation process had been a shambles.

The Council needs to look outside the box, and develop innovative schemes to create affordable housing. The way the DSP has been couched, has let the consultation process become a “Heritage or new houses/apartments” argument and it doesn’t need to be like that. Young people are angry at people who own historic houses as they see us sitting on parcels of land that could be rebuilt in affordable apartments. This is clearly not the case. With careful thought and planning, the city can have both affordable apartments and heritage suburbs.

A phased approach is much more realistic and a win for heritage and a win for more housing. If vacant/rundown areas of Te Aro and Newtown, eg Adelaide road, were targeted first, with a moratorium on Character areas, it would be much more palatable approach. Why not ringfence Wellingtons major heritage areas, ie Thorndon and Mt Victoria, using the NPS-UD clause, or put a ten year moratorium on development in these areas? If the original areas did not produce the housing needed, a second tier of development into other areas could be reconsidered.

Julie Middleton and Alan Olliver.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: [15937](#)

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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](#).

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: Jo Woods

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?

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?

Disagree

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

I am not sure your projected figures of 80,000 people are correct for Wellington City. Businesses and government are starting to lay off workers post-Covid so the working population may get smaller. Where the population is increasing is in the Hutt Valley and up the Kapiti coast. So many of the working population comes from these regions as evidenced in the workforce travelling into work each day by car, bus and train. Living far away from where you work makes working at home an attractive option. In my experience, this is

what is happening with Covid - people who live far away are not coming back to work in central Wellington. Wellington should be viewed as one supercity and then the development of the housing and transport links in the commuter suburbs etc will be bettered planned holistically.

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 don't think the plan is protecting the character of inner suburbs enough. For example in Mount Victoria, there is already space for apartments along Kent and Cambridge Tce and In Hania St. However, this is not enough land, according to your plan as it expands up Ellis St and various other parts of Mt Victoria. This is not protecting the character of these areas. Mt Victoria, Thorndon, Mt Cook, Newtown are unique historical areas that so many domestic and overseas tourists visit to look at the architecture. We are so lucky to have this. This is the legacy that Wellington people enjoy. Even though WCC has traditionally allowed buildings that don't fit in in so many of the character streets so we probably don't have a complete street of character homes. WCC has traditionally not cared enough about the character of these older houses and does not recognise that these older houses have survived many earthquakes with no or minor damage. They are ideal for an earthquake prone area and are an example of resilient, strong, buildings which also have a high degree of craftsmanship. WCC should be studying these buildings to understand about how buildings can last more than a 100 years and can still look good.

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: This question is poorly worded so I have ticked all the boxes. Inner city suburbs because they are already densely populated e.g. houses closer together on smaller sections than outer suburbs, don't enjoy all the facilities that outer suburbs do e.g. lar

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

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

Other: This is another weird question as with Wgton's limited geographical space where are these mass rapid transport going to be? The railway and bus station as it is fine. When the mass rapid transit stop was done in Kilbirnie recently, the bus stops were m

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 town belt and Oriental Bay. The ability to walk around traffic free streets. Enjoyed that there were so few cars as many people had left the suburbs. Loved the Mt Vic Hub as Trish, the coordinator, was great at keeping in contact. Liked that notices were put on lampposts and letterboxes offering help to people who could not do shopping etc.

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

I thought the Civil Defence emergency stuff could have been expanded to help with Covid i.e. street plants and contact lists etc.

Non-Compulsory Questions

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

I liked that WCC was thinking about the future of our city, however, this draft plan oversells an influx of 80,000 people. Infill and high rise apartment housing is not going to result in cheaper rents. If I was a property developer, I would love this dra

2. What would you change or improve?

I would actually do further consultation with residents that live in these innercity areas. We are not commenting on what the outer suburban residents need. However, they can give their opinion on the areas we live in. Most of Wellington's property developers live in the outer suburbs, which they don't want to change but are happy to make their profits by wrecking the innercity suburbs. Many of the property developers working in Wellington are not based in Wellington so don't really care about the future of the 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?

Proper consultation on what innercity residents want.

4.

5. Before WCC finalises a plan, more work needs to be done to consider what really good housing and apartment building looks like and what WCC is going to do to promote this as you are the city's leader, yet have no lead on how to keep our city looking attractive, except for the great plantings. Learn from evaluating the most ugly, slummy apartment buildings in Wellington, built over the past 30 years and the building failures (leaky buildings and earthquake damage) about what is not needed. Stop grabbing ideas from the UK or US and look to the natural beauty of our city and how the buildings can enhance or destroy it. Mandate that all buildings on reclaimed land use the world leading base isolator technology which was developed in Wgtn but WCC has never been strong enough to promote this. We have plenty of good experts in NZ, use their wisdom to inform what you do.

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).

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

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?

Why are people from this area, not using public transport more, as indicated by constant flow of traffic through MT Vic tunnel and round the bays.

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

Strong community centre and good public transport,

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: This is another weird question as with Wgton's limited geographical space where are these mass rapid transport going to be? The railway and bus station as it is fine. When the mass rapid transit stop was done in Kilbirnie recently, the bus stops were m

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

The whole of Wgtn gets to comment on the inner city changes. Many of the outer suburbs have amazing funded WCC facilities e.g. Khandallah town hall and Kaori sports and community centre and library. It would be good to know how much WCC spends on each suburb as I have never seen this anywhere.

Why also are you not promoting a regional approach to housing and business hubs as with transport?

I note you have a question about pre-1930 buildings in poor state being able to be pulled down. This is a WCC and property developer quick fix. Where is the incentive for these buildings to be fixed up and maintained. WCC doesn't care about the condition of buildings if the rates are being paid. WCC is encouraging land banking. None of the owners of these buildings live in the same suburb so they don't care how it affects neighbours.

Character streets have now become semi-character areas. WCC does not have a good reputation or history with dealing with building apartments in Mt Victoria e.g. oversized Melksham Towers in 1975. Also, there have been so many poorly built leaky, not earthquake proofed apartment and townhouse buildings built in more recent years and WCC have not cared about the quality of the work. Even the photo and drawing examples used in the plan are without any architectural merit. Most of the property developers in Wellington have demonstrated that they are not able to built nice looking, quality buildings so within a few years they look like slums. WCC's recent history of not being able to have any control over quality building developments has added to a slumlike 'look and feel' of so many of the new buildings. Let alone the people who have to live in poorly built places. WCC has traditionally not cared about the building quality, except in owner occupied homes. WCC also doesn't care about the state of properties e.g. the amazing wooden mansion on the corner of Armour St and Brougham St which has remained unoccupied for 10-15 years and is now in such disrepair that WCC will likely give permission for it to be pulled down so another poorly designed, overpriced block of flats or town houses can be built. WCC has no history of properly managing the onsite building and with the recent earthquakes failures of the brand new BNZ building and the other govt leased building on the waterfront, this is a great worry. Before WCC implements anything, you need to check that you have the right expertise involved and people who live here and are committed to Wgtn longterm.

Have you provided an attachment? No

[REDACTED]

From: Anne Molineux [REDACTED]
Sent: 04 October 2020 18:05
To: BUS: Planning For Growth
Subject: Submission
Attachments: PFG submission AMMD.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Please find attached. I have also submitted via your online form, but want to ensure you have received this file, which is the substance of our submission.

Regards, Anne.

--
Anne Molineux
[REDACTED]
[REDACTED]

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: [15647](#)

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Submitter Name: Anne Molineux

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 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?

Should take a regional view rather than city-wide view

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 should be considered collectively as well as individually - if over 50% of the buildings in Mt Victoria are 4-6 storey buildings (per your proposal), the remaining properties with character values will be overshadowed and the overall character of the suburb will be lost.

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

Proximity to parks and open space, Infrastructure (stormwater, water supply, wastewater), Social services and community facilities, Medical facilities/centres

Other: I don't understand the premise of this question.

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

Parks and playgrounds

Other: I disagree with the premise of this question. I only selected an answer because it would not let me progress without doing so.

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?

Why is this question mandatory?

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

Why is this question mandatory?

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.

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 Lincolshire Farm Structure Plan, to what extent do you agree or disagree with the following statement?

6.1 The Lincolshire 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: I disagree with the premise of this question. I only selected an answer because it would not let me progress without doing so.

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

27 September 2020

Attn: Wellington City Council

Re: Planning for Growth proposed spatial plan

Thank you for the opportunity to comment on the proposed spatial plan. We commend your assessment of areas of heritage value in the Mount Victoria area. We have no objection to the assumptions underpinning the need for growth – nor the need to be proactive in addressing this.

Summary of recommendations

1. Planning for Wellington’s growth should be undertaken at a regional level, taking into current and proposed transportation infrastructure
2. Incentivise development within the CBD, by specifying minimum height requirements for residential development and using rating structures to disincentivise underutilisation of CBD land (eg car yards)
3. Designate an alternative industrial zone outside the CBD for car yards and low-density warehousing and garages
4. Create a category for special character protection for individual houses with particular heritage value that fall outside the character sub-areas
5. Develop design guidelines for the construction of new dwellings within inner suburbs to ensure new dwellings remain sympathetic to the heritage values of the suburb
6. Make greater use of the Type 2 density categorisation, without character sub-area protection
7. Reclassify Mount Victoria character areas and housing types in accordance with the below map
8. Reduce the maximum number of residents’ parking permits able to be issued to a single property to two.
9. Replace all coupon parking in Mt Victoria with residents’ only parking.
10. Explicitly exclude new apartment buildings from access to residents’ only parking
11. Require all new apartment buildings to incorporate some parking (which could be at a ratio less than one park per unit) – if only for delivery vehicles.

Comment on the overall plan

Wellington growth should be planned at a regional, not a city level. With significant investments in regional transportation infrastructure both underway and proposed, this will open up new opportunities for people to live in the wider region, while commuting and working in the city. Your plan does not substantiate why the additional growth needs to be accommodated within the Wellington City Council boundary. The Wellington City Council could play a leadership role in coordinating a growth planning exercise with Councils in the wider region, thus taking into consideration all future development opportunities, such as along the proposed Grenada to Melling Link and at Plimmerton Farm.

Recommendation 1: planning for Wellington’s growth should be undertaken at a regional level, taking into current and proposed transportation infrastructure.

CBD area

We agree with your assessment that there is increasing demand for apartment style living in walking distance of the city's amenities. The proposed plan addresses this by proposing intensification in the inner suburbs. However, the plan fails to take the necessary steps to incentivise and encourage this growth within the CBD itself.

There are significant tracts of un- and under-utilised land within the CBD area. The current development on the corner of Taranaki and Jesse Streets is a good example of under-utilisation, where a townhouse style development is underway, taking up most of a city block. The significant number of car yards and low-density warehouses in the CBD is a very poor use of land. Streets like Hania Street in Mount Victoria provide a very good example of this, with a number of vacant lots, car yards and single-story garages.

We agree with the inclusion of key transport corridors such as Kent and Cambridge Terraces and Adelaide Road within the CBD designation.

Recommendation 2: incentivise development within the CBD, by specifying minimum height requirements for residential development and using rating structures to disincentivise underutilisation of CBD land (eg car yards).

Recommendation 3: designate an alternative industrial zone outside the CBD for car yards and low-density warehousing and garages.

Inner suburbs intensification

Intensification within the inner suburbs should only come after regional growth opportunities and increased CBD growth is fully explored.

The heritage value of the inner suburbs contribute significantly to the overall look and feel of Wellington as a city. In the same way that San Francisco has managed to retain its heritage character while enabling intensification within the CBD, we should ensure that the overall character of inner suburbs is retained.

Having said this, we agree that the current binary pre-1930 heritage provisions are too restrictive. These provisions have contributed to the number of run-down properties across these suburbs. We know first-hand that it is not viable to renovate many of these properties to a modern standard and expect a positive return on investment.

It is important that houses with particular heritage value are retained. And it is important that the overall heritage feel of these suburbs is retained. This can be achieved through:

1. **Special character protection for houses with particular heritage value:** identifying those houses outside the proposed character sub-areas that have particular heritage value and extending the same protections as the character sub-areas to these houses. This would be a lesser standard than Historic Places categorisation, but still recognise that the resource consent process should still be followed in the event that someone wishes to demolish these particular houses. For example, the 2016 and 2017 Wellington City Council "*Mount Victoria Heritage Study Report*" could be used as the basis of identification of these properties, and then a consultation process could be undertaken with the local communities.

2. **Design guidelines for construction of new dwellings to be sympathetic with the heritage values of the suburb:** there are some excellent examples of modern builds that do not detract from the overall heritage look and feel of the suburb. Incorporation of elements like a pitched roof or weatherboards, and similar ratios of windows to house frontage can allow a modern house to blend in with its surroundings. The award-winning townhouses on the corner of Brougham and Pirie Streets is an example of a modern, medium-density development that is in keeping with the overall character of the suburb. The Jacks Point development near Queenstown provides an excellent example of design guidelines being used at scale to protect the amenity values of an area.
3. **Greater use of the Type 2 density type, without character sub-area protection:** in the proposed plan for Mount Victoria all Type 2 (3 storey terrace housing) areas are also proposed to have character sub-area protection. All areas outside the character sub-areas are then Type 3 (4 storey apartment buildings) or Type 4a (6 storey apartment buildings). This is a big leap – from character area to multi-storey apartment blocks. There are significant parts of Mt Victoria where the Council has correctly identified that there is not special character that ought to be protected, but where 4 or 6 storey apartment buildings would impact significantly on the overall nature and feel of the community. The plan should make greater use of Type 2 (terrace housing) without character sub-area protection. We have identified on the attached map the areas we believe should fall into this category.

We have identified a number of recommended changes to the proposed designations in Mt Victoria in the below map. In particular, Rixon Grove should be protected as a character sub-area. A number of the changes we have recommended take account of the impact on local traffic that apartment buildings would bring (notwithstanding comments on parking below) – arising from deliveries, taxis, friends visiting, etc.

Recommendation 4: Create a category for special character protection for individual houses with particular heritage value that fall outside the character sub-areas.

Recommendation 5: Develop design guidelines for the construction of new dwellings within inner suburbs to ensure new dwellings remain sympathetic to the heritage values of the suburb.

Recommendation 6: Make greater use of the Type 2 density categorisation, without character sub-area protection.

Recommendation 7: Reclassify Mount Victoria character areas and housing types in accordance with the below map.

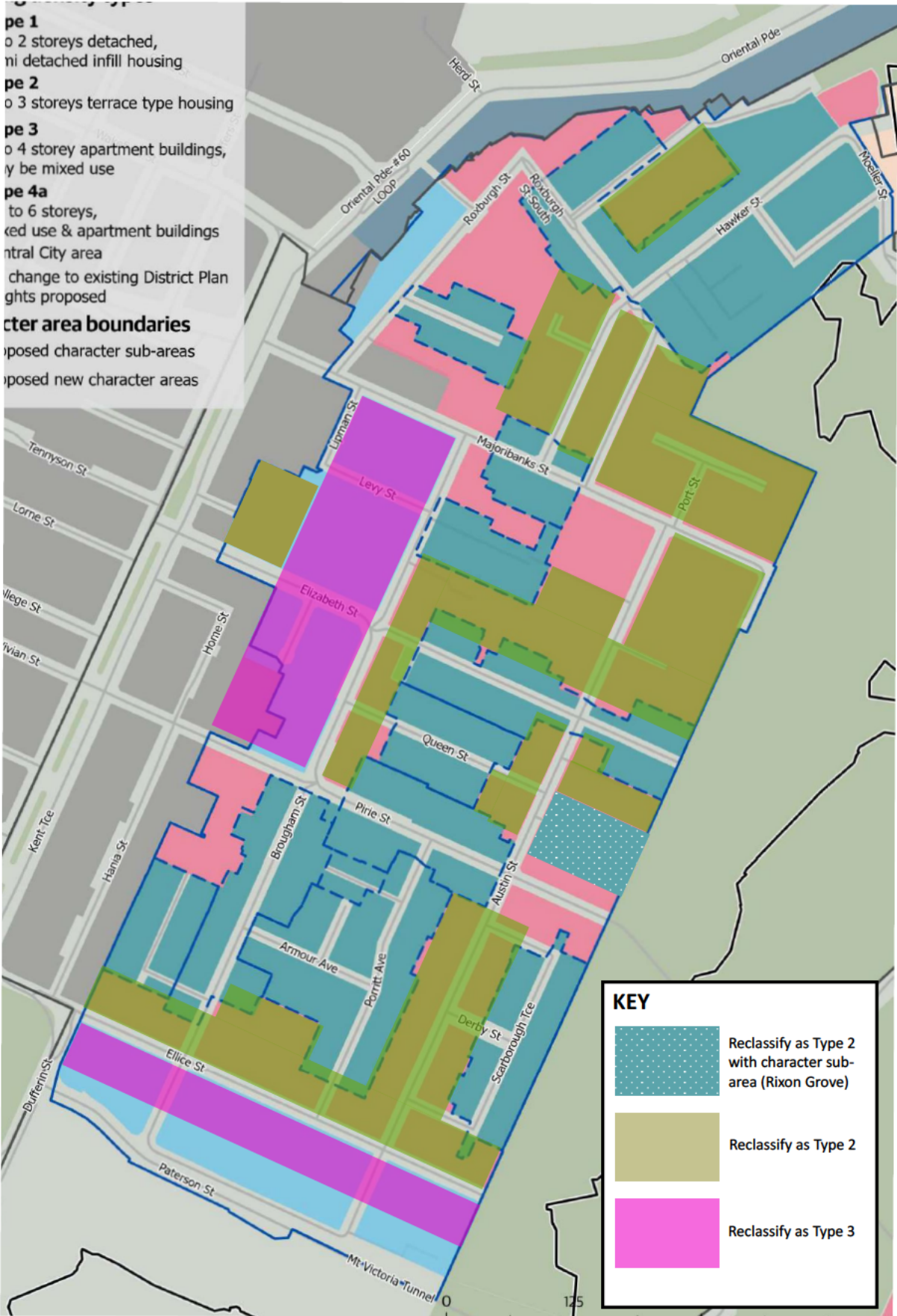
pe 1
 o 2 storeys detached,
 ni detached infill housing

pe 2
 o 3 storeys terrace type housing

pe 3
 o 4 storey apartment buildings,
 y be mixed use

pe 4a
 to 6 storeys,
 ed use & apartment buildings
 ntral City area
 change to existing District Plan
 ghts proposed

cter area boundaries
 oposed character sub-areas
 oposed new character areas



Parking and transportation within inner suburbs

We are concerned that the proposed plan seeks to add significant additional capacity into Mt Victoria without any consideration for parking. Many people require vehicles for their jobs, to transport children and undertake recreational activities.

The reality is Wellington City does not – now or in the future – based on population projections contained in the proposed plan, have a population that will be able to sustain a public transport system that would mean the majority of residents could completely forgo their private vehicle and rely solely on public transport as seen in other cities around the World (i.e. New York, London etc). The majority of Wellingtonians will always need access to private vehicles.

While it is acknowledged the impact internal combustion engine vehicles have on the environment, the focus should be on encouraging people to transition to electric vehicles as a means of personal transport to reduce the environmental impact.

We support an aspiration to reduce the number of internal combustion engine vehicles (which may also include a reduced number of vehicles) – but would like to see this moderated to ensure the already tight parking situation does not get worse for those without off-street parking, but who require a vehicle.

We see two key pressures on on-street parking in Mount Victoria – use of coupon parking by people not living in the suburb and increasing intensification bringing more vehicles into the suburb. The proposal to increase the number of apartment buildings in inner suburbs would exacerbate this further – increasing demand for coupon parking, and increasing traffic flows through these suburbs (deliveries, etc). We seek assurance that any intensification would not increase competition for on-street parking within Mount Victoria.

Recommendation 8: reduce the maximum number of residents' parking permits able to be issued to a single property to two.

Recommendation 9: replace all coupon parking in Mt Victoria with residents' only parking.

Recommendation 10: explicitly exclude new apartment buildings from access to residents' only parking

Recommendation 11: require all new apartment buildings to incorporate some parking (which could be at a ratio less than one park per unit) – if only for delivery vehicles.

Thank you for your time and consideration of our submission.

Anne Molineux and Mark Davis

Mount Victoria

From: [REDACTED]
Sent: 06 October 2020 15:13
To: BUS: Planning For Growth
Subject: Re: Submission for Draft Spatial Plan for Wellington City
Attachments: BRETTs submission.docx

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Blue Category

Submission attached...Brett

On Tue, Oct 6, 2020 at 11:07 AM BUS: Planning For Growth <planningforgrowth@wcc.govt.nz> wrote:

Hi Brett

Thank you for your submission on Our City Tomorrow (the Draft Spatial Plan), we appreciate your feedback.

We will scan and save your submission as you sent it in but to make it easier to process, could you please send through your submission as a word document attached to an email?

Thanks for your help,

[REDACTED]
Advisor, Planning | Wellington City Council

W Wellington.govt.nz |  

The information contained in this email is privileged and confidential and intended for the addressee only. If you are not the intended recipient, you are asked to respect that confidentiality and not disclose, copy or make use of its contents. If received in error y and contact the sender immediately. Your assistance is appreciated.



--

Brett McKay

[REDACTED]

Thorndon

Wellington 6011

Phones: [REDACTED]

[REDACTED]

„THE WELLINGTON CITY COUNCIL DRAFT SPATIAL PLAN 2020

Thorndon

INTRODUCTION

I am a Thorndon property owner and resident and have resided in Tinakori Road for 30 years.

I have examined the Draft Spatial Plan (DSP) and make the following comments and submissions:

THORNDON – A HERITAGE SUBURB

1. Thorndon is indisputably a heritage suburb, and this should be recognised by the Council.
2. Thorndon's heritage status is confirmed in Council's own report entitled *Thorndon Heritage Project (2008)*. The report states:
The Thorndon heritage area encapsulates the residential part of one of New Zealand's oldest suburbs. This area is of great national significance for its housing stock, which includes some of the city's oldest houses and intact Victorian and Edwardian streetscapes. Most of the houses date from before 1930 but range from the very old (the 1860s) to the very new (of the last few years). No other suburb in Wellington, and few in New Zealand, contains such a range of residential buildings of such undoubted heritage value.

It is further stated that:

'Ascot Street – predominantly composed of 1860s and 70s cottages – is unique to New Zealand'

'The aesthetic values of the residential areas of Thorndon are very high'

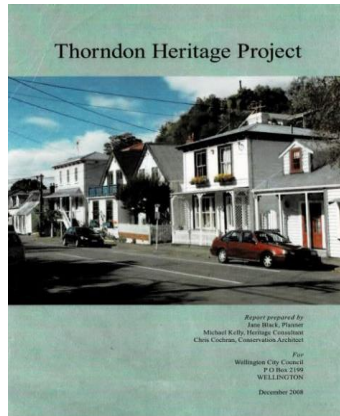
'Without exception, Thorndon streets provide views of variety, visual interest and drama'

'Some of the important names in Wellington and New Zealand architecture are represented by houses in Thorndon'

'The houses represent almost all of the stages of the suburb's history'

'Collectively, the houses of Thorndon constitute a vast resource of information on building technology'

'While we may tend to see our traditional timber-framed cottage or grand house as relatively commonplace, they are in fact (in their collective strength in Thorndon) a unique cultural asset, of high aesthetic value, and are not found anywhere else in the world'



The Thorndon heritage project report 2008

3. □ The historic context and heritage values of Thorndon was also the subject of a Wellington City Council report by notable historian Louise Ormsby in 2009.
4. □ In addition, there are innumerable books and other publications on various aspects of Thorndon's history and heritage.

THORNDON'S PLANNING HISTORY

5. □ Thorndon has a 50-year history of concerted community advocacy and action which has culminated in the current objectives, policies and rules in the District Plan.
6. □ A chronology of the planning events affecting Thorndon is attached as Appendix A to this submission.
7. □ The long history reflects a progression from policies promoting high-rise housing and the complete renewal of the inner-city suburbs in the 1960s to those now maintaining and enhancing the heritage and residential character of Thorndon.
8. □ Four seminal events warrant special mention.
 - □ The historic Residential E-Zone centred on Glenbervie Terrace and Ascot Street, initiated by the Thorndon Trust and the Thorndon Society was adopted in 1977. This became the first heritage conservation zone in the country.
 - □ Under the first review of the District Plan completed in 1985 the building height limit in the inner residential zones was reduced to 10m. This finally put to rest the high-rise zoning provisions originating from the late 1950s.
 - □ Under the review of the District Plan in the late 1990s the Thorndon Society and Mt Victoria Residents Association were successful in achieving the adoption of District Plan Variation 14 which introduced the demolition rule which has since worked successfully to retain heritage and character houses in Thorndon and other inner-residential suburbs.
 - □ More recently, in 2011 the Council resolved to create Thorndon as a Heritage Area but for a variety of reasons this proposal did not proceed.



WCC town planning staff playing a land development board game, February 1973
(Photo National Library Ref: EP/1973/0649/8-F)

The next chapter in Thorndon's long planning history is now underway.

PROTECTING THORNDON AS A HERITAGE SUBURB

9. □ Until very recent times there had been nothing to intimate that the Council would do anything but maintain its longstanding policy of protecting and enhancing the character and qualities of the inner residential suburbs including Thorndon. The reasonable expectation was that future planning work would further consolidate and strengthen the existing District Plan provisions.
10. □ In this regard I note that the Council's current Urban Growth Plan (2015) provides for a future city population of 50,000 without affecting the planning status of the inner residential suburbs. This was clear indication that substantial growth could be accommodated while protecting valuable and cherished city heritage.
11. □ This position has now been turned on its head, first by the introduction of the National Policy Statement on Urban Development Capacity 2016, followed by the National Policy Statement on Urban Development (NPS-UD) in July 2020. These statements have directed a new commitment to urban growth primarily to boost the supply and affordability of new housing through urban intensification.
12. □ While I accept that city growth and intensification is inevitable, I believe that this must be achieved in a way that does not diminish those values and qualities which gives Wellington city its unique sense of place. Of high importance are the inner residential suburbs which add significantly to the character of the city.

13. It is my view the Council should be approaching the planning of the city with a mindset of securing the best of what has been achieved to date and managing growth accordingly. In this light the following matters should be addressed:

APPROACHING GROWTH AND INTENSIFICATION ON A REGIONAL BASIS

14. Planning for growth in Wellington City must sit within an agreed regional framework. The greater Wellington conurbation remains essentially a sprawl of low-density residential development and there is more than adequate scope to provide for growth in all areas. This would minimise growth pressures on Wellington City and in particular the inner-residential suburbs including Thorndon.
15. Thorndon and other inner-residential suburbs are as much a regional heritage asset as they are a city asset, and this should be recognised in setting the pattern of regional growth.
16. It is understood that the Wellington Regional Council has now initiated work on the preparation of a regional growth plan. This is welcomed but I am concerned that this work will not be leading and informing growth proposals for Wellington City. It is likely that the city's projections might have to be reviewed to align with future regional findings.

REVIEWING THE CITY'S GROWTH PROJECTIONS

17. I note that the DSP proposals are based on what I believe to be an inflated or exaggerated population growth projection of 80,000 people over the next 30 years.
18. This projection is not mentioned in the Council's Housing and Business Development Capacity Report (HBA) which identifies a high growth figure of 74,400.
19. It is stated in the HBA that the Forecast ID projection of 46,766 people is the more accurate predictor of likely growth in Wellington City over the long term (p.74).
20. The Forecast ID projection equates to 24,929 household units (including what is described as a buffer of over-supply).
21. Council reports also confirm that under the provisions of the Operative District Plan there is a realisable development capacity in the city of just over 20,000 household units.
22. On the above numbers the city has shortfall of some 4,635 household units or only 155 new units per year over the long term.

23. It is therefore difficult to understand why the Council is now pursuing a course of providing for massive development capacity increases which impact adversely on the inner residential suburbs when the city's growth appears to be eminently manageable.
24. I therefore support the Forward ID projections as the basis for future planning as this will minimise development impacts on the inner-residential suburbs including Thorndon

REVIEWING THE DRAFT SPATIAL PLAN PROCESS

25. In response to the former National Policy Statement on Urban Development Capacity 2016 the Council set an early planning course. The Spatial Plan process signalled significant changes to provide for city growth which would have significant impacts on the inner-city residential suburbs.
26. However, in July 2020 the introduction of the NPS-UD imposed further requirements on the Council, particularly to promote affordable housing and the intensification of development around centres. The recently published document entitled *Understanding and implementing intensification provisions for the National Policy Statement on Urban Development* has detailed further matters which the Council is obliged to address.
27. Instead of properly reviewing the DSP in light of the NPS-UD it is my view that the Government directives have now put the Council in an invidious position. The DSP process is proceeding without following prescribed processes or requirements.
28. Most importantly the Council has failed to prepare a Future Development Strategy (FDS). This is a preliminary process critical to informing the review of the District Plan. Instead, the DSP process has proceeded and continues to present zoning implementation measures which in their totality represent matters of real strategic significance. This is not good planning practice. Strategy should direct implementation, not vice versa.
29. The Council purports that the DSP is an integrated land-use/transport strategy and refers to it as a strategic plan of action. In my view this is clearly not the case. The DSP falls well short of the requirements for an FDS. It is more a compilation of material directed towards the formulation of new residential zoning standards in the District Plan.
30. There are also other important matters under the NPS-UD which do not appear to have been addressed. For example, the Council's housing assessment must include analysis of how planning proposals and the provision of infrastructure affects the affordability and competitiveness of the local housing market but there is no evidence that this has been done.

31. The analysis must also include an assessment of how well the current and likely future demands for housing by different groups in the community are met, including the demand for different types and forms of housing. This does not appear to have been done.
32. In addition, the new MfE document on implementing the NPS-UD raises questions about Council's analysis and evidence relating to accessibility, walkable catchments and building heights.
33. In short, it is apparent that the Council has not undertaken all the work necessary to support the DSP proposals. The information is not available to enable citizens to make full and fair judgements of the proposals and in this regard the Council is failing to comply with section 82 of the Local Government Act as required. The shortcomings highlight my concern about the current DSP process and whether it should be proceeding in its present form.

THE FUTURE OF DISTRICT PLAN POLICY 4.2.2.1

34. In my view an inevitable outcome of the present DSP process will be the diminution or deletion of existing District Plan Policy 4.2.2.1 which seeks to maintain and enhance the character of the inner-residential suburbs and protect the city's unique sense of place.
35. The policy is achieved through the implementation of a variety of measures including:
 - controls on the demolition of existing pre-1930 buildings
 - controls on the removal or demolition of architectural features from the primary elevation(s) of a pre-1930 building
 - management of the design (including building bulk, height and scale), external appearance and siting of new infill and multi-unit development
 - special, controls on additions and alterations to buildings in the Mt Victoria North Character Area and Thorndon Character Area
36. It has taken some 50 years of concerted community action to achieve the present protections and these were updated and confirmed as recently as 2014 under the Council's residential review. The combined effect of the DSP proposals will clearly be damaging for the inner-residential suburbs, but nothing has yet been said on the fate of Policy.
4.2.2.1.
37. It seems that the long discarded high-density/high-rise policies from the 1960s are being revived, albeit in a new guise.
38. The removal of Policy 4.2.2.1 will be a point of no return for the inner residential suburbs. Once intensive development gains momentum heritage and character houses will be lost at an increasingly rapid rate until only isolated heritage buildings or small enclaves remain.

THE SEPARATION OF HERITAGE FROM RESIDENTIAL CHARACTER

39. In my view a contributing factor in the current 'attack' on the inner residential suburbs is the Councils endeavour to create a clear divide between heritage and residential character. This is evident in the Pre-1930 Character Area Review Report prepared in 2019 which underpins the inner residential zoning proposals in the DSP. This report specifically excluded any reference to heritage in the definition of 'character' which guided the review.
40. The desire to separate heritage from character is understandable in a planning climate where development and intensification is to be favoured over the protection of the existing environment. Character is easier to manipulate than heritage which has its provenance as a matter of national importance under the RMA.
41. However, in the inner-residential context I believe that it is wrong to separate heritage from character. The current District Plan already identifies the interrelationship between the two. There is specific acknowledgment of the fact in the explanation to Policy 4.2.2.1 and all character area design guides state that the character of the inner residential areas is based on historical continuity and heritage significance.
42. It is my view that had that Council assessed the inner-residential suburbs having regard to both heritage and character, the fragmentation of character areas to promote growth and intensification could not so easily be sustained.

RESIDENTIAL BUILDING HEIGHTS – OVER-ZONING

43. While not directly affecting Thorndon, at least on the west side of the motorway, I am also concerned about the raising of height limits over extensive areas of the city to promote development. The proposals have significant implications for the inner-residential suburbs.
44. The theory behind the measures is understood but I believe that the approach is ill-considered and will, like the high-rise policies of the 1960s, have adverse impacts which will leave a lasting legacy in the inner residential suburbs.
45. The building height proposals provide for gross over-zoning which will establish development rights that will in most cases never be realised. The most serious impacts will be felt in the inner-residential suburbs where high-rise developments will dominate their surroundings. The excess zoning will result in high-rise development being located randomly or haphazardly, blighting their surrounding neighbourhoods.



Birchington Court, Thorndon, a relic from the 1960s

46. In light of the Government's building height directives it can only be urged that the Council use every creative means available to tailor building heights to meet realistic growth demands and afford as much protection as possible to the inner-residential suburbs. It is a matter of doing what is right for the city and in the interests of promoting sound planning and good urban design.

IMPACTS ON THORNDON - REZONING ON THE EAST SIDE OF THE MOTORWAY

47. I oppose the proposed rezoning of all residentially zoned land on the east side of the motorway from 'Inner-Residential' to 'Central Area'. In my view the rezoning represents lazy and opportunistic planning guided more by a desire to 'tidy' the planning maps rather than to achieve needed planning outcomes.

48. All of the area including Hobson Street and its surrounds, and the pockets centred on Portland Crescent and Selwyn Terrace are presently situated within the Thorndon Character Area. The quality of housing in these areas adds significantly to Thorndon's heritage qualities and values. They provide a reminder of the 'grand villas' which once characterised much of what was known as Thorndon Flat.



A Grand Villa 33 Hobson Street, under threat.

49. The proposed rezoning will facilitate the complete redevelopment of the residential areas for commercial and other purposes. The Central Area zone has few limitations on permitted land use activities and cannot ensure that any part of the rezoned area would be used for housing purposes. This must question why the rezoning has been proposed.
50. There is certainly no evidence to show that a significant expansion of the Central Area zone is required to accommodate new commercial or other business uses.

IMPACTS ON THORNDON - RESIDENTIAL CHANGES ON THE WEST SIDE OF THE MOTORWAY

51. I support the retention of residential zoning on the west side of the motorway but oppose the measures proposed in the DSP for the future planning of the area. I am most concerned that the proposed fragmentation of the existing character areas will eventually result in the loss of heritage qualities and character of the area.
52. I believe that overriding presumption for development and intensification under the DSP will encourage redevelopment and renewal throughout the area whether properties are situated in character sub-areas or not. This is signalled by the intention to relax site coverage, sunlight access and other siting provisions.
53. The future of the demolition rule (Rule 5.3.6) is also of concern. It is not known if the rule is to remain in its present form or not. The rule has evolved over a long period and any attempted reworking could easily open loopholes and nullify its effectiveness.
54. The recent demolition of a pre-1930s house at 107 Grant Road provides an example of how the demolition rule can still be manipulated to achieve demolition. This case has exposed the need to strengthen the rule by the addition

of heritage criteria. This would reinforce the original purpose of establishing the existing character areas,



Demolition, Grant Road 2020

PROVIDING FOR FURTHER GROWTH IN THORNDON

55. While I do not oppose residential intensification per se I believe that in Thorndon it must be carefully managed to ensure that new development is appropriately sited and in sympathy with its surroundings.
56. Policy 4.2.1.5 in the Operative District Plan supports this aim. The policy provides for small scale domestic infill, multi-unit developments on ‘windfall’ sites and undeveloped residentially zoned properties and the reuse or redevelopment of existing non-residential buildings.
57. Many opportunities still exist for providing further housing in Thorndon’s residential areas under Policy 4.2.1.5. There are various sites or areas used for car parking, vacant rear areas and non-residential buildings with the potential for reuse.
58. In addition, I believe that Thorndon’s existing Central Area zones could make a significant contribution to the provision of new housing in. There are vacant sites and car parking areas with the potential for development and much unrealised development capacity within existing buildings and on many sites.

59. I would also raise the prospects of developing Thorndon Quay as a destination location with mixed use activities on lower floors with residential above. The area has an existing height limit of 35.4m (8 storeys) with much of its capacity yet unrealised. With a wider than average carriageway Thorndon Quay itself has the potential to be developed as a landscaped boulevard and provide an attractive living environment close to the city centre.
60. On the question of providing for additional growth in Thorndon I note with concern that Objective 3 in the NPS-UD states that more business and community services should be located in residential areas close to the city centre.
61. In this regard I am aware that the Council has a longstanding policy of protecting Thorndon's heritage and character by preventing the 'creep' of non-residential activities into the suburb from the central area. I would urge that this policy be retained and strengthened.
62. I am also aware that the Thorndon Society has researched the history of the encroachment of non-residential uses into the suburb and found over 100 sites had been subject to planning proposals or applications for non-residential activities since the completion of the motorway. It is certain that if all of the proposals had been approved Thorndon today would be very much a twilight area of mixed commercial and residential development. The suburb would have been lost as viable and attractive residential community. For this reason, it is important to maintain the policy of containing non-residential uses to the Central Area.



Thorndon Quay, major opportunities for redevelopment and housing

63. As a general comment I would say that with the expansion of commercial, business and Government uses along Molesworth Street and adjacent areas combined with the construction of the urban motorway Thorndon has given more than its fair share to promoting city growth and development over the years. It is unfortunate that the community has now to be called again to do what should be the Council's role, to defend what remains of Thorndon's heritage and character.

CONCLUSION

64. I support all Thorndon owners and occupiers who have opposed the DSP proposals for Thorndon and see two possible alternative courses of action. The first is to retain and strengthen the existing planning provisions applying in the suburb and the second is to establish Thorndon as a heritage area.

RETAINING THE EXISTING DISTRICT PLAN PROVISIONS

65. This course assumes that the structure and content of the existing Plan would be retained in a form that would enable the continued implementation of current provisions.

66. The existing provisions including the demolition rule have worked reasonably satisfactorily to protect the heritage and residential character of the suburb but could be further improved.

67. I would support amendments to existing policies, rules and associated design guides to better identify heritage as a component of residential character. This would strengthen the demolition rule and work to prevent the loss of heritage/character houses.

68. I would also support the strengthening of policies and rules to better contain the 'creep' of non-residential uses into the residential areas of Thorndon from the Central Area.

69. Changes promoting further residential development in Thorndon's Central Area zone would be supported.

CREATION OF A THORNDON HERITAGE AREA

70. On reflection, my preferred course would be to create a new heritage area for Thorndon combining the existing character areas and the existing heritage area over the Tinakori Road shopping centre.

71. It is believed that Thorndon has the qualities and values to justify a Heritage Area listing.

72. Under Subpart 6 of the NPS-UD the protection of historic heritage is identified as a matter which may qualify an area for exemption from the application of intensification provisions.

73. The crafting of appropriate heritage area provisions would have to be carefully considered to achieve both Council and community acceptance.

74. To assist discussion this matter I have attached an outline of a proposed heritage area provisions for Thorndon (see Appendix B).

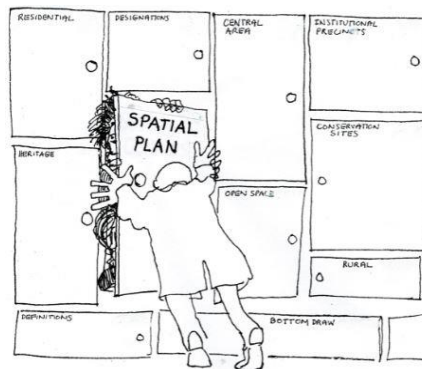
I therefore seek the following:

That all existing residential zones in Thorndon subject to character area provisions under the Operative District Plan be identified in the Draft Spatial Plan as a proposed heritage area and that all necessary steps be taken to carry the proposal into the future review of the District Plan.

Brett McKay

Date

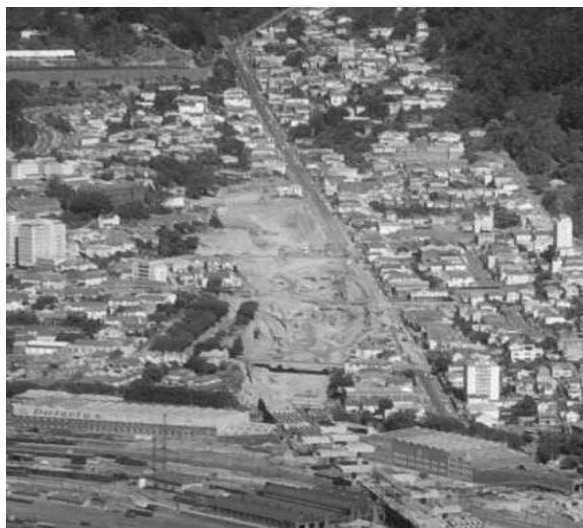
If there is an opportunity for the Thorndon Society to speak to this submission, then the Society wishes to be heard.



APPENDIX A

CHRONOLOGY OF PLANNING EVENTS AFFECTING THORNDON

1. □ After the Great Depression and World War II Wellington faced a housing shortage. In 1953 town planning became mandatory and work began on the preparation of the city's first planning scheme. The draft plan was introduced 1959. To help curb sprawl and to provide housing close to the central area, high-rise residential development to 25.6m was permitted.
2. □ The 1959 plan was never made operative. It was not until the mid-1960s that a new plan was prepared which eventually became operative in 1972. This plan still endorsed a high-density, high-rise vision for the inner residential areas and provided for buildings to a maximum height of 32m. Housing in the inner-city areas was declared old, functionally obsolete and ripe for redevelopment.
3. □ Through the 1960s and early 1970s a number of high-rise apartment blocks were erected in the inner residential areas including five in Thorndon. These can still be seen today.
4. □ In the 1960s planning and construction of the Wellington urban motorway commenced and continued into the 1970s. This bisected Thorndon and resulted in the demolition of dozens of homes. Many were homes of notable Wellington citizens.



The motorway destruction underway ca 1970s

5. □ The motorway construction, high-rise residential development and the expansion of Government offices and institutions into Thorndon galvanised public opinion against the loss of heritage houses.
6. □ In 1972 the Thorndon Trust was formed to purchase threatened houses and the following year members of the Trust initiated the formation of the Thorndon Society. The Society was the active arm of the Trust dedicated to saving what remained of Thorndon's heritage and residential character.

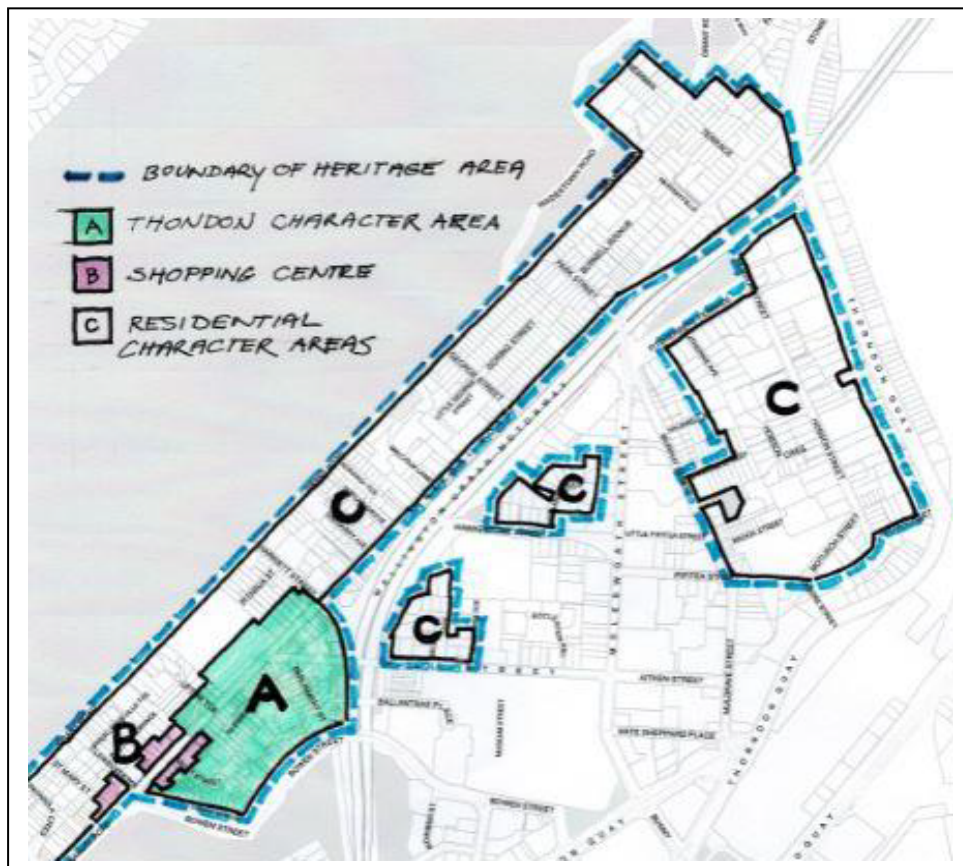
7. □ From 1973 a long campaign was waged by the Trust and the Thorndon Society to establish a special heritage protection zone centred around Ascot Street, Glenbervie Terrace, Parliament Street and Sydney Street West. This emerged as the historic Residential E-Zone which became operative in 1977.
8. □ Between 1979 and 1985 the Council undertook the first review of the District Plan. This was notable for reversing Council's former high-density redevelopment and renewal policies in the inner residential areas and introducing a 10 m height limit to better reflect the existing character. At this time the Thorndon Society fought unsuccessfully for extensions to the Residential E-zone.
9. □ This era also coincided with the return of families to the inner residential areas. What has been termed *live-in-it-while-you-do-it-yourself- renovation* was in its heyday. The Council actively supported restoration efforts through the provision of renovation advice, street improvements and other neighbourhood improvement programmes.
10. ▮ In 1991 while the second review of the District Plan was in its early stages the Resource Management Act (RMA) became law. The Council was obliged to commence the preparation of a new effects-based plan under the RMA. One innovation was the adoption character area provisions for the protection and enhancement of areas with high amenity values. The former Residential E zone became the Thorndon Character Area.
11. ▮ Through submissions the Thorndon Society advocated for the expansion of the Thorndon Character Area and greater recognition and protection of other areas of heritage value. The Council was reluctant to adopt general heritage protection and in 1996 the Society, together with the Mt Victoria Residents Association, appealed to the Environment Court. It was eventually agreed that the Council would promote a variation to the District Plan to address the residents' concerns.
12. ▮ In October 1998, The Council publicly notified District Plan Variation 14 which included a rule to impose stricter controls on the demolition of pre-1930 houses in Thorndon and throughout the inner residential areas. Variation 14 adopted into the new District Plan in 2000.
13. ▮ Following issues with the implementation of the demolition rule involving the loss of several houses in Thorndon the Council resolved in 2008 to turn Thorndon's residential character areas into listed heritage areas. A project was initiated but after some 3-4 years of community engagement consensus could not be reached and the project came to an end.
14. ▮ In 2014 the Council completed a review of the residential chapter of the District Plan. This confirmed and strengthened provisions relating to the protection and enhancement of the inner residential suburbs including the demolition rule and the character area design guides.
15. ▮ Following the 2014 review it was hoped that the next planning iteration would have seen a further strengthening of provisions to protect and enhance Thorndon' heritage and residential character. Unfortunately, events under the NPS-UD have now taken an unexpected turn in the opposite direction.

APPENDIX B

PROPOSAL TO LIST THORNDON'S RESIDENTIAL AREAS AND SHOPPING CENTRE AS A COMBINED HERITAGE AREA

Thorndon currently has an interrelated range of provisions designed to protect and enhance the suburbs heritage and residential character. These are shown on the plan below and include:

- The Thorndon character area centred on Glenberrie Terrace originating from the Historic E-Zone in the 1970s (Area A)
- The Thorndon shopping centre on Tinakori Road listed as a Heritage Area Road (Area B)
- Residential character controls applying to the remaining residential areas (Area C)
- The demolition rule (Rule 5.3.6) designed to prevent the loss of pre-1930 houses (Areas A & B)



While these provisions have worked reasonably successfully to protect Thorndon's heritage and residential character there are pressing issues, namely:

- The overlapping of provisions in places. Rationalisation is required.
- The recent approval to demolish a pre 1930s house on Grant Road has exposed the inadequacy of Rule 5.3.6 to prevent demolition on heritage grounds.

- Council proposals in the Draft Spatial Plan to further fragment the residential areas and promote more intensive development completely undermines past efforts to protect and enhance Thorndon's heritage and character.

To address these issues, and to strengthen the protection of Thorndon's heritage housing stock it is proposed that the Thorndon residential zones and shopping centre be included a combined heritage area in the District Plan as. A suggested structure is as follows:

- Non-heritage or non-contributing buildings (primarily post-1930s buildings) would be identified.
- That the construction of new buildings or the modification of existing buildings in the area presently defined as the Thorndon Character Area and the adjoining shopping centre would remain subject to the existing Thorndon Character Area Design Guide. An alternative might be to reconstitute the design guide as building standards.
- The construction of any new multi-unit buildings or the modification of existing multi-unit buildings remain subject to the existing Residential Design Guide and Thorndon Appendix.
- Stand-alone dwellings outside the Thorndon Character Area be exempt from the heritage area rule requiring resource consent for the construction of new buildings or the modification of existing buildings, except for work involving the demolition of the primary form of a building or the removal of architectural features from the primary elevation. Work to restore the heritage qualities of a primary elevation would be a permitted activity.

Comment: The above approach is suggested to minimise concerns that a heritage area listing would impose unreasonable regulatory constraints on the upgrading and improvement of dwellings. However, the protection and enhancement of primary elevations is considered essential to maintaining heritage character and qualities. The general aim would be to leave Thorndon homeowners in a neutral position regarding resource consent applications i.e. consents required for work under the current residential rules would not differ substantially from consents required under the heritage rules.

- In the proposed Thorndon heritage area, the demolition or relocation of buildings, other than identified non-heritage or non-contributing buildings would remain a discretionary restricted activity.

Comment: The heritage area demolition rule requires assessment in terms of effects on historic heritage. This provides a sterner test than townscape character under existing Rule 5.3.6 as the protection of historic heritage is a matter of national importance.



A Suburb Worth Fighting For

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID 15490

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Submitter Name: Bryony Hales

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?

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?

â€¢ Feel that is an unreal number of increased population

â€¢ Given the timescale of 30 years, need a staged approach to creating more dwellings. Rather than deregulating entire swathes of suburbs, allowing the maximum building heights be pepper potted throughout, concentrate on corridors first, thereby allowing improvement in facilities and infrastructure also in a planned and staged way.

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?

Speaking about my suburb, Berhampore, historically a working class suburb with largely smaller cottages, fewer larger dwellings, very few 2 storey houses. I value its industrial and working class history, (including the history of leasehold to the Tenth Trust) its architecture that reflects this history, and the balance of population - approx 1/3 owners, 1/3 private renters, and a large proportion (1/3) living in social housing. I value the schools' involvement in the community, I value both the public open spaces, and the small community gardens, and the playgrounds. I do not want to see those who live in social housing, or subsist on low incomes, being further marginalised by influx of wealthy home owners.

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: Very difficult to identify 5 priorities. Having community spaces is important to maintain community activities, and I'm a cyclist. Want safe streets for pedestrians especially the kindergarten and school pupils, also identifying Berhampore as a suburb where

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

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 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 wide open spaces (golf course especially) and bush tracks, playgrounds when opened, local cafes, neighbourliness.

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

More seating, conversation areas, planting and prettification of village centre

Community noticeboard

Non-Compulsory Questions

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

Identification of increasing population density along corridors of transport, eg northern section of Adelaide Road

2. Recognition given to the importance of shared public, and open, and green spaces with increasing density of housing

3.

4. **What would you change or improve?**

Speaking about Berhampore specifically:

5. Given the character of current established dwellings in B'pore (almost exclusively single storey, and much of that pre 1930's simple cottages), the deregulation of any protection apart from a very small isolated heritage areas could mean the destruction of the overall character of the suburb, reinforcing the 'drive through' mentality of those from outside the suburb.
6. A height limit of 2-3 storeys would be more in keeping with much of the suburb, perhaps 4 storeys along the main intersecting roads in the centre.
7. 6 storey buildings (by their very nature requiring a large footprint) will cause shading of existing properties, blocking outlooks and overshadowing.

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

Urgent upgrading of infrastructure (stormwater, wastewater, water, pedestrian and cycle safety) before major building takes place. By staging areas identified for intensification this is more likely to be possible.

9. **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.

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 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?

Maintaining the look/feel of the natural aspects of the peninsula - safe access to the shore for cyclists and pedestrians, protect native bush clad hills, (and predator-free status), access to good public transport, provision of good quality affordable dw

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

Access to good public transport, provision of good quality affordable dwellings, whether that be for ownership or rental.

Development of green space, open spaces and community facilities in the centre, appropriate to the population.

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.

â€¢ Support a staged approach to increasing population density, not wholesale deregulation handing social planning and responsibility to developers whose principal interest is making money, not providing for community

â€¢ If consideration is given to provision of affordable housing , this must include rentable properties of good standard as well as owner occupier

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

A City for the People submission ID 318

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: Callum Knight

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 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 & Lincolshire 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?

I would like to emphasise three things in particular with this submission.

Firstly, accessible housing must be at the heart of this and all future spatial plans, district plans, and the way that Wellington envisages its future. This is necessary not simply because it is the moral, ethical thing to do for those who have been failed by the current state of the housing market, although that alone should be reason enough to include their needs and interests in making this plan. New Zealand's population is ageing, and by the time we reach the end-point of the thirty years this plan must provide for, there will be significantly more elderly people living here. Wellington is no exception. Given that the likelihood of accessibility requirements increases significantly as people age, it makes sense to plan now for that future. Otherwise, we will be in the same situation as we are now, where future planning has not accounted for current needs.

Secondly, I believe that the spatial and district plan should go further with regard to re-thinking how we protect heritage and character areas in Wellington. Rather than applying blanket sub-areas, I believe it makes more sense to work on a case-by-case basis and individually assess each property. Character comes from the people who live there, as much as sympathetic design principles may be pleasant to the eye. An example of a city that has actually managed to build its way out of a housing crisis, and indeed dramatically decrease the cost of housing while increasing supply, is Tokyo. Japan is not a country one would consider to have no heritage or architectural history, however. The protections that are in place are targeted intelligently, while still allowing for significant development in the Greater Tokyo Area.

Thirdly, the densification of Wellington is absolutely critical in moving towards a zero carbon future, and for dealing with the climate crisis. Lowering our transport emissions and decreasing congestion are reason alone to pass this spatial plan, if not go further. That said, I think it is extremely important that the Wellington Airport - Wellington Station rail link be undertaken with urgency. The spatial plan predicates its densification of Newtown on the likelihood of rail running through the suburb in the next ten years, and I cannot emphasise enough how important that will be to the success of this spatial plan actually achieving its goals.

Thank you for your time.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

[REDACTED]

From: Christine McCarthy <[REDACTED]>
Sent: 05 October 2020 12:26
To: BUS: Planning For Growth
Subject: Draft Spatial Plan submission
Attachments: Draft Spatial Plan submission-McCarthy.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Kia ora
please find my submission attached
nga mihi
Christine

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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

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)*: Christine McCarthy			
Your email*: [REDACTED]			
Postal address*: [REDACTED]			
Suburb:			
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"/> 65-74
		<input type="checkbox"/> 55-64	<input type="checkbox"/> 75 and older
Household:	<input type="checkbox"/> Couple without children	<input type="checkbox"/> Household of unrelated persons (flattening)	
	<input type="checkbox"/> Household with children living at home	Other (please specify)	
	<input type="checkbox"/> Household with children who are no longer living home	_____	
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: _____			

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>planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Natural & Open Space</p>	<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.

see attached

14. Have you provided an attached document?

Yes No

Submission on the Draft Spatial Plan

Thank you for the opportunity to make a submission on the Wellington Spatial Plan.

1. The Spatial Plan is the conceptual framework which will underpin the revised District Plan. Its key concepts include:
 - (a) increasing the minimum and maximum building heights in the central city and in some suburban centres to provide capacity for new housing without extending urban limits. The aim to provide sufficient housing for Wellington citizens is important. As the United Nations has indicated that housing is a human right, and New Zealand is not achieving this right for everyone. This was the conclusion of Leilani Farha, the UN's Special Rapporteur on the right to adequate housing to New Zealand in her report earlier this year.¹ The right to housing is a right to adequate housing, which in addition to the quality and affordability of individual dwellings (e.g. warm, dry, and accessibly designed), includes sufficient access to infrastructure and the safe location of housing.²
 - (b) achieving the goal of being carbon zero by 2050 and increasing the city's resilience in relation to issues of sustainability including biodiversity and climate change. The support of water-sensitive urban design, public transport and the provision of green areas are important proposals embedded in the Spatial Plan.

Equity and Human Rights

2. The Spatial Plan (and resulting District Plan) consequently embodies specific values held by our community. The Spatial Plan proposes a vision that Wellington "*is a welcoming home for all.*"
3. As part of the RMA hierarchy, the Spatial Plan is part of a larger framework ultimately about the management and access to resources. The purpose of the RMA is "*to promote the sustainable management of natural and physical resources*" (s5(1)) which means "*managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety*" (s5(2)). This is conditional on safeguarding the natural environment. The management and access to resources has not historically proactively prioritised issues of social inequity. There is an opportunity for the Wellington Spatial Plan to do this. Along with concern regarding climate change, social inequity is increasingly becoming mainstream. In a survey of 34 countries, 65% of adults identified the gap between rich and poor as an issue of concern.³ In a 2018 survey in New Zealand directors housing, poverty and income inequality were the highest issues of concern.⁴
4. The Wellington Spatial Plan could be explicitly underpinned by a human rights framework and the United Nation's 17 sustainable development goals⁵ in order to proactively ensure an equitable management of our resources, and the ability for all members of our community to equitably access and benefit from our city's built environment. Currently issues of inclusiveness are focussed on transportation systems and public spaces.
5. A broader stance might also require the council to consider, for example:
 - (a) how increasing maximum heights will increase the value of that land, and the potential impact on socioeconomic inequity

¹ Farha, Leilani "End of Mission Statement: Visit of the Special Rapporteur on the right to adequate housing to New Zealand" (Wellington 19 February 2020)

https://www.hrc.co.nz/files/6015/8207/2654/End_of_Mission_Statement_Visit_of_the_Special_Rapporteur_on_the_right_to_adequate_housing_to_New_Zealand_Leilani_Farha_Wellington_19_February_2020_.pdf

² Human Rights Commission "The human right to adequate housing in New Zealand"

https://www.hrc.co.nz/files/4215/1363/5639/2017_07_25_-_Right_to_housing_flyer_-_updated.pdf

³ Devlin, Kat and J.J> Moncus "Many around the world were pessimistic about inequality even before pandemic" (6 August 2020)

<https://www.pewresearch.org/fact-tank/2020/08/06/many-around-the-world-were-pessimistic-about-inequality-even-before-pandemic/>

⁴ Institute of Directors "Housing, poverty, and income inequality top concerns [press release]" (21 September 2018)

<https://www.scoop.co.nz/stories/PO1809/S00272/housing-poverty-and-income-inequality-top-concerns.htm>

⁵ Department of Economic and Social Affairs, United Nations "Sustainable Development: The 17 Goals" <https://sdgs.un.org/goals>

- (b) whether specific groups are disadvantaged (and which groups are advantaged or privileged) by the built environment that results from the Spatial and District Plans. This would include identifying what private costs are externalised and borne by the public (e.g. carbon cost of demolishing buildings, congestion, street car parking c.f. on-site parking), and whether such externalising disproportionately benefits specific groups. It might also include proactive initiatives such as rethinking Wellington as a child-friendly city, and addressing barriers that prevent Wellington from being fully inclusive and diverse, and specific groups from fully participating in the urban environment. The Spatial Plan should not discriminate nor exacerbate socioeconomic inequity.
 - (c) how, in addition to where, the District Plan and council policy will ensure that housing is provided in the new building which takes advantage of increased maximum building heights (including, for example, setting a percentage of affordable or social housing in developments)
 - (d) the provision of and upgrade of infrastructure to support increased inner city population growth. The ambition for Wellington to be carbon zero in 2050 suggests a need to anticipate potential areas of energy generation (tidal, wind, solar) and how the city will generate sufficient energy for the current population and an additional 50,000-80,000 more people.
6. As noted above, the right to housing includes the safe location of housing.⁶ Wellington is vulnerable to the effects of numerous natural disasters in addition to sea-level rise. A function of the Spatial Plan could be to manage the progressive reduction and ultimate removal of housing and other buildings from areas vulnerable to natural disasters and the effects of climate change (e.g. Wellington fault, liquifaction, sea-level rise, tsunami zones). These areas could increasingly provide the footprint for green corridors, and the provision of green space throughout the city, and this improve housing security and post-disaster resilience.
7. The Spatial Plan might map socio-economic data against built form densification to help inform an understanding of the socioeconomic consequences of the plan, including Census data such as: income distribution; health and education outcomes.

Pandemic planning

8. There is a view that Covid-19 (and other pandemics) may be with us for some time. The Spatial Plan does not appear to anticipate this significant impact on our built environment. Covid-19 has identified multiple issues which could inform the Spatial Plan, including:
- (a) the importance of self-sufficient communities. While the pandemic alert levels have only operated at a national and regional level, there is potential for a finer grain distinction in the future to minimise any economic impact of lockdowns. Which areas in Wellington could operate independently if needed? The balance between a centralised and decentralised urban model may need rethinking to support this. What core infrastructure is needed in every suburban centre? What degree of increased height limits are needed to accommodate this?
 - (b) the potential for a greater number of the working population to work from home, at least for a percentage of each week with the benefits of reducing congestion and making more efficient (and sustainable) use of the built environment, and providing better support for local economics. Should greater emphasis be placed on suburban centres as employment locations?
 - (c) the need to enable separation between people on footpaths and in buses public transport; cars being the ideal form of transporting household "bubbles" in a pandemic. It is anticipated that the city in 2050 will have an additional 50,000-80,000 more people (14,000 more people living in the inner suburbs), how will the city's physical space manage and accommodate the social distancing of these additional numbers in public spaces (e.g. the Spatial Plan might identify areas where wider footpaths are to be implemented).
9. Thank you for this opportunity to make a submission on the WCC Spatial Plan

Nāku iti noa nā

Christine McCarthy

⁶ Human Rights Commission "The human right to adequate housing in New Zealand"
https://www.hrc.co.nz/files/4215/1363/5639/2017_07_25_-_Right_to_housing_flyer_-_updated.pdf

From: David Lee <[REDACTED]>
Sent: 09 October 2020 21:42
To: BUS: Planning For Growth
Subject: Re: Confirmation - Receipt of Submission on Our City Tomorrow (the Draft Spatial Plan)
Attachments: Submission on the Draft Spatial Plan.docx
Follow Up Flag: Follow up
Flag Status: Flagged
Categories: Blue Category

Kia ora Tabitha

Thank you for the confirmation.

I have just realised in my panic to meet the 5pm deadline last Monday, I sent the first draft copy of my submission in error. Could you please replace the draft I sent with the attached final copy?

Thanking you

David Lee

From: BUS: Planning For Growth <planningforgrowth@wcc.govt.nz>
Sent: Friday, 9 October 2020 4:19 PM
Subject: Confirmation - Receipt of Submission on Our City Tomorrow (the Draft Spatial Plan)

Kia ora,

Apologies in the delay for getting back to you. Thank you for your submission on [Our City Tomorrow \(the Draft Spatial Plan\)](#), we appreciate your feedback! This email is to confirm that your submission has been received.

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To keep up to date with the Planning for Growth Project and the Draft Spatial Plan – [sign up to our email newsletter](https://planningforgrowth.wellington.govt.nz/contact-us#email-sign-up) - <https://planningforgrowth.wellington.govt.nz/contact-us#email-sign-up>

Ngā mihi,

Tabitha Proffitt

Advisor District Plan | City Design & Place Planning | Wellington City Council

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**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

Submission on the Draft Spatial Plan

By David Lee

I am writing this submission as a long-term resident and ratepayer in Mount Victoria. I have spent many years restoring a run-down Victorian cottage, starting in the 1980s with the welcome assistance of the CHIP (Community housing Improvement) Scheme which was instituted by the then Muldoon Government, in co-operation with Wellington City Council, to renovate Wellington's old inner city housing stock. What a difference from now where the council is going to allow – indeed encourage! - the destruction of those houses.

Pre-1930 demolitions

As a member of the Mount Victoria Residents Association that campaigned long, and eventually successfully to have a consent for the demolition of pre-1930 buildings included in the District Plan, I strongly oppose its removal from 62% of our neighborhood's housing. What is the problem for developers with this DP rule? To my knowledge consents for demolition in Mt Victoria are routinely approved. The section of Elizabeth Street where I live was identified as one of the highest-rated heritage streets in the council's commissioned heritage study of 2016. Nevertheless consent was granted for the demolition of a Victorian cottage at no 99. Claimed to be "rotten", it took several days for a digger to smash the cottage to bits. It is obvious now that the building's state wasn't the problem but that it blocked access to build on the rear of the section. The result has well exceeded site coverage.

What is the developer lobby led by the Property Council (who are no doubt behind this move) complaining about? The pre-1930 rule doesn't ban demolition, it just sends potential developers a 'think again' message, encouraging renovation and better, sympathetic design with rebuilds. In Brisbane planning rules absolutely prohibit the demolition of any building in the inner city built before 1940 (unless there are compelling grounds like safety). By comparison our demolition rule is a 'paper tiger' in protecting heritage. However, it is all we are likely to have at the present. There is no justification for removing the pre-1930 rule from 62% of Mt Victoria - Leave it alone!

The Spatial Plan's flawed logic and lack of realism

The plan's intent of making the City of Wellington "a welcoming place for all" is a nice sentiment but unrealistic, especially so with our confining geography. Encouraging more and more people to cram into Wellington won't make it more "livable" – crowded cities never are! It strains credibility to have more "affordable" housing with a rising population – more demand in a place makes housing more expensive, not less!

Not everyone who wants to live in central Wellington can do so. Millions of people living in outskirts of London, Paris or Stockholm, for example, would like to live in the centres of those cities but of course they're just not able to do so. Authorities in those outstanding cities don't waste their time making plans to wreck their heritage for such an unrealistic notion. Instead they provide efficient and affordable public transport to outlying areas, bringing those places effectively closer to the centres. Like them we need to consider housing and transport in a wider context. Planning for future growth should include the whole of greater Wellington - the Hutt Valley, Porirua, and the Kapiti Coast – and not just be limited to the City of Wellington.

Wellington's population growth

The framers of the Spatial Plan are "positive" about growth despite the impact of Covid-19 in the "short term", and their medium/long term predictions "remain relevant". How so?

2.

There is no sign internationally that Covid-19 is going to be “short term” - whatever that means. “No end in sight to Coronavirus”, UN Secretary General reported saying in last week’s *Daily Mail on line* “as global fatalities hit mind-numbing level of one million deaths and 33 million cases”. An effective vaccine (if it’s possible) is years away and in today’s globalized world there’s no guarantee that another pandemic won’t arise.

There is no allowance in the Plan for the changing social effects of Covid-19. Often people who have had to work from home because of lockdown and have found they liked doing so. Many may never go back to regular commuting to offices in central Wellington – freeing up buildings for conversion to accommodation. Neither does the plan allow for changing fashions. There is now a movement of more affluent people out of large cities overseas. This will eventually happen in this country. We always follow international trends - albeit later - as we did so with wanting to live in the inner cities.

Another factor to consider is immigration which is affected by Covid-19. This has been responsible for just under 50% of New Zealand’s population growth in recent years. It is one of - if not the highest - per capita rates of any Western country and is not sustainable. Throughout the Western world there has been a growing political resistance to high rates of immigration and this is likely to happen here also if our current rate continues. Meanwhile, following the example of the former Auckland Regional Council, the Wellington City Council should join with other councils, who are at the ‘sharp end’ of the effects of population growth and lobby the government to reduce immigration to take the strain off our housing and infrastructure.

Confusingly there have been different figures released on Wellington’s predicted population growth recently. The Council’s Chief Executive, Kevin Lavery has even challenged his own council’s figures.

The previous National Prime Minister, John Key said Wellington was “dying”. Earlier this year *the Dominion Post* had a headline about how skilled people weren’t coming to Wellington (one is tempted to ask: who is?) With these confusing (and often contradictory) messages about the state Wellington’s growth it’s not surprising the many people are cynical about them and the associated growth panic.

Wellington’s Unique Heritage

“In quantity, rows of villas offer a largely unrivalled texture to the street. Where they really excel is on the difficult topographies around Wellington’s harbour”. Patrick Reynolds co-author of *“Villa - from Heritage to Contemporary”*.

“One of the most intriguing aspects of Wellington to me is the timber architecture. Your stock of timber architecture is one of the most precious assets of the whole tourist industry”. Malcolm Elliott British Historian.

The high heritage value of our inner city Victorian/Edwardian houses is beyond question and is appreciated internationally. Along with the harbour and the Town Belt on our encircling hills, those houses define the Capital’s unique character and fascinate people from overseas. The popular French travel guide *Guide Voir* has devoted a page to them entitled “Les villas des collines” (the houses on the hills) in its New Zealand edition. It even named parts of houses for French-speaking tourists to look and appreciate their construction. Similarly the *Lonely Planet* Guide has also featured them, contributing to the “cool little Capital” sobriquet. At a screening of one of Gaylene Preston’s films in the United States, the audience applauded street scenes of Mt Victoria. Our heritage housing contributes positively to New Zealand’s image - not just Wellington’s. Despite all this the Spatial Plan mentions heritage only once (p.6) “considering” it but not protecting!

3.

The sole reference to heritage doesn't even merit a mention on its own but is being 'considered' along with "a range of topics". To consider, in my dictionary means "to have regard to or care about; to think carefully about; to bear in mind". I can't find any evidence of these in the Plan regarding heritage

The Draft Plan promises what the outcome will be for Wellington if it's adopted: "livable", "unique", "living presence of culture" and "identity" – all of these characteristics already exist in our inner city neighbourhoods of Mt Victoria, Thorndon, the Aro Valley and Mt Cook which the plan sets out to degrade!

The plan has no-cost benefit analysis for balancing the loss of irreplaceable heritage housing with the amount of extra accommodation to be provided in its place. First of all, new developments depend on owners selling their properties to developers (or taking on the onerous task of developing themselves). There is a low turnover of properties in Mt Victoria because people are happy living here. Many sections here are small and may require more than one or two to be obtained for a cost effective development. Balanced against this will be the loss of typical older houses converted into rented flats. And as has happened in Christchurch, many rebuilds will be used for AirB&B.

Inner Suburbs (p.10)

Regarding the Plan's intention of allowing sites in these areas to be "more efficiently" developed. Mt Victoria already has a very efficient use of land. It's one of the most intensively built residential areas in NZ. Nearly 62 per cent of dwellings are deemed medium or high density. If the Town Belt land and the Colleges in Mt Victoria (which were included in past statistics) are excluded for the suburb's land area, the remaining residential area would have a population density of around 74 persons per hectare.

The photos of the proposed new buildings are far from being "sensitive to the special character" of Mt Victoria and other inner city residential areas with high heritage values. Just one or two of them will ruin streetscapes and affect neighbours' access to sunlight. David Chick who is apparently the driving force behind the Draft Spatial Plan, is very much in favour of having these types of buildings. He has cited their value in the media by saying they are what is being built in the inner suburbs of Swedish cities. What he seems to overlook is that they would never built them in the historic and beautiful Gamla Stan quarter of inner Stockholm, which is Mt Victoria's equivalent.

Regarding the maps of character "sub-areas" of Mt Victoria, I have seen two with different layouts. Will there be further changes? Why do those with the highest-rated heritage values have the prefix "sub"? Sub means "under or beneath, less than". The selection process appears arbitrary when looking the Council's Heritage Study – Integrity map of 2016. The Victorian/Edwardian houses outside the sub-areas, at risk of possible demolition, are "*collectively important to the identity of Wellington City as a whole*", according to the Wellington District Plan. The sub-areas are just tokenism and will end up as sad little "islands" in a sea of uglification.

The Spatial Plan will permit 4 storey post-modernist apartment blocks (with increased heights by officer discretion?) in McFarlane Street. This will be in the middle of the iconic North Mt Victoria Character area next to St Gerard's Monastery. That this to be allowed, in what is the absolute iconic view of Wellington, is frankly outrageous!

At a meeting of the Ministry for the Environment last week it was said, regarding the implementation of the NPS-Urban Development, that the Spatial Plan is definitely not the future development strategy required and falls outside the Local Government Act.

The Spatial Plan needs to go back to the drawing board.

David J Lee, [REDACTED] Mt Victoria.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID 15185

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Organisation Name: Heritage New Zealand Pouhere Taonga

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?

Please refer to attached submission document

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 refer to detailed submission attached

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)

Other: Retention of character and heritage

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.

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?

refer to attached submission document

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

refer to attached submission document

Non-Compulsory Questions

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

refer to attached detailed submission document

2. What would you change or improve?

refer to attached document

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

refer to attached document

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.

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.

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).

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?

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.

The submission of Heritage New Zealand Pouhere Taonga addresses in details the potential impacts of the Spatial Plan on heritage resources. Please refer to the attached document for the details of our submission points.

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 15803

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Submitter Name: Oscar Davie

Suburb: Hataitai

Compulsory Questions

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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?

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?

Please see attached document

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?

Please see attached document

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, Easy walking distance to the centre

Other: Please see attached document

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

New housing, Community facilities (libraries, community spaces, social services, etc.), Child care, Medical facilities/centres, Bicycle parking

Other: Please see attached document

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?

Please see attached document

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

Please see attached document

Non-Compulsory Questions

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

Please see attached document

2. What would you change or improve?

Please see attached document

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

Please see attached document

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?

Please see attached document

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

Please see attached document

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: Please see attached document

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

Please see attached document

Have you provided an attachment? Yes

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **15373**

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Submitter Name: Penelope Borland

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?

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 Spatial Plan, which is really a height plan, rather than a spatial plan goes too far and opens up large swathes of Wellington for higher story dwellings which i) may not be needed and ii) will destroy the character and scale of Wellington and its desirability in which to live and, iii) will lead to a scatter gun approach to development rather than a well thought out plan that takes into account sunlight, heritage and character, quality and the best approaches to urban development. There should be a concentration of

intensification into inner city suburb areas ready for development - beside transport hubs and corridors e.g. Adelaide Road, Kent/ Cambridge Terrace and the many areas such as Te Aro that are ripe for development plus office blocks that may no longer be needed post-COVID.

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 make Wellington iconic, liveable, attractive and are just the right scale for Wellington. They are also walkable to the city and other inner city suburbs with little byways, steps, greenery, views across the city and harbour and enable more connected living with other people in neighbourhoods - easy to get to know one another. They are also what you think of when you think of Wellington. The most iconic view of Wellington, seen all over the world is that looking up from the harbour to Mt. Victoria, the wooden houses on the hillside ARE Wellington. Wellington will lose its character if houses in these character suburbs are demolished for much taller buildings. Mt. Victoria for example is already quite dense and some appropriate development is fine - along the corridors of Kent Terrace and Cambridge Terrace but please don't allow destruction of our character and heritage. Build taller buildings where it is appropriate first and allow re-purposing of office blocks that may no longer be being used first.

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, 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?

Landscaped spaces/plantings, 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 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 in the town belt and along Oriental Parade, Mt. Vic hub, places to sit alongside harbour and parks

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

Not sure, fairly well provided for around my area.

Non-Compulsory Questions

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

Not a lot - it seems to be more of height than a spatial plan with insufficient thinking about quality, character. The only thing I do like is the idea of providing for more development along transport hubs and corridors.

2. What would you change or improve?

Please see my attached submission. I strongly disagree with the approach of the plan to inner city suburbs and the designation of 'sub-character' areas within character areas e.g. in Mt. Victoria. The proposed heights of new builds are too tall, and this plan exposes 62% of the housing in Mt. Victoria to demolition and 4 - 6 story buildings going up in their place. I am not opposed to new development but it should be in appropriate places, existing corridors and near transport hubs. There needs to be more care taken relating to keeping character intact in inner city suburbs while looking carefully at new development which should be community led.

3.

4. This spatial plan could lead to the targeting of heritage and character inner city dwellings for demolition and new development before the areas where more intensive development is appropriate as the character areas are more appealing and often with views, sun and quieter areas in which to live. Please make sure that the areas that are currently ripe for development are the first to be developed. This plan is a lose lose for both retention of character of our city and will not result in more affordable dwellings. Please rethink this plan, especially for the inner city suburbs.

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

Character, heritage and liveability on an appropriate scale.

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

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Agree

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Strongly Disagree

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Strongly Disagree

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Agree

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Agree

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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.

Please do not be the Council responsible for the demolition of large swathes of the existing character and appeal of our inner city suburbs which make Wellington so special.

Have you provided an attachment? Yes

Submission on the Spatial Plan from Penelope Borland, resident of Mt. Victoria, 2 October 2020

- The spatial plan states that the Council wants to make Wellington the most liveable city. But there isn't much evidence of how the spatial plan will result this – it seems to be a scattergun approach and needs to concentrate on areas that are ready for development as everyone recognises that there is a housing shortage. Wellington is a city of scale with particular issues of geography, walkability, character and heritage which make it a wonderful city in which to live.
- More intensive development around transport hubs and corridors is sensible and practical and also areas downtown where commercial office space buildings may become available for housing post COVID and businesses downsizing their office.
- Under this spatial plan it's possible that heritage and character inner city suburbs could be targeted for development even before the areas where more intensive development is appropriate – whole areas of inner city suburbs like Mt. Victoria where 62% of houses would no longer have pre-1930s character area provisions. This doesn't make any sense as the National Policy Statement on Urban Development envisages intensification around transport hubs and corridors first. Geography and heritage can be taken into account – why hasn't WCC done this? Wellington's geography is very different from e.g. Auckland – steep, intricate and we need a plan that is appropriate.
- Yes go up around Kent/ Cambridge Terrace and great with Housing development (Kainga Ora) redeveloping Mt.Vic sites to fit more people in – these all within walking distance but please let us have a plan that retains the existing character of Wellington's inner city suburbs. There is no analysis of how removing protections from inner city heritage suburbs would lead to more affordable housing. Demolishing character houses to provide affordable housing (and 4 to 6 stories as of right) will not be the aim of developers.
- The current demolition rule requires a resource consent for pre-1930s houses but the current rules do allow for gentle density in Mt. Vic and inner city heritage suburbs – up to 3 stories I understand and so gentle intensification is possible under the current rules. The Council would be better off taking a more nuanced approach to the resource consent process. Retaining the pre-1930s protections and examining the resource consent process would be a better option and still allow for some appropriate development that is in keeping with the character of the suburb and up to 3 stories.
- What is being proposed is unnecessary and potentially a lose lose scenario for Wellington and Wellingtonians – loss of character and heritage, a key part of what makes Wellington (and it's already quite dense) a great little city will be lost - and it won't result in affordable housing if left the market – developers are simply not going to demolish older houses in order to provide affordable housing. It's not heritage versus affordability. The value of land in inner city suburbs is not going to magically decrease if you demolish character houses, many of which are constructed of native timbers, and build 4 to 6 storey apartments, it's going to go up. You can have heritage and character along with new housing.
- There should be community solutions to new housing and a blanket rule of up to six stories is not the answer and will result in losing Wellington's character, heritage, liveability, sense of community and connectedness without necessarily providing affordable housing. The co-housing projects already under way in Wellington are a good example of community solutions. Address housing needs through community housing projects. Allow

development where it is already appropriate along existing corridors and around transport hubs.

- Heritage, character and sun doesn't need to be destroyed for new housing that may not even be required if development takes place in already appropriate areas. The interaction between adjacent buildings doesn't appear to have been taken into account in creating small pockets of character sub-areas within the current character areas and there is no assurance of either quality or affordability. The spatial plan allows for 4 to 6 stories alongside character sub areas as of right – much taller buildings which will shade character houses. The character sub-areas need to be significantly extended – or the current character areas and pre 1930s rules retained with a closer look at the resource consent process which would give a greater assurance of appropriateness for the area and quality.

- I live in **Earl's Terrace** in Mt. Victoria in a well maintained 1895 house and most of the houses in my small cul-de-sac were built around the same time and all are pre-1930s. It is inexplicable as to why Earl's Terrace and surrounding areas in Mt. Victoria are not deemed to be sub-character areas in this spatial plan. The whole area from Stafford Street, down through Earl's Terrace, down through Hawker Street and into Roxburgh should be deemed to be a character sub area. Just along the street from me where the character sub area starts in Vogel Street there are very run down houses, two of which are rented out by a notorious landlord to students. Why would they be given sub-character protection and not the well maintained heritage/ character houses beside them in Earl's Terrace and in front in Hawker Street? The whole of Mt. Victoria up beyond Kent and Cambridge Terrace should have protections retained but with a more nuanced approach by Council to resource consents for new builds of up to 3 stories to replace old houses that have been let go beyond repair or for other exceptional reasons.

- The plan's population growth assumptions are based on the maximum from a study released quite a while ago and before COVID. The Council is now saying that it believes population growth will be much less than the assumptions of this spatial plan (which is really a height plan). The new document "Citywide Estimated Growth Figures" released on 25 September states that: "There is limited potential to accommodate much future additional population in the city's inner suburbs because they are already quite dense, resulting in a proportional increase in the existing population of 7 – 12% - this is the Council itself now saying this. The document on which the Council is consulting says that the inner city suburbs need to accommodate an additional 4 to 5000 dwellings and 14,000 people over the next 30 years.

- However they Council has just over a week ago released in this new document the Council now says it believes it only needs to find room for between 2720 to 4,500 people and 1083 – 1895 dwellings over the next 30 years. This is less than half the number of dwellings stated in the original consultation document and underpinning the spatial plan. Right at this moment there are 8 new dwellings under construction in character sub-areas in Mt. Victoria replacing two that have been demolished and this is under the current rules.

- Highly relevant and more realistic information has been released only weeks before the close of consultation which calls into question the validity of the consultation process. In addition, early community in-person consultation meetings were cancelled because of going into Level 2 and the consultation period should have been extended. It is now hard up against the election, two national referenda and new highly relevant information has been released very late in the process. Many residents have not been aware of the spatial plan

consultation process and there is a lot of stress in our communities because of the uncertainties relating to COVID and the future. The terminology used in the spatial plan is also misleading – character and sub character areas – the “character areas” basically have no protections at all under this plan and the term is misleading. Not only has the Council not admitted (but not very publicly) that its original population growth figures were wrong but it is likely that COVID has changed the future – for example with reduced demand for inner city office blocks which could be converted to housing – it’s time for a pause and a re-think. Post COVID reality needs to be taken into account. There needs to be more quality of thinking around the future of our city.

- This is too much too soon. We can have heritage/ character plus more housing. Future generations are not going to thank a Council who is responsible for the demolition of large swathes of the existing character and appeal of our inner city suburbs which make Wellington so special.

[REDACTED]

From: [REDACTED]
Sent: 04 October 2020 22:20
To: BUS: Planning For Growth
Subject: WCC Draft Spatial Plan - submission
Attachments: 20201004 DSP Submission - Richard Murcott.docx; J010987-Spatial-Plan-Submission-Form-Proof6_ Richard Murcott.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Please note

This submission comprises 3 parts:

- attached paper (6pp)
- attached completed WCC questionnaire (5pp)
- an [online slide stack](#) entitled *Hobson Precinct Notes* (15 slides)

I am prepared to represent my submission in person.

Richard Murcott
Ratepayer
Thorndon

Submission to WCC

Richard Murcott



Thorndon

4 October 2020

Re Submission on

Our City Tomorrow: A Draft Spatial Plan for Wellington City

planningforgrowth@wcc.govt.nz

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Please note

This submission comprises

- this paper (6pp)
- a completed WCC questionnaire (5pp)
- an [online slide stack](#) – Hobson Precinct Notes (15 slides)

1. My submission on the *Draft* Spatial Plan is through the lens of a citizen/ratepayer located in the place call Thorndon, an **inner suburb**, that my family calls home.
2. *Once it has gone it has gone for good.* Some things have taken a long time to encourage and evolve; certainly a lot longer than 30yrs. My first residential encounter with Thorndon was in 1981, in the same street that I currently live in. This means I can relate to the changes with first-hand knowledge and observations.
3. The operative District Plan has helped achieve a level of residential investment that has maintained the special characteristics of Thorndon, particularly the precinct where I live. Nearly all the residential properties in this precinct (Hobson) have been maintained to high standards, which in turn has maintained the style, character and the special feeling about this place, and its charm which is widely celebrated. Hobson St is part of the Thorndon Heritage Trail.
4. The residential count in this precinct has increased during the past 30yrs due to a number of conversions of commercial buildings into apartments.
5. **Intensification** (we already have it)
Thorndon has always been a relatively intensely subdivided suburb e.g. our property comprises one 2-storey villa and a single car garage on a site of only 315 sq m. in area. There are ample examples of smaller properties throughout the suburb and higher site coverage.
In NZ terms, site coverage in Thorndon is relatively intense i.e. also compared to Wellington's outer suburbs.
6. **Charm**
Thorndon, NZ's oldest suburb, has a particular charm that is unique in NZ. Its proximity to the CBD is part of this too.

But also the relationship to Te Ahumairangi Hill; along the toe of which runs the Wellington Faultline, amidst the residences.

Thorndon, being situated at the gateway into the Capital, and the nexus for most everything this is important to keep the city running, makes the place special for other reasons e.g. most of the critical lifelines, as well as the location of 5 schools, two cathedrals, Parliament, National Library/National Archives, Old St Pauls, Katherine Mansfield Birthplace, etc.

7. It would seem silly, and unnecessary, to plan to cram too many more people into Thorndon, and to do so by destroy the existing special character of the place. A character that people celebrate.

8. I respectfully request the Council to reconsider the proposal to re-zone all of residential Thorndon that is situated east of the Urban Motorway, as 'central city'.

Please don't do this.

We are part of the rest of the character of residential Thorndon. Please respect and keep the residential precincts of **Selwyn, Portland, and Hobson** as they are; zoned as part of the **inner city** suburb of Thorndon. Don't swallow these into the central city and its planning codes.

9. **Character**

When were ratepayers consulted on the definition of 'character'?

For RESIDENTS character is much more than what's easily visible 'from the street'.

Streetscape is but a part of the story about 'character'.

10. **Affordability?**

I oppose the proposal to intensify (sacrifice) existing residential Thorndon east of the motorway would make a negligible contribution toward affordable housing, or the aims of the NPS-UD.

Nothing in Thorndon is 'affordable'. If it initially seems to be, based on initial purchase price, then take a second look at the **total cost of ownership** of a Thorndon property. None are cheap. Including some of the apartment buildings that are costing apartment owners hugely as building maintenance costs escalate.

11. **Walkability**

Thorndon enjoys a high walkability ranking.

But it does not mean that vehicles are redundant. Thorndonites are also dynamic and typically have a lot of interests beyond the city.

12. **Vehicles**

Everything is not 'walkable' from Thorndon. Many Thorndon residents have active interests elsewhere in the Region. Thus vehicles are important for reaching these destinations that typically are not well serviced by public transport, especially in off peak periods.

Cars have always been important to Thorndonites. Our property was built in 1915 and at that time a 'Motor Shed' was constructed on the frontage. A garage has existed on this property for 105yrs.



A vehicle is important for lives of families. Necessary to visit friends and relatives, accessing essential services especially beyond normal hours, getting to/fro recreational activities (school or sport activities), for maintaining the property, for grocery shopping, etc

An elderly relative lives in the Wairarapa. A reliable vehicle is essential for maintaining connectedness running errands, etc. Public transport cannot be relied upon to fill the distant gap.

13. Infrastructure

Buried infrastructure

Being NZ's oldest suburb, some of the infrastructure is more prone to fail. These are photos from the sink hole in Hobson St which appeared when old piping failed that directs the old Pipitea Stream underground to the harbour.



Built infrastructure

Schools

Five schools (3 are secondary) adds additional demands on our place in the city. What part of the DSP addresses the detail needed for this kind of infrastructure and the demands that will follow as the city grows?

Apartment Buildings

The total cost of ownership of apartments is very high. A fundamental rethink is needed.

Research is needed about building performance and lifecycles.

Right now the cost of building insurance is 'going through the roof'.

The performance/effectiveness of Body Corporates has left many people distressed about

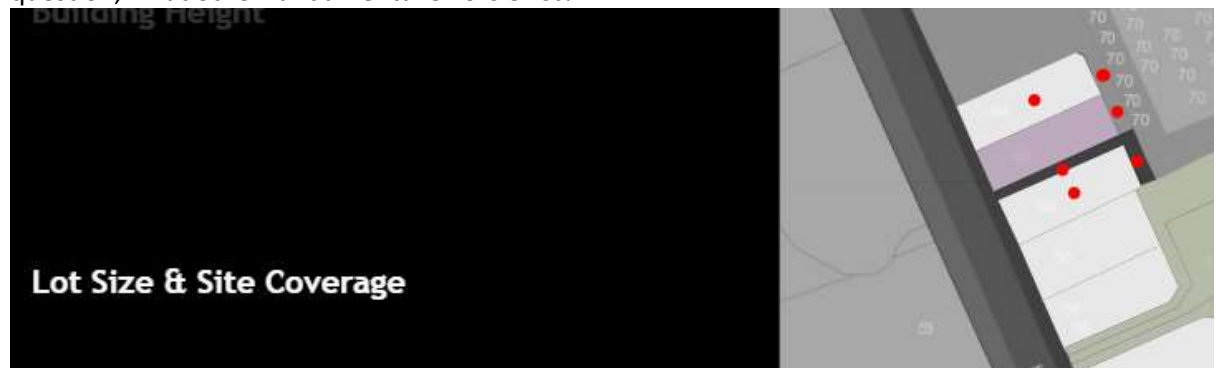
this model of 'home ownership' and its affordability.
These factors are eroding access to affordable housing, and creating distortions.

14. The Draft Spatial Plan & Story Maps have fundamental errors

This is of considerable concern. If the foundation data is wrong then this is not a good starting point for evidence-based planning. Following are some readily apparent examples.

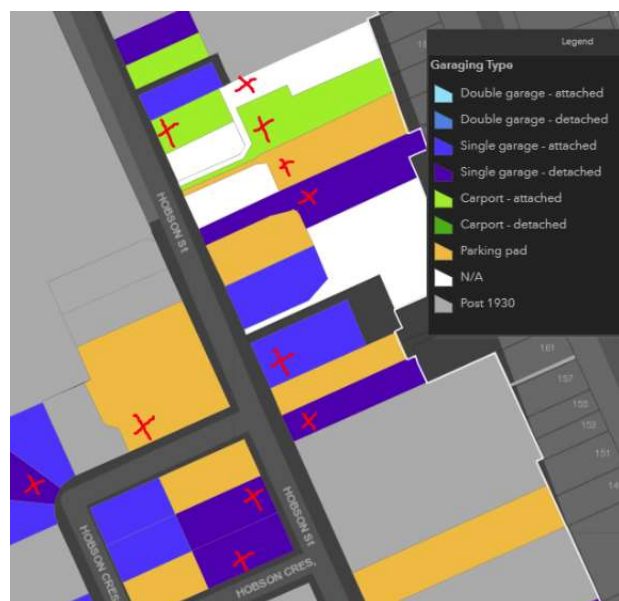
Boundaries

Cadastral boundaries delineated incorrectly. This is a fundamental error. This invites the question, what other fundamental errors exist?



Wellington City Council: Pre-1930 Character Area Review – property boundaries are incorrect

Garaging



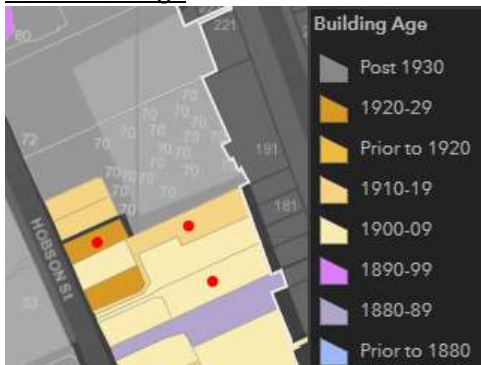
And the analysis doesn't seem to account for other types of parking we have in the precinct; such as *vertical* parking (stacked parking using hoists), or multi-vehicle basement garaging.

15. Public Access

The important pedestrian access between Hobson Cres and Turnbull St is missing



Residential age



Hobson St 60 (1917), 62 (1916), 64 (1914/15) are three 'sisters' located opposite Queen Margaret College, 60A, 56, & 54B were built between 1922-27. All six residences were designed & built by W S Bruce Esq

16. a Spatial Digital Twin to drive Our City Tomorrow

The draft Spatial Plan is a 'map-based' plan. Maps are always 'out of date' – they're updated (oftentimes poorly) sometime after the real world has changed.

Planning for growth (and the digital age) needs to first **change the paradigm**.

We're now well in the digital era. There is now a better way to digitally represent (*model*) the real world and all its complexity, so that we can better understand it, better visualise it, better predict it, and better explore the options and agree the changes we wish to make.

In contrast to what we have now (a map, a spatial plan), instead a *spatial digital twin* of the city (and Region) would accurately *model* the environment, and all the facets that need to be integrated, with accurate up to the minute data. This '*twin*' (of reality) would be more than a mere 'copy', rather the twin would drive maintenance of the real world elements. The model would change every time the real world elements change i.e. digital model that would actively drive the tasks necessary to run the city from day to day, but then also provide a robust foundation to plan for the future of the city (and Region).

Digital Twins are powerful information systems that are architected to harness and integrate data to understand the physical/built environment and help accelerate e-planning, infrastructure development and processes that attract investment.

Wellington City needs to harness these techniques, and the power of the digital revolution, and use contemporary digital technology to plan the future. After all the city hosts industries with world leading digital technologies that the World subscribes to in order to produce world-leading visualisations. There's evidence of the 'can do'.

Surely the time has arrived for the city (and Region) to seriously invest in digital technology to help itself i.e. not merely to entertain, but to enhance lives, and manage and plan our environment, like it has never been possible before. This is a whole lot more sophisticated than merely producing digital maps to plan with.

17. Consultation

I have concerns on numerous fronts:

- we have had no substantive exposure to the Experts
- as far as I'm aware there have been few (or nil?) opportunities to hear detailed presentations or have open discussions with the senior planners who drove this draft spatial plan.
- I've not seen any opportunities to engage with Boffa Miskell

Complexity

The Spatial Plan is an online 'document'.

It's complex to navigate.

Detail exists only for those with the aptitude to be extremely curious and willing/able to drill into it by navigating the story maps and the associated material.

The approach highlights the 'digital divide' (or generational divide) i.e. those who cannot cope with this sophistication are left behind.

Thus the consultation, in terms of being inclusive, has serious shortfalls.

This is not encouraging participative democracy

18. Summary

The spatial plan needs to be more sophisticated, and it needs to be more comprehensive, more up-to-date, and have more advanced visual communication tools (like 4D predictive analytics) to help communicate the vision/strategy.

It needs to be integrated into a Regional Spatial Plan. Otherwise we're planning in a bubble or separate 'islands' each with its own 'spatial plan' ... this doesn't make sense. Wellington City's future needs to integrate well with the future of everything else in the Region.

I am prepared to represent my submission in person.

Richard Murcott

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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)*: Richard MURCOTT	
Your email*: [REDACTED]	
Postal address*: [REDACTED]	
Suburb: Thorndon	
Phone number: [REDACTED]	
Age range: <input type="checkbox"/> Under 18 <input type="checkbox"/> 25-34 <input type="checkbox"/> 45-54 <input type="checkbox"/> 65-74	
Not relevant! <input type="checkbox"/> 18-24 <input type="checkbox"/> 35-44 <input type="checkbox"/> 55-64 <input type="checkbox"/> 75 and older	
Household: <input type="checkbox"/> Couple without children <input type="checkbox"/> Household of unrelated persons (flating)	
Not relevant! <input type="checkbox"/> Household with children living at home <input type="checkbox"/> Other (please specify)	
<input type="checkbox"/> Household with children who are no longer living home <input type="checkbox"/> How we run/change our households should not concern you	
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 type="checkbox"/>	<input checked="" 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?*	A Regional perspective required - see submission																			
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"/>														
<p>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)</p> <p>See submission</p>																				
<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>Constraining to only top 5 options is a crude approach Accordingly I will not attempt to answer this question</p> <hr/>							<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"/> Other (please specify)																			
<p>8. What amenities would you want to see around future mass rapid transit stops?*(Please pick your top 5 from the options below.</p> <table border="0"> <tr> <td><input type="checkbox"/> Public shared spaces</td> <td><input type="checkbox"/> Community facilities (libraries, community spaces, social services, etc)</td> </tr> <tr> <td><input type="checkbox"/> Landscaped spaces/plantings</td> <td><input type="checkbox"/> Child care</td> </tr> <tr> <td><input type="checkbox"/> Parks and playgrounds</td> <td><input type="checkbox"/> Medical facilities/centres</td> </tr> <tr> <td><input type="checkbox"/> Shops and businesses</td> <td><input type="checkbox"/> Bicycle parking</td> </tr> <tr> <td><input type="checkbox"/> Cafes and restaurants</td> <td><input type="checkbox"/> Other (please specify)</td> </tr> <tr> <td><input type="checkbox"/> New housing</td> <td></td> </tr> </table> <hr/> <p>Haven't yet formed a view.</p>							<input type="checkbox"/> Public shared spaces	<input type="checkbox"/> Community facilities (libraries, community spaces, social services, etc)	<input type="checkbox"/> Landscaped spaces/plantings	<input type="checkbox"/> Child care	<input type="checkbox"/> Parks and playgrounds	<input type="checkbox"/> Medical facilities/centres	<input type="checkbox"/> Shops and businesses	<input type="checkbox"/> Bicycle parking	<input type="checkbox"/> Cafes and restaurants	<input type="checkbox"/> Other (please specify)	<input type="checkbox"/> New housing			
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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
<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>To be able to cycle or walk to a choice of two supermarkets - 1 large, 1 metro</p> <p>What amenities or facilities were missing or could have been improved?*</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>? It's a start!</p>						
<p>2. What would you change or improve? It's unsophisticated. Too myopic wrt the dynamics of the Region. Develop a 'digital twin'.</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>? Absolutely! Demand a comprehensive, coordinated, integrated regional plan that succinctly outlines how Wellington's strategy fits with the other cities in our Region over the next 30yrs. Consultation has been appalling ... all 'process' no substance nor 'engagement' between citizens and experts.</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
<p>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</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>What 'refined approach'. A blunt proposal so far!</p>						
<p>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.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Needs more discussion, better definition.</p>						
<p>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.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>It's not that simple!</p>						

	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"/>
Beyond 'streetscape' as well. There's much more to the feel of 'place' than the view from street level.						
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"/>
Why 'pre-1930' ... why not 'pre-1960'? i.e. older than 50yrs						
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"/>
Too complicated - can't respond this way						
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): planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Opportunity Sites</i>						
	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 checked="" 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 checked="" 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): planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Opportunity Sites</i>						
	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 checked="" 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 checked="" type="checkbox"/> Not sure						
8.1.2 Strathmore Park <input 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>planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Natural & Open Space</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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

Role of the QEII National Trust?

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.
Additional comments attached.

This is complicated.

This needs strong leadership.

This needs better quality information; more integrated information.

Needs experts who can communicate better and help us (citizens) interpret the information better.

Better understanding fit and impact regionally is critical. It's no use Wellington having a 'great' spatial plan (we're not even there yet) that doesn't integrate perfectly with the rest of the Region over the next 30yrs.

14. Have you provided an attached document?

Yes No

J011012

1st fold here - fasten here once folded

2nd fold here

Free Post WCC

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



FREEPOST 2199

309/1039

Wellington City Council

PO Box 2199

Wellington 6140




WCC's Draft Spatial Plan

Hobson Precinct Notes




Richard Murcott

4 October 2020





Character Areas & Heights - Thorndon

-  Proposed new character sub-areas
-  Proposed new character area boundaries
-  Current character area boundaries

Inner Suburbs Height Changes

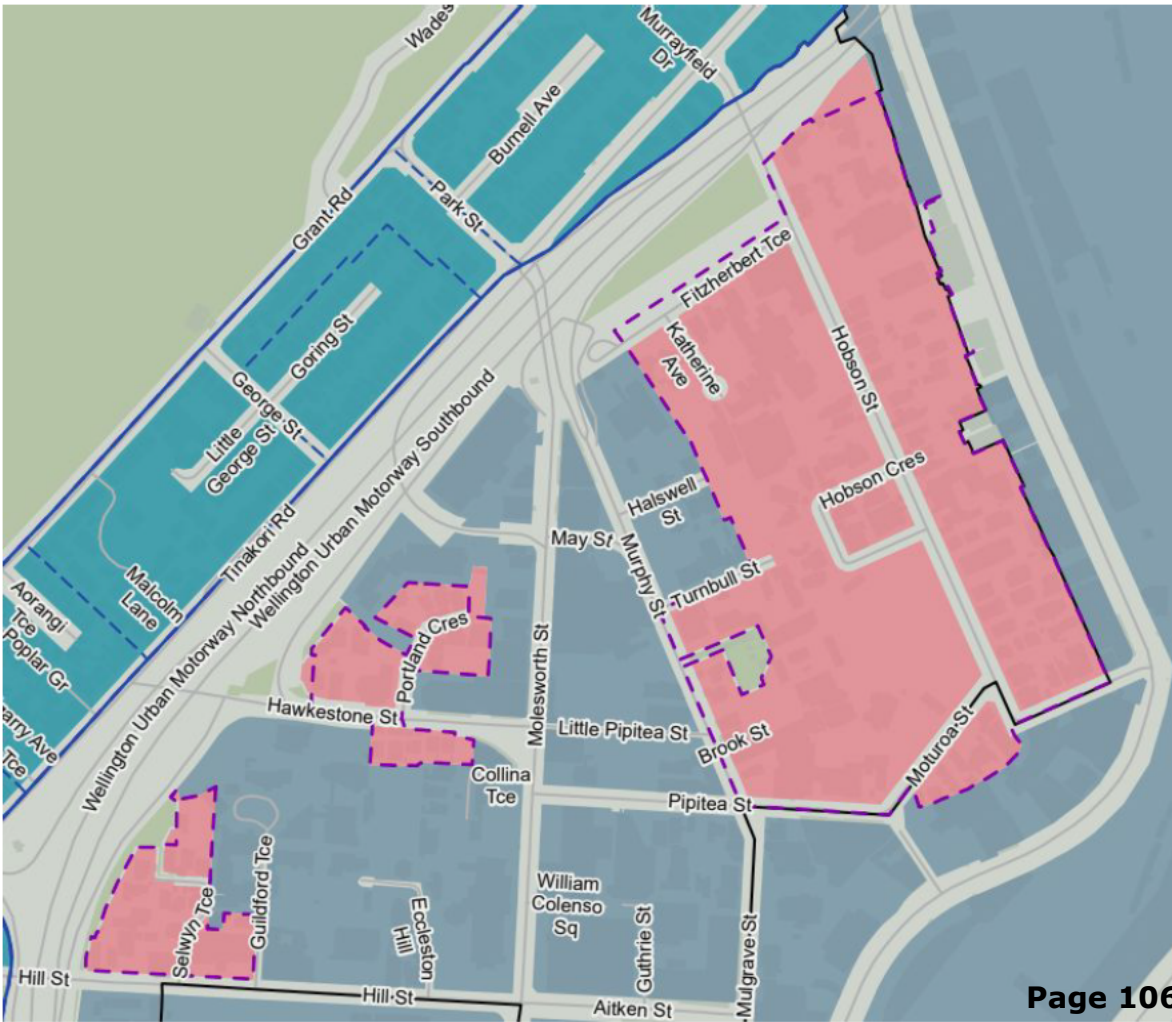
-  Type 1 - 1 to 2 storeys detached, semi detached infill housing
-  Type 2 - 2 to 3 storeys terrace type housing
-  Type 3 - 3 to 4 storey apartment buildings

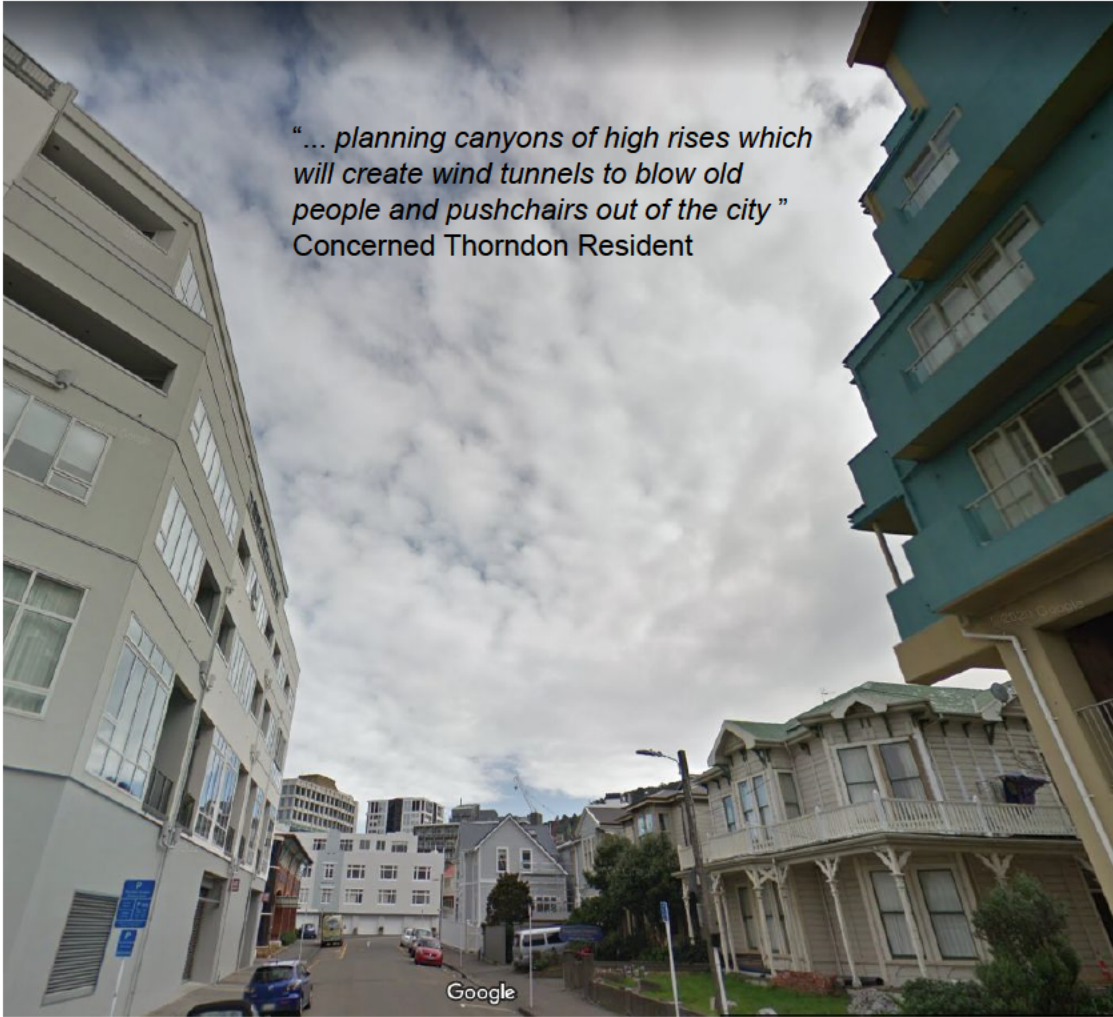
Central City Proposed Changes

-  Proposed change from Inner Residential to Central Area District Plan zone
-  No changes proposed
-  District Plan open spaces
-  Suburb boundary



Retain Thorndon's charming **character areas** (pink areas refined a little).





“... planning canyons of high rises which will create wind tunnels to blow old people and pushchairs out of the city”
Concerned Thorndon Resident

Davis St one of the few entrances into Thorndon, illustrates:

- contrast Thorndon & Pipitea (bdy runs down middle of Davis St)
- existing examples of vertical intensification; 6 stories & more
- tragic streetscape
- divided uses - industrial / commercial Pipitea vs residential Thorndon
- environmental man made nasties e.g this canyon is a wind tunnel
- tsunami yellow zone (lowest elevation in Thorndon)



Turn the corner and ...

Te Ahumairangi Hill springs into view - now we know we're in Thorndon. The Hill is our visual anchor. It's a 'weather vane'. It's where the sun sets. It's 'our' piece of cherished Town Belt **Page 108**

Hobson Street

- narrow legal road (only 15m)
- small lots
- high site coverage
- 2 storey villas
- proud owner-occupiers = well maintained
- resident funded Oriental Plane trees in the street (11yrs old already)
- infrastructure failure - earthquake? (see next slide)
- open spaces - 5 schools in the precinct
- contribution to resilience, WREMO, Ambo, Fire, etc.
Thorndon - gateway suburb of the Capital City





A sink hole in Hobson St

Original stormwater drain collapsed following an earthquake in 2013



Part of the route of the historic Pipitea Stream







Some of the towers in Molesworth St already block enough of the view, and shade from the setting sun **Page 113**



“Re-focussing pre-1930 character controls on designated sub-areas within the Character Areas that exhibit a cohesive streetscape character” ... here is cohesive character (why removed in the DSP?)



Thorndonites are proudly maintain/restore their villas. Excellent examples along Hobson St. Such investment happens whilst owners/occupiers can trust the direction the city is travelling.



Hobson St - part of the Thorndon Heritage Trail

Statements copied from the DSP ...

Re-focussing pre-1930 character controls on designated sub-areas within **the Character Areas that exhibit a cohesive streetscape character.**

... such as Hobson St does

Maintaining a continued emphasis on streetscape character in those areas outside designated sub-areas through retention of a general character overlay over these areas to ensure that new development respects the local streetscape and **sensitively balances old with new.**

... such as in Hobson St. We're already 'balanced' ... no more speed wobbles!

The **Council** is undertaking **further investigations of selected streets** in these and nearby suburbs to determine if they also have special characteristics or cohesive streetscape character that should be managed within a Character Area or Character sub-area.

Does this include

Hobson St?

Hobson Cres?

Etc ??

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.**

... as in the Hobson precinct !

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.

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

ISSUES

Planning by stealth

- using the complex SP as a **trojan horse**
- to introduce '*policies*' to change District Plan protections

Not yet a comprehensive Spatial Plan

- merely a start
- an incomplete (distorted) view of 'reality'
- biased toward housing

No obvious relationship with any other Regional SP's? (all 5 cities)

- no obvious coordinated 'regional' 30yr view/solution

Inadequate integration with transport planning

- why isn't this **fully** integrated into the SP?

Infrastructure? - where? Lightweight on this. This is what a 'spatial plan' should pull together.

Integration with resilience planning? etc.

- ditto above

Leadership

- demand a better, more nuanced approach

SUBMISSION ON THE WELLINGTON CITY COUNCIL DRAFT SPATIAL PLAN

Mail to: Wellington City Council
Draft Spatial Plan Submission
PO Box 2199
Wellington 6140

Email to: planningforgrowth@wcc.govt.nz
(Scan submission and send)

- I oppose the provisions of the Draft Spatial Plan as they apply to the residential areas of Thorndon
- I do not oppose residential intensification generally, but I regard Thorndon as a heritage suburb of unique qualities and values which merits special attention
- I am particularly concerned that heritage considerations have been specifically excluded from the formulation of proposals for Thorndon. The focus has been limited to matters pertaining solely to residential character which is wrong. Thorndon's historic heritage and residential character are inextricably linked and cannot be artificially separated. Separation is clearly designed to negate arguments supporting the protection of heritage and to favour intensification and the development of more intensive forms of housing
- I oppose the Council's intention to rezone land in Thorndon on the City side of the motorway from 'Residential' to 'Central Area'. This will result in the total loss of heritage housing stock over time
- I oppose the range of measures promoting new housing development on the Tinakori Road side of the motorway, albeit to more modest height levels. The full impacts of the proposed new measures cannot be properly evaluated until detailed District Plan rules are revealed, but the thrust is clearly to encourage denser housing forms. This will result in the ongoing loss of valuable heritage housing stock and the adulteration of Thorndon's character
- I support the retention of existing planning controls on both sides of the motorway, particularly the pre 1930 demolition rule which has worked well to preserve Thorndon's heritage and residential character
- The protection of historic heritage is a matter of national importance and in this regard the Council should approach the future planning of Thorndon with a mindset of protecting, enhancing and promoting the suburb as a valuable heritage asset. This has been the policy for many years, and it is unconscionable that the Council is now actively working to oversee Thorndon's demise. Thorndon is a suburb worth fighting for.

Name: <u>JANE PERRY</u>	Signature: <u>JANE PERRY</u>
Address: <u>[REDACTED]</u>	Date: <u>28.9.20</u>
Phone: <u>[REDACTED]</u>	
Email: <u>[REDACTED]</u>	

NOTE: SUBMISSIONS CLOSE ON MONDAY 5 OCTOBER 2020

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **15847**

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: James Fraser

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?

I totally disagree with rezoning residential areas with pre 1930's housing while land already available in areas closer to a transport spine or in commercial areas such as Adelaide Rd, Taranaki St, Cambridge Rd has not been utilised. Extensive and valuable land holdings at present owned by the NZTA in could be developed into housing instead of more destructive roading schemes. This Plan as presented to us is a gift to developers instead of a well thought out, phased, Community led initiative. On a positive note the Newtown Residents

Association has presented an alternative plan which can deliver the numbers in the centre and along commercial and mass transit routes. Most of the area of Newtown and Berhampore presented in the plan as 'Type 4' should be Type 1 or 2 which gives some protection as recommended in the councils own Boffa Miskell Report. Therefore I do not support rezoning to allow taller buildings in amongst houses of 1-2 storeys.

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?

As we have already lost much of Wellingtons Character and Heritage already to roading and poor planning decisions we must protect and maintain what is left. Character homes in Newtown and Berhampore sit in sheltered sunny sections close together with gardens and mostly pre date 1930's. They are charming and unique to our heritage as a city and are what draws people here in the first place. Any new housing developments should not impact on a way to affect the micro climate such as removing sun from existing residents or create cold shady wind tunnels. Newtown has already suffered from poor rezoning decisions taken in the mid 20th century and land grabs from institutions such as the hospital and university. Enough already! For e.g the hospital car parking on Mein St could be returned to residential development. Would San Francisco contemplate demolition of character homes in the Haight-Ashbury district? I don't think so.

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), Walkability within the centre

Other: Building apartments in the existing suburban centres on land already zoned for tall buildings.

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:

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?

Sheltered gardens, less car traffic, access to Town Belt and walking tracks and free public transport.

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

Access to Libraries.

Non-Compulsory Questions

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

Not Much! I agree we need to plan for growth within the CBD, inner and outer suburbs but only where it doesn't 'Cook The Golden Goose' by trashing what is special about Wellington.. this plan is a lazy document that could

allow developers to

2. **What would you change or improve?**

Get rid of the proposal to Re Zone residential areas of 1-2 storey homes in Newtown and Berhampore for medium and high density developments. Replace Type 4 with Type 1 or 2.

3.
4. Respect recommendations of the Boffa Miskell Report for Newtown and retain existing Character Housing protections and demolition controls.
5.
6. Make it easier for increased density on existing 'Brownfield' or commercial sites closer to town such as Adelaide Rd or in the CBD.
7.
8. Penalise Land Bankers in these areas.
9.
10. The Council should engage directly with communities such as Newtown to agree a Growth Plan that does not dictate a blanket approach that doesn't encourage good design.
11.
12. Phase development that allows for adaptation over time. It surely is a mistake to plan for 30 years in a pandemic after inadequate consultation with the community. Newtown has suffered badly over the years from a poor attitude from the local authorities and lack of political advocates at both local and national levels. Its time we stopped 'Dumping On Newtown'
13.
14. The Draft Spatial Plan ignores the environmental cost of random demolition and rebuilding at the whim of developers. Many existing properties are over 100 years old, and are extremely resilient with many earthquakes behind them. They need to be protected and improved.
15. **Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?**
Increased Infrastructure investment as schools and medical care are already full.
16.
17. Encourage Not-For-Profit housing models such as Co-Housing, Co-Operatives or Housing Association that come from the Community.
18.
19. No mention of positive health effects of existing private gardens or the need for public green space. Tall buildings will turn adjacent sunny, warm homes and gardens into shady, cold wind tunnels .
20.
21. Acknowledge the value of existing pre 1930's housing and encourage maintenance and restoration. Distinguish between these and the other areas on main arterial routes.
22.
23. Wait for the decision regarding Light Rail through Newtown and plan accordingly.
24.
- 25.
26. **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.

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?

Consultation with Mau Whenua and other community groups instead of pandering to developers as per the Shelly Bay plan put forward by the Wellington Company. Retention of large areas for public recreation.

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

Offer protection from increasing land grabs from Wellington International Airport Ltd. Help residents mitigate noise levels from the airport and enforce night flight bans. Withdraw support from the proposed runway extension.

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.

I agree that we need to plan for increased density, but NOT at the expense of what Character and Heritage we have left. Good sympathetic Design is more important than just allowing developers a free rein.

I would like to make a Oral Submission.

Many Thanks

James Fraser

Have you provided an attachment? No

From: James Fraser [REDACTED]
Sent: 04 October 2020 16:25
To: BUS: Planning For Growth
Subject: Save The Basin Submission

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Apologies if you have already received this via Google Docs;
Please advise if it is possible to make an oral submission.

Save the Basin Campaign

c/- PO Box 19-056
Courtenay Place
Wellington 6149

October 2020

Planning for Growth
Wellington City Council

Submitted by email to planningforgrowth@wcc.govt.nz

Submission on the Draft Spatial Plan

This submission is made on behalf of **Save the Basin Campaign Incorporated (STBC)**. The society was incorporated in 2013. Its purpose is to:

- (a) Promote, preserve and protect the historic character of the Basin Reserve area*
- (b) Promote high quality urban design and environmental management of the Basin Reserve area*
- (c) Promote an appropriate role for the Basin Reserve area in the development of a high quality, sustainable transport network, recognising the importance of the Basin to the public transport spine, and the importance of walkability and public transport for the users of the area*
- (d) Do anything necessary or helpful to the above purposes.*

Contact: James Fraser, Co-convenor
Phone: [REDACTED]
Email: [REDACTED]

1. Summary

STBC does not support the Draft Spatial Plan (DSP) in its current form for the following key reasons:

- We question the numbers it is based on and additional uncertainty has been created with COVID.
- Mass rapid transport and other critical infrastructure issues must be addressed first

- The Basin Reserve is not included as a Special Amenity Landscape
- Building of apartments up to 6-storeys high should not be permitted in the Ellice Street area of Mt Victoria.
- Intensification should be phased, starting with existing 'brownfield' sites. The Draft Plan threatens loss of key Wellington heritage with no guarantee of replacing it with affordable housing.
- The consultation process has been flawed and inadequate for a document which shapes the future of Wellington for the next 30 years.

2. Introduction

It is important to start by saying that STBC understands and supports the need for more affordable housing in Wellington. The current DSP does not, however, necessarily ensure that this will happen. There are many reasons for current housing unaffordability. In addition, beyond designating areas for higher buildings, there is no plan to ensure that development takes place in areas which are good for the city (e.g. Adelaide Road) because it is entirely up to landowners and developers where and when intensification takes place.

The Draft Plan threatens loss of key Wellington heritage with no guarantee of replacing it with affordable housing.

3. Numbers

We believe that WCC's projected growth figures are inflated and that it is not good practice to take the highest figure. Furthermore, much of this can be accommodated within the current District Plan provisions.

In addition, in publicity, the Council has constantly inflated its own highest number (74, 484), calling it 80,000 is misleading.

The fact that the Council issued revised statistics at the end of September, less than two weeks before consultation was due to close, indicates that it does not have confidence in its own modelling.

4. Transport

The Summary Draft Spatial Plan is sub-titled an "Integrated Land-use and Transport Strategy " There is, however, nothing in it about transport except for vague statements about people needing to be close to public transport. It is, instead, a housing density plan.

We believe that the route of a good mass-transit public transport system should be mapped out before housing density locations are planned.

In addition, Wellington City Council needs to actively manage the sites where it wants housing to be built (e.g. Adelaide Road, if that is on the mass-transit route) rather than take a laissez-faire approach and leave what is built, and when, to chance and developers.

5. Basin Reserve

We note that the Basin Reserve is not identified in the Draft Spatial Plan as a Special Amenity Landscape (SAL) and believe this is a serious omission.

The Basin Reserve has been used as a public park since 1857. It was formally granted to the citizens of Wellington by the Crown in 1861, and covered by The Town Belt and Basin Reserve Deed in 1873. The 1873 Deed stated that the land was *"to be for ever hereafter used and appropriated as a public Recreation ground for the inhabitants of the City of Wellington"* and that the trustees who held it on behalf of the citizens of Wellington had no power to *"alienate or dispose of the same"*.

The 1884 Basin Reserve Trust Deed, which forms part of the current Trust Deed, also states that the Basin Reserve is “to be for ever used for the purposes of a Cricket and Recreation Ground”.

It is a unique environmental and heritage feature, which helps define Wellington and plays an important role in collective memory and current and future recreational activities.

We also believe that the Canal Reserve (Kent and Cambridge Terrace) should be included in this.

The Basin Reserve and the Canal Reserve should be designated as Special Amenity Landscapes in the Spatial Plan.

6. Historic heritage of southern Mt Victoria

We do not believe that the area to the south of Ellice Street in Mt Victoria should be designated up to 6-storey mixed-use and apartments, or the north side of Ellice Street 3-4 storey apartment buildings.

The Basin Bridge Inquiry and the following successful High Court Appeal concluded that this area is of significant heritage to Wellington.

The High Court Decision 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 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.*

The above provides a clear legal opinion and precedent for southern Mt Victoria being an area of historic heritage, which should therefore be exempt from the requirement under the NPS-UD to allow buildings up to 6-storeys in height as a “qualifying matter”.

This area should not be designated for 4-6 storey apartment blocks.

7. Phased intensification and a regional approach

Intensification should be phased, starting with existing ‘brownfield’ sites. The DSP is a 30-year plan and we believe that intensification should be phased so that Wellington’s heritage is not destroyed until it is proven that we cannot house the people we need to. Progress and revised housing requirements could be reviewed every 10 years of the Plan’s life.

In addition, the Council should be working regionally with other cities such as Porirua, Lower and Upper Hutt in terms of accommodating population growth. It is not reasonable to expect the constrained geography of Wellington City to house all the expected growth. This will also maximise and support public transport networks.

8. Flawed consultation process

The consultation process surrounding the DSP has been flawed to such an extent that it should be considered invalid. One of the most significant issues is that the documents citizens are being expected to comment on have changed throughout the consultation period. The point in time at which a submitter chose to access Council official documents can impact the submission they make. This is totally unacceptable.

We believe that the Council needs to go back to the drawing board and begin this process again, with a more truly consultative and regionally collaborative approach.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

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



Ngaio Crofton Downs Residents Association
36 Chelmsford St
Ngaio, Wellington
info@ngaio.org.nz

12 October 2020

To: Wellington City Council

Submission on the draft Spatial Plan

By: Ngaio Crofton Downs Residents Association

Contact Details: Ian Turk, Chairperson

Ph: [REDACTED]

Email: chair@ngaio.org.nz

INTRODUCTION

Ngaio Crofton Downs Residents Association represents the interests of, and advocates for, residents in the suburbs of Ngaio and Crofton Downs. From the 2018 census, the total number of residents in these suburbs is 7,275.

THE DRAFT SPATIAL PLAN

To present a considered view on the draft spatial plan, we believe it is necessary to put it into a context. This first part of our submission describes our understanding of the boundaries that scope the plan, and the mandatory components.

1. **Population estimates** – NCDRA is concerned that the population estimates used in the plan cover a wide range and the implications for infrastructure (water, power, sewerage, transport, schooling) vary markedly across that range. We believe a clearer message on how the target populations are determined could help residents understand the basis for the plan.

We understand that the figures are derived from a 'mid-range' Statistics NZ estimate that Wellington's population will grow by 50,000 people through to 2043. Margins are added to this to provide more housing than needed, to allow for unoccupied dwellings, variety and choice. On top of this, not all of the capacity that is provided for will in fact be built. These factors add over 20% to the actual requirement, and WCC is mindful that a high rate of growth could result in 80,000 residents by 2043.

The estimates have not considered any future impact on growth, or lifestyle due to the current world wide pandemic.

2. **National Policy Statement – Urban Development 2020 (NPS-UD)** – We understand that the NPS-UD contains mandatory planning provisions that must be applied across New Zealand. The most prescriptive measures are:
 - a) District Plans for tier 1 areas (such as Wellington) must enable buildings of at least 6 storeys in certain areas, and
 - b) District Plans must not include any requirements for parking, other than related to accessibility.

We have significant concerns about the development of “one size fits all” prescriptive measures and the apparent lack of consultation in developing them. However we realise they are now a national issue and require central Government to change its view if they are to be changed. We accordingly seek to achieve the best quality outcomes in the spatial plan which is consistent with the NPS-UD.

The spatial plan is a very high level document. Our view is that it presents an acceptable vision for Wellington growth given the boundaries noted above, and which is generally in line with earlier feedback from consultation on possible growth scenarios.

We note that the Boffa Miskell report on Spatial Planning of 6 May 2016 has a definition which says a spatial plan is a means of “ providing a visual illustration of the intended future location, form and mix of residential, rural and business areas, along with the critical transport and infrastructure required to service those areas.”

We believe the WCC draft spatial plan is weak in describing the “critical transport and infrastructure required.” WCC will need to invest heavily in infrastructure maintenance as shown by Wellington’s recent water and sewerage issues, as well as in significant works to cope with the forecast population change.

Ngaio and Crofton Downs are communities with diverse views and we note that during consultation with our members there were two responses which strongly objected to the draft spatial plan.

THE DISTRICT PLAN

The draft spatial plan relies heavily on the District Plan to translate the vision into reality. The District Plan must be drafted clearly and concisely with no ambiguity to achieve the following objectives:

1. **Quality Outcomes** – we need a guiding vision and firm rules to control the intensification in terms of aesthetics, function, safety and juxtaposition with surrounding dwellings and amenities. The District plan must both enable and enforce developments that Wellington residents accept as high quality; that contribute to the city’s aspirations of being compact, resilient, vibrant, prosperous, inclusive and connected; and that keep the city green and pleasant as a place to live.
2. **Infrastructure** – residents throughout Wellington are concerned about the state of our infrastructure. It is essential that existing infrastructure is adequately maintained and suitably adapted to climate change; and that new capacity is provided in time for planned growth.
3. **Housing to suit all budgets** – the spatial plan does not address provision of housing that is affordable to all sectors of our community. Indeed, without radical design initiatives it is hard to see how apartments in new, multi-rise buildings that are weather-tight, attractive and adequately protected in emergency events such as earthquakes can be built and sold for less than \$10,000 per square metre. Developers have shown no willingness to solve this problem and finding a solution should be amongst the Council’s first priorities in the District Plan.

4. **Green or open spaces** – the District Plan must include rules to provide residents with views of and access to green or open spaces (a core aspiration of Wellington residents). It is unlikely that purely commercial decisions will offer quality outcomes.
5. **Transport** – mindful of the complete failure of the last upgrade of the transport system, it is NCDRA's view that substantial investment will be needed to maintain effective connectivity with an increased population. Particular attention needs to be paid to known existing bottlenecks to increased capacity such as the Karori and Mt Victoria tunnels, and potentially the Johnsonville railway line.
6. **District Plan Compliance** - It is one thing to plan but WCC has shown a high level of willingness to permit individual officers to approve variations to the conditions of resource consents even after these conditions have been agreed with residents and confirmed by the Environment Court. When there are widespread non-transparent and undemocratic decisions being made by Council Officers under the guise of compliance discretion, there is no assurance that the District Plan will actually control what we end up with. This is another urgent matter to address.

I wish to make a verbal submission to Council in support.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ian Turk', written in a cursive style.

Ian Turk

Chairman

Ngaio Crofton Downs Residents Association.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID 14832

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Submitter Name: Dougal List

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?

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?

Strongly disagree with the proposals for increased height limits along Hania St.

This will have a significant negative impact on the inner residential area of Mt Victoria, in particular Moir St.

The proposal to increase building heights on Hania St to up to eight stories, or around 25 m high is over twice the current height limits and would dwarf the residential buildings in Mt Victoria

This would impact on houses on both sides of Moir St with significant shading, loss of light, overlooking / privacy issues and potentially increased wind impacts.

Alternative: We think that the eastern side of Hania St should stay at 3-4 stories, as per the current District Plan with a 10.2m height limit (see map here) along with having setbacks from the Moir St properties to allow sunlight. The current setback controls in the District Plan are as below for this part of Hania St which requires a 3m height limit within 5m of the rear boundaries of Moir 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?

Strongly disagree with the proposals for increased height limits along Hania St.

This will have a significant negative impact on the inner residential area of Mt Victoria, in particular Moir St.

The proposal to increase building heights on Hania St to up to eight stories, or around 25 m high is over twice the current height limits and would dwarf the residential buildings in Mt Victoria

This would impact on houses on both sides of Moir St with significant shading, loss of light, overlooking / privacy issues and potentially increased wind impacts.

I also don't think that WCC has got the changes to the pre-1930s rule right in terms of detail or areas and needs to review the areas where this rule change would apply as well as more information on how any future rules would work.

Any area where 3-4 stories would apply needs to be carefully considered and more detailed provided on how these rules would work in practice.

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, 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, 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 Greenbelt, the Waterfront, local public spaces, cycleways

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

Gaps in the cycle network.

Good quality local public spaces

Non-Compulsory Questions

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

Good to have a discussion and to put some ideas out there to plan for future development.

2. What would you change or improve?

Much more detail is required on how the rules / changes would apply.

3. Much more thinking is required on the staging and planning of change. The proposed changes are too broad rather than focusing on how / where development should be FOCUSED to enable growth over the next 10-15 years.

4. There is loads of capacity in existing zoned areas eg. Taranaki St and Adelaide Road that is not being developed - more focus is needed on unlocking this existing development potential rather than spreading wider and risking impacts on the quality and character of Wellington.

5. 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 loads of capacity in existing zoned areas eg. Taranaki St and Adelaide Road that is not being developed - more focus is needed on unlocking this existing development potential rather than spreading wider and risking impacts on the quality and character of Wellington.

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.

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.

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.

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).

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?

Understanding the constraints and qualities of the area that need to be retained or enhanced in order to develop a quality, liveable area.

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

Understanding the constraints and qualities of the area that need to be retained or enhanced in order to develop a quality, liveable area.

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.

There is loads of capacity in existing zoned areas eg. Taranaki St and Adelaide Road that is not being developed - more focus is needed on unlocking this existing development potential rather than spreading wider and risking impacts on the quality and character of Wellington.

Strongly disagree with the proposed height limits on Hania St - this will have a significant impact on the character, heritage, light, shading, wind and noise of Moir St.

1930s rule changes need more work - you have not provided enough detail on how quality would be preserved and have not got the areas for protection removal correct - these must be reviewed.

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID 16093

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Organisation Name: Wellington Civic Trust

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?

Please see our written 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, 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, Landscaped spaces/plantings, Shops and businesses, 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.

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?

Please see our written submission.

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

Please see our written submission.

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.

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:

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: [15584](#)

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: Mark Harrison

Suburb: Crofton Downs

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?

1. Focus build around the centre - The area surrounding the city centre is not aesthetically great. This should be prioritised for redevelopment and high rise. Let's use development to bring up less aesthetic areas rather than destroying good areas (such as the western suburbs). Amenities within multi-mode walking/scooter/cycle distance from city is much better for high density dwellers rather than reliance on one small insufficient train line.

2. Shoebox flats are not the answer - High volumes of shoebox flats throughout the western suburbs are not the answer. They get the numbers quickly, but they're no place for families and children if there's a choice of some private outdoor space. Adults can compromise, but children's development requires private outdoor space for play. The body corporate system is open to abuse (financial and social) with weak rules providing woeful protection for owners and tenants. Family homes should be in the outer suburbs and apartments in the inner suburbs. The plan seems to imply the opposite.

3. Different areas have different needs - we need to build sympathetically to the area and allow different areas to specialise in facilities for people at different stages of life (e.g. family home areas, student areas, retirement etc). Facilities can't be everywhere so mixing everyone up just means people will resort to private transport (because public transport goes to the centre only). Different groups have different needs, different tolerances (noise, drunkenness, children, vulnerability) and different requirements of their area, which is why areas become specialised.

4. Think iteratively, not big bang - The plan needs to be more agile. Great to outline a vision state, but it shouldn't be implemented in one go. Lifting rules that are in force for a reason in a blanket rather than targeted manner leaves many to the mercy of developers and the currently non-existent rules to protect current owners and occupiers. Any changes to the district plan should be phased. It's good practice to be agile and iterative.

5. High rise comes at a disproportionate cost for residents and risks inequity - High rise should be extremely concentrated and consider the area - starting with city centre/heavy urban areas (e.g. Newtown and Johnsonville). This is because high rise has significant adverse effects on any low-rise next door. It's unfair to expect people who now live in the wrong colour box on a plan to have hundreds of thousands of dollars wiped off their home value because a developer decides to build a tower block next door. These are not necessarily rich people - many have bought recently and are heavily mortgaged (over 50% income on mortgage repayments) with young families to support. While appreciating some of the rules are imposed by central government, how Council tackles the unanswered questions around fairness of implementation is crucial to the plan's success and equity. We must remember why height restrictions were there in the first place. Less restraint is needed in the already dense urban centres.

6. Transport is everything - new satellite cities with decent train links would be the ideal solution with less impact. Speeding up the Upper Hutt, Porirua and beyond connections to allow more frequent connections to the city, and better station transport and parking will help satellite towns grow Wellington without destroying its character.

Housing should follow, not precede decent transport links. The Johnsonville line for instance is woefully inadequate for the level of housing proposed and the roads are insufficient.

7. Revisit all assumptions made prior to covid - Assumptions made by the public a year ago have changed. Covid has happened. City centre access is now less pressing with many city workers looking to work days from home. Is the 80,000 homes needed figure still applicable? Outdoor space is essential and high rise shoebox apartments are not good in lockdown or for mental health. The world population is predicted to start falling in the next few decades. Let's not destroy make compromises that future generations don't need us to make.

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?

Keeping well preserved architecture is important, but not at all costs. Ideally these areas should be intact and the views of residents themselves are most important. What someone who lives there thinks, is more important than someone who rarely visits.

Residents disproportionately and adversely affected by this plan should have their losses refunded by the developers, Council and/or government.

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: Car parking spaces in the centre so people outside walking distance can make use of the transport hub (park and ride), or frequent the businesses.

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

Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Child care, 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?

Greenery and views around the suburb - simply to walk around the streets and admire what makes the area special. There is a general community consensus on the importance of the non-urban nature of the area, and it's priceless now, and for future generations.

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

Could do with another medical practice/dentist

Non-Compulsory Questions

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

The plans for the city centre itself and city centre fringe are good.

2.

3. Agree with intensification of urban areas.

4. What would you change or improve?

Strongly disagree with intensification of suburban areas.

5.

6. Removing the inappropriate designation of the Johnsonville line as a mass rapid transit line would negate much of the issues with these plans.

7.

8. In addition:

9.

10. 1. The height restriction limits in the outer suburbs are particularly concerning. Appreciate Central Government has fettered the Council's ability to make decisions on this, but seeking residents' views on them is still important. The government released the policy statement during the pandemic. Residents were not made aware of the consultation on it which is strange given the severe impact it will have in its current form.

11.

12. 2. Imposing such massive change to areas that aren't appropriate for it leaves everyone wide open to risk. Height restrictions are in force for a reason. Let's not forget why they were put there. We need a gradual approach that involves and values the community in planning.

13.

14. By leaving it up to the developers where to develop over a massive area, the risk is that developments will be piecemeal and maximise disruption and loss of amenity for many communities without seeing the benefits of increased housing numbers.

15.

16. Town planning needs to plan and control this one tightly, not loosen all the controls immediately across the board, handicap people from rightfully objecting, and allow haphazard development that will destroy the character of the city and suburbs people have said they want to preserve. Careful planning in close collaboration with neighbourhoods is needed, with those disproportionately affected receiving support - just like those who lost their jobs during covid.

17.

18. If neighbourhoods are given the task to work out where houses go and input what designs work it will make for a much more inclusive process with better outcomes. People get the need for more houses, just don't want to lose tens or hundreds of thousands of dollars and live next to a monstrosity. If planned correctly this needn't be the case.

19.

20. 3. To successfully increase height limits the following needs to occur:

21. a. High rise buildings should only be developed next to each other rather than scattergun over an area. Low rise dwellers should not be surrounded by high rise developments through no fault of their own.

22. b. The height limits are only increased if sufficient transport links are available and it doesn't compromise the area.

23. c. Buildings are sympathetic to the surrounding and use the contours and greenery to minimise encroachment into the light envelope and privacy of neighbouring properties.

24. d. Where this is not possible and neighbours are disproportionately affected for a developer's benefit, the loss of value should be provided to the neighbours as compensation (same as for any public infrastructure works) otherwise it's theft of amenity: light, privacy, parking congestion and views.
- 25.
26. 4. Not everyone wants to live in an urban area. Don't simply say all areas with decent transport links need to be urbanised else this takes away people's choice.
- 27.
28. Conclusion: In their current form, these plans are extremely worrying, with no safeguards visible which will lead to a wild-west situation with developers able to impact neighbours to the tune of hundreds of thousands of value of amenity without any regards. There is no accountability (local or national government) for this.
- 29.
30. These plans need to be paused until appropriate safeguards are in place.

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

See answers above.

- 32.
33. Firstly the district plan should be evolved iteratively, starting with the centre and inner city. Assumptions around demand need revisiting post covid. Could some offices be rezoned as residential as the demand for office space collapses with people working from home?
- 34.
35. Implementation rules are key:
36. 1. Keep development consents localised and gradually raise the heights in appropriate urban areas (not suburban)
37. 2. Put in place mechanisms to make sure developments are sympathetic and appropriate to the areas (e.g light planes should not be crossed)
38. 3. Make sure neighbours are not disproportionately affected and shouldering all the burden of fitting in more houses. The developers need to share their rewards and not steal amenity from neighbours to benefit the profit on their developments.
- 39.
40. Some creative thinking is required. Allowing developers to build monolithic freestanding blocks in outer suburbs (6+storeys is huge) is not the answer. Can we achieve this more sympathetically and with dialogue and proper controls?
- 41.
42. Let's intensify urban areas and keep suburban areas special for those who have actively chosen a non-urban place to live and raise their family.
43. **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.

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.

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:

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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?

Let the locals decide. Mail them all an in-depth consultation and hold some public meetings to determine scope.

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

Let the locals decide. Mail them all an in-depth consultation and hold some public meetings to determine scope.

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?

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.

Seriously need to pause and re-think on this one. The plans are unworkable as they stand.

Remove the designation of mass-rapid transit line from Johnsonville line - this removes the constraints imposed by ill-considered government legislation and will allow the destructive 6+storey rule to be replaced with something better.

At minimum, the proposed 6+ storey development area in Crofton Downs exceeds the boundary of the station 5 minute radius. Please restrict any height increases back to the 5 minute ring (400m).

If 6+ story buildings are developed along Silverstream road it will destroy the amazing views that all walkers, cyclists, traffic on the road and wildlife gets of the valley. It's a real public amenity.

This is a critical issue for us, and we have lost sleep over these plans, and their lack of safeguards. This plus the poor consultation process on the NPS on Housing & Urban Development which has made the spatial plan effectively a done deal, are incredibly concerning.

We urge the Council to remove the rapid transit designation from the Johnsonville line to allow these plans to be re-thought to be more appropriate for the area, and to lobby national government to make sure appropriate safeguards are in place so homeowners in the wrong coloured box on the plan don't bear the brunt of this policy.

Have you provided an attachment? No

[REDACTED]

From: Mark Harrison <[REDACTED]>
Sent: 12 October 2020 10:13
To: BUS: Planning For Growth
Cc: Esther Harrison
Subject: Fwd: FW: NCDRA Submission on Draft Spatial Plan. Members comments sought
Attachments: NCDRA_Draft Spacial Plan Comments_MH Amendments.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Hi team,

Our comments were unfortunately not included in the Resident's Association submission (due to a mailing list mixup and I only had 24 hours to get them in). The Chair recommended I submit them directly to you and request the opportunity to make an oral submission.

I have already made a written submission personally, (you're welcome to attach these to them. The points in this doc are from both Esther and I and are perhaps a bit more succinct). I would very much like to request the opportunity to make an oral submission in any case.

Many thanks,
Mark

On Mon, 12 Oct 2020 at 08:53, <[REDACTED]> wrote:

Hi Mark thanks for your comments.

I suggest that you email your amendments to WCC as a separate late submission. If accepted you will have the right for a separate verbal submission in your own right. Thanks for your offer of support – submissions will be limited to 5 minutes (maybe 10), so we will need to concentrate on the main points and getting them across succinctly.

Kind regards

Ian

From: Mark Harrison <[REDACTED]>
Sent: Saturday, 10 October 2020 11:02 pm
To: [REDACTED]
Subject: Re: FW: NCDRA Submission on Draft Spatial Plan. Members comments sought

Thanks Ian,

We've had a look through and made some comments and tracked changes. You raise a number of good points, I have elaborated mostly to call out the material risks that residents are facing from this and seek some assurances around safeguards.

Hope these make sense. Ultimately there has been little time spent on discussion about some of the most radical housing plans in the last 50 years, during a pandemic, election and referendum cycle.

Have tried to turn these comments around quickly for you given the submission deadline.

Given the significance of the comments, and the risks to residents, it is clear that the only logical course of action is for the RA to oppose the spatial plan in its current form, and seek amendments to address the RA's concerns before any decision to support the plan is considered.

I would be happy to support the oral submission.

Thanks,

Mark and Esther

On Sat, 10 Oct 2020 at 11:13, <[REDACTED]> wrote:

Hello Mark – I sent this email out at the start of the week – but the list I used appears to have not yet had your name on as a member. Sending now as you had earlier asked our next steps – apologies for the lateness.

I will be making our submission on Monday afternoon – we have been granted an extension.

Kind regards

Ian

This email is being sent to members of our association and has attached to it, a draft submission that Ngaio Crofton Downs Residents Association (NCDRA) intends to send to Council, regarding the Draft Spatial Plan. We are seeking members' feedback, so that we know we are fairly representing the views of our residents

Wellington City Council is currently consulting with its residents on this important document that will guide Wellington's growth over the next few decades.

The Council's website says "The [Spatial Plan](#) will set out our '**blueprint**' for where and how we want to direct growth across the city. Whereas the [District Plan](#) is the '**rule book**' that sets the rules for building heights and what types of housing and activities are permitted and where.

We know that without serious changes to current District Plan building rules, Wellington will be short between 4,600 and 12,000 dwellings by 2047, which means doing nothing is not an option".

If you wish to comment on the submission please do so – by return email or feel free to call me on my phone number below. **We ask for replies by Friday 9 October.** Some may realise that this is after the published deadline, but NCDRA has had an extension granted so that we are able to make our submission up to Monday 12 October.

Kind regards

Ian Turk



Chairperson

Ngaio Crofton Downs Residents Association Inc

info@ngaio.org.nz

If you no longer wish to receive emails like this from NCDRA, please reply with Unsubscribe in the subject of your reply email.



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Ngaio Crofton Downs Residents Association
36 Chelmsford St
Ngaio, Wellington
info@ngaio.org.nz

5 October 2020

To: Wellington City Council

Submission on the draft Spatial Plan

On behalf of: Ngaio Crofton Downs Residents Association

By: Ian Turk, Chairperson

Contact Details: Ph: [REDACTED]
Email: chair@ngaio.org.nz

INTRODUCTION

Ngaio Crofton Downs Residents Association represents the interests of, and advocates for, residents in the suburbs of Ngaio and Crofton Downs. From the 2018 census, the total number of residents in these suburbs is 7,275.

THE DRAFT SPATIAL PLAN

To present a considered view on the draft spatial plan, we believe it is necessary to put it into a context. This first part of our submission describes our understanding of the boundaries that scope the plan, and the mandatory components.

1. **Population estimates** – NCDRA is concerned that the population estimates used in the plan cover a wide range and the implications for infrastructure (water, power, sewerage, transport, schooling) vary markedly across that range. We believe a clearer message on how the target populations are determined could help residents understand the basis for the plan.

We understand that the figures are derived from a 'mid-range' estimate that Wellington's population will grow by 50,000 people through to 2043. Margins are added to this to provide more housing than needed, to allow for unoccupied dwellings, variety and choice. On top of this, not all of the capacity that is provided for will in fact be built. These factors add over 20% to the actual requirement, and WCC is mindful that a high rate of growth could result in 80,000 residents by 2043.

We note, however that the global environment has changed: with borders closed, a changed global economy, increases in remote work and predicted population declines in

Commented [EH1]: Is/was a resident's meeting planned to discuss the plans and their implications? Given the massive potential impact on individuals NCDRA has a key role to raise awareness through a series of public meetings and leafleting. Residents are simply not aware of the plans let alone their impact (based on what appears to be rushed, poorly written legislation) will have on them. Residents need space to reflect on these plans which has been impossible with covid, elections and referenda.

Commented [EH2]: Less important point:
The basis for this range also needs to be stated. The world has changes and assumptions may no longer be valid. For instance, with more remote working and part-time commuting, it may be appropriate to rebalance some growth into satellite cities with improved transport links – NZ has lots of land outside of Wellington. Some of this will be outside the Council's control, but still worth them revisiting this as they may be able to reduce the forecast and therefore the impact.

See:
<https://www.forbes.com/sites/trevornace/2020/07/17/world-population-expected-to-peak-in-just-44-years-as-fertility-rates-sink/>

the latter half of this century¹: are the estimates around where, when and how much growth still valid? We would recommend revisiting these assumptions as part of due diligence. For instance, satellite urban areas may now be more appropriate to spread the growth to with rising numbers of people remote working. There is much space outside the city limits and this could ease the burden of the plans on suburban areas that people have chosen for their character and family-friendly environment.

2. **National Policy Statement – Urban Development 2020 (NPS-UD)** – We understand that the NPS-UD contains mandatory planning provisions that must be applied across New Zealand. The most prescriptive measures are:

- a) District Plans for tier 1 areas (such as Wellington) must enable buildings of at least 6 storeys in certain areas, and
- b) District Plans must not include any requirements for parking, other than related to access bility.

We have significant concerns about the development of “one size fits all” prescriptive measures and our residents have felt there has been a the apparent lack of consultation in developing them. In particular we highlight concerns that the regulation fetters the ability of Council to implement rules around consent that would mitigate some of the harsher implications on our residents, as well as the rights of residents to object to inappropriate developments that could cause them hardship. These risks are material and we urge Council to work with us to identify and mitigate them over the coming years.

However weWe realise they are now a national issue and the Council is bound by them unlikely to be changed. Yet, we would ask the Council to note our objection and concerns around the NPS in its current form. In our submission, our commentse accordingly, accordingly seek to achieve the best quality outcomes in the spatial plan which is consistent with the NPS-UD.

The spatial plan is a very high level document. Our view is that it presents an acceptable vision for Wollington growth which is in line with earlier feedback from consultation on possible growth scenarios.

We note that the Boffa Miskell report on Spatial Planning of 6 May 2016 has a definition which says a spatial plan is a means of “ providing a visual illustration of the intended future location, form and mix of residential, rural and business areas, along with the critical transport and infrastructure required to service those areas.”

We believe the WCC draft spatial plan is weak in describing the “critical transport and infrastructure required.” WCC will need to invest heavily in infrastructure maintenance as shown by Wellington’s recent water and sewerage issues, as well as in significant works to cope with the forecast population change.

We appreciate the spirit and work that has gone into the spatial plan and broadly support it’s objectives, however we must strongly oppose it in its current form due to:

1. Our residents (and elected representatives) telling us that consultation during covid, elections and referenda has left them with insufficient awareness and time to digest and discuss the implications of the NPS and these plans
2. Seeking assurance and an indication that safeguards will be considered to prevent residents bearing significant cost and impact from the plans
3. Desiring to see the transport and infrastructure component that is a foundational dependency for housing growth.

Commented [EH3]: [Aside: This will have implications for residents wishing to have electric vehicles (as these require permanent parking spaces with charging points)]

Commented [EH4]: There was a lack of consultation. It was during Covid and an election cycle. We only happened to stumble across it. This is simply not good enough and we encourage Council to pass on this feedback. We also need Council to be aware of the implications NPS has on the ability for Council to control and locals to object to inappropriate development.

Commented [EH5]: We strongly object to the plan which has to be viewed in light of the NPS. It is unacceptable and Council’s ability to control the implementation is so fettered by the NPS that it has the potential to allow inappropriate development which causes hardship for residents. We have seen no safeguards so far that would allow us to rule out this scenario.

Commented [EH6]: If the plan is not complete it raises material risk to our residents and has had insufficient consultation then it must be opposed in its current form. We can support the broad objectives.

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¹ <https://www.forbes.com/sites/trevornace/2020/07/17/world-population-expected-to-peak-in-just-44-years-as-fertility-rates-sink/>

We would like to work with the Council and residents to refine the spatial plan and put in place the safeguards needed by our communities.

THE DISTRICT PLAN

The draft spatial plan relies heavily on the District Plan to translate the vision into reality. The District Plan must be drafted clearly and concisely with no ambiguity to achieve the following objectives:

1. **Quality Outcomes** – we need a guiding vision and firm rules to control the intensification in terms of aesthetics, function, safety and juxtaposition with surrounding dwellings and amenities. The District plan must both enable and enforce developments that Wellington residents accept as high quality; that contribute to the city’s aspirations of being compact, resilient, vibrant, prosperous, inclusive and connected; and that keep the city green and pleasant as a place to live. Lifting the height restrictions across the city in a ‘big bang’ approach without safeguards and careful control risks a ‘wild-west’ scenario where neighbours could suffer serious impact to benefit developers who steal their light, views, amenity and family privacy. We are looking for a commitment to our residents that those in the ‘wrong coloured box on the plan’ will not be disproportionately affected and the Council will work with us to ensure there are appropriate consultation, grounds for objection, and mechanisms for redress such that the change is implemented equitably for all residents.
2. **Infrastructure** – residents throughout Wellington are concerned about the state of our infrastructure. It is essential that existing infrastructure is adequately maintained and suitably adapted to climate change; and that new capacity is provided in time for planned growth. We would like some indication of how this will be funded, and how this will be made fair and equitable for residents, existing and new. We are looking for these questions to be addressed in a revised version of the spatial plan.
3. **Housing to suit all budgets** – the spatial plan does not address provision of housing that is affordable to all sectors of our community. Indeed, without radical design initiatives it is hard to see how apartments in new, multi-rise buildings that are weather-tight, attractive and adequately protected from earthquake damage can be built and sold for less than \$10,000 per square metre. Developers have shown no willingness to solve this problem and finding a solution should be amongst the Council’s first priorities in the District Plan. This may mean, in some cases, that cheaper, low-rise buildings may be more appropriate (as well as avoiding impacting the character of the area).
4. **Green or open spaces** – the District Plan must include rules to provide residents with views of and access to green or open spaces (a core aspiration of Wellington residents). It is unlikely that purely commercial decisions will offer quality outcomes. We would like to see a phased implementation plan that sits alongside the District plan, that provides for a gradual rollout and focusses development attention on urban areas first, which:
 - a. Are ready for, and need the increased occupancy to regenerate (e.g. Johnsonville centre, as opposed to suburban areas, e.g. Ngaio/Crofton/Khandallah, which serve a different purpose and hold a completely different character)
 - b. Allows Council to complete necessary infrastructure upgrades for a specific area rather than being spread too thin
 - c. Provides critical mass for necessary private services to be established and uplifted
 - d. Prevents a “wild-west” situation where development is piecemeal, incoherent and causes hardship to residents

Commented [EH7]: We should be pushing for some broad commitments to fairness and equity at this point.
The open questions are for instance: what safeguards will be in place to ensure residents are not disadvantaged by development to the tune of hundreds of thousands in loss of amenity: light views privacy for children by inappropriate development? Especially given the NPS removes or significantly restricts many normal grounds of objection.

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Commented [EH8]: It’s again critical that existing residents don’t bear the brunt for this.

Commented [EH9]: Without safeguards removing height restrictions and the ability for effectively any objection to development we risk a wild-west scenario. The developers need to be focussed by Council to develop in a coherent and planned way.

We don’t need all the capacity at once. Focussing on urban areas first has many advantages. We don’t want to turn all suburban areas into urban ones this defeats the point of having housing choices and needs.

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5. **Transport** – mindful of the complete failure of the last upgrade of the transport system, it is NCDRA's view that substantial investment will be needed to maintain effective connectivity with an increased population, especially on the routes into and out of Ngaio and Crofton Downs. The roads and transport in and out of the Crofton and Ngaio area are geographically restricted by the topology of the land. We must not exceed their - Particular limits. Particular attention needs to be paid to known existing bottlenecks to increased capacity such as the Karori and Mt Victoria tunnels, and ~~potentially~~ the Johnsonville railway line.
6. **District Plan Compliance** - It is one thing to plan but WCC has shown a high level of willingness to permit individual officers to approve variations to the conditions of resource consents even after these conditions have been agreed with residents and confirmed by the Environment Court. When there are widespread non-transparent and undemocratic decisions being made by Council Officers under the guise of compliance discretion, there is no assurance that the District Plan will actually control what we end up with. This is another urgent matter to address and we would appreciate some assurance on the direction Council is planning to take.

Commented [EH10]: I would remove 'potentially'. The roads in and out of Ngaio are inadequate for the proposed development.

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I wish to make an oral presentation to support our submission.

Ian Turk

Chair

Ngaio Crofton Downs Residents Association.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID 14823

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: Nick Ruane

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?

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?

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 premise of the question.

From the perspective of disabled people living in Wellington there is a key underlying assumption that at present housing is working for this population, that intensification is a good thing And inherently this is a flawed assumption. What is a good thing is strong universal design standards applied to both current builds as well as future building stock.

Regardless of whether 80,000 more people move into Wellington or not, strong Universal Design Principles need to be incorporated into Council's direction to the private market as well as its direction to City 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?

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 agree that Character housing is important, I grew up in a house that was over 100 years old. I know the value of period houses. However I cannot escape the reality that to modify these houses for ramps and other accessibility needs is very difficult and becomes impossible due to heritage status and this is not a good thing when people cannot afford to move out of their property and at the same time can't afford to live it as well.

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, Community spaces or 'hubs' that provide for a variety of functions (working, study, etc.), Medical facilities/centres, Walkability within th

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.

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 cafes and 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?

I like that we actually have a plan that we can have a conversation about,

2. What would you change or improve?

I would like to see the process of engagement altered to the point where the dialogue between 'rival' groups does not fall into in a zero sum game contest of, who can shout the loudest.

3.

4. These are very serious questions that need to be resolved for the benefit of all and resorting to a winner takes all mentality will put even more people off engaging with Local body issues at a time when we need more people engaging.

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

A specific set of tailored engagements with disabled people in Wellington around issues to do with the Built environment, access to housing & transport,

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.

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.

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).

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?

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?

Advice and guidance

Other:

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

Residents of Brooklyn are interested, and have been so for many years to participate in a community led planning process, to absorb the large growth that has happened within the community over the last 10 years and prepare for the expected growth over the next 10 years.

Have you provided an attachment? No

Submission on “Our City Tomorrow - Planning for Growth” 2020.

Introduction

This submission is from Guy Marriage, FNZIA: Registered Architect and Senior Lecturer in Architecture at Victoria University of Wellington. As an experienced architect I have a strong and intense personal interest in buildings, while as an inner-city resident of Te Aro for 20 years and as one of the founders of ICW, I have strong personal experience in living in urban areas, both in Wellington and London. Also, as author of a book *Tall: the Design and Construction of High-Rise Architecture* and as one whose next books are on *Modern Apartment Design*, and *Medium Density Housing*, I believe that I am well-qualified to discuss the situations of planning new tall buildings to resolve Wellington’s planning for growth.

Submission

The present District Plan and the proposed Planning for Growth documents both use faulty logic and are therefore both out of date. WCC need to adopt a new approach.

While I understand that Wellington needs to grow, and needs to make adequate provision for growth, I do not believe that the approach proposed is the right one for our city. The imposition of a blanket height rule does not sit well over most of the areas in question, and existing homeowners in inner-city suburbs have reacted badly to those proposals. The approach needs more finesse and more recognition that a blanket rule will not suffice.

The Government NPS-UD mandates that in a Tier One city such as Wellington, certain measures regarding height are taken. Wellington City Council’s adoption of a version of the NPS-UD has taken measures a step further however, and perhaps it is a step too far. Furthermore, the NPS-UD is meant to apply to areas in and near to Rapid Transit Stations – in reality, the only rapid transit station in Wellington is the main central Wellington Railway Station at the north end of the city centre. While we may, one day at some stage in the future, get some form of Rapid Transit actually running within our city, there is none at present, and still there is no confirmed indication from LGWM or WCC of what form the Transit system would take, and which route it would run. For the purposes of this submission I have taken the step of presuming that one day Wellington may have some form of Rapid Transit running along the Quays and possibly up Taranaki Street.

The Draft Spatial Plan has effect over three separate zones: Central City, Inner Suburbs, and Suburban Centres. Central City includes the CBD as well as Te Aro – already Wellington’s most populous suburb and the place where most of the additional anticipated growth will happen. This means there are already a lot of people living there and a lot of people will become aggravated if the growth strategy is implemented in the wrong way. I will confine myself to discussing only the area which I have extensive first-hand knowledge of: Te Aro.

Te Aro

Te Aro is the original working-class suburb of Wellington, for much of its existence comprised of small, low level, one-two storey residences – in many cases more accurately described as hovels.



Haining Street, 1947. Slum clearance prices. Image source: National Library.

The narrow back streets were bathed in sunlight due to the low single-storey height of the buildings, and while for much of the 20th century it was New Zealand's biggest slum (Schrader, 2010), as well as being the home to Wellington's Chinese community (Shum, 2009?), it was and always has been a site for working class occupations as well. Te Aro premises started off as laundry services, greengrocers, brothels, cleaners and services for the building trades, much of which have continued until very recent times.



Frederick St, 1941. Image source: National Library.



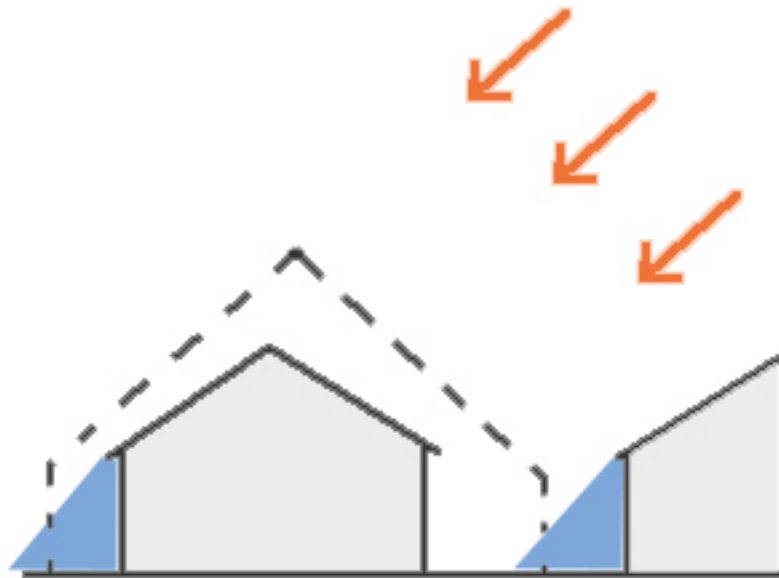
Corner of Haining St and Tory St, 1963. Image source: National Library.

In order to drive out the slum-dwellers and demolish the slums, the city encouraged light industrial and commercial usage in Te Aro and residential use of the area was discouraged and for a time, banned altogether. A major influence was the Colonial Motor Company (Ford) which had a large effect on much of the Te Aro area, with warehouses in Ebor St and manufacturing in Courtenay Place. Premises were refocused into servicing the automotive industry, with panel beaters, engine rebuilders, car tyres and paint spray shops as well as printers, stationery manufacturers, churches and pubs. By the 1970s and 80s the Te Aro area was almost exclusively non-residential and very low-rise: the majority just two storeys tall.

The streets of Te Aro are largely narrow east-to-west passages, with only one major wide thoroughfare running north-south: Taranaki Street. The narrow streets of Te Aro include Tory St, Cuba St, Frederick St, Haining St, Wigan St, Kelvin Grove, Sages Lane, Barker St, Fifeshire Avenue, Wigan St, Dunlop Tce, Knigges Ave, Jessie St, College St, Ebor St, Garrett St, Swan Lane, Lorne St, Tennyson St, Alpha St, Ghuznee St, Eva St, Leeds St and of course Egmont St, the narrowest of them all. These narrow streets (6-12m wide) make for an excellent pedestrian network but also have to function (often badly) as a poor roading network as well. The roading and pedestrian functions are often at odds with each other: this needs to be looked at as well, particularly in light of reduced requirements for onsite parking as well.

Suburbia, Sunlight and Daylight

The chief difference between suburbia and central city living is that of access to daylight and sunlight, things that are enshrined and protected in suburbia by daylight access planes and distances to boundary.

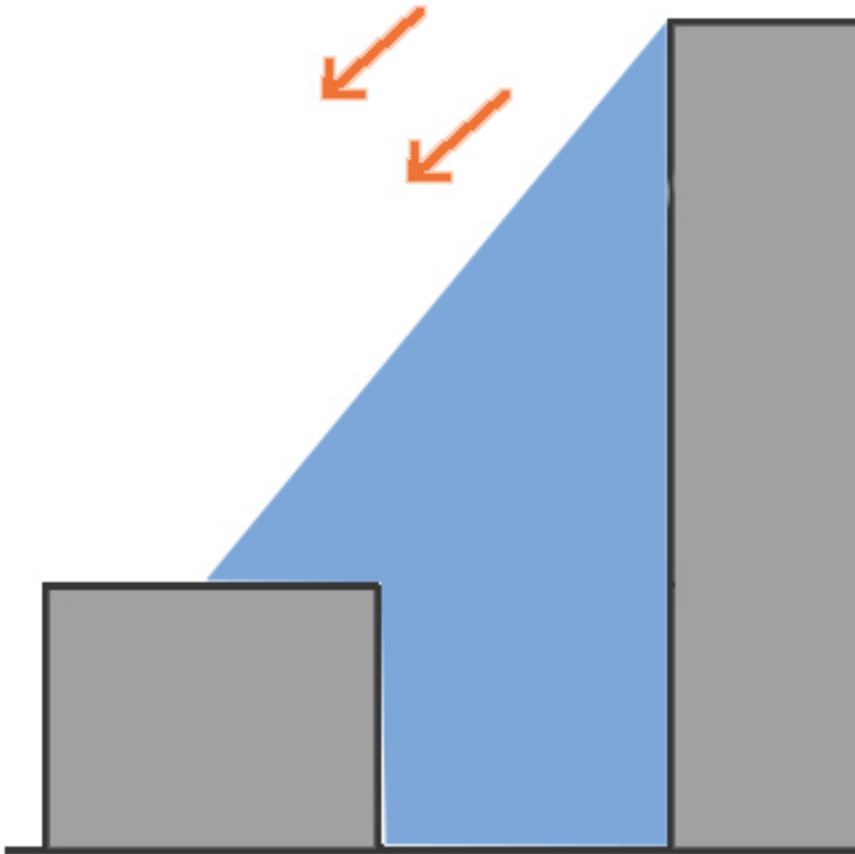


Suburban Daylight Access Planes to capture sunlight in Outer Suburbia

There is however no such equivalent policy in central area living, and up until now we have relied on good luck for most apartment dwellers to gain some access to daylight and sunlight. However, access to daylight and sunlight are just as important in central area residents as they are to suburban residents. At present, there is no allowance for this in the District Plan, and adoption of a blanket “Planning for Growth” solution will not permit adequate access to daylight and sunlight. Despite an attempt with volumetric restrictions such as the 75% maximum volume of “permitted baseline”, this is encouraging more individual towers being thought of in terms of building blocks rather than a more cohesive response at a city level. What we need, in effect, is a new approach to Urban Design of the city.

Maximum permitted height limits

The current District Plan height limits are defined in terms of building storeys, with a suffix indicating the Maximum Permitted Height. Most of Te Aro has an indicated maximum of 6 storeys, as a recognised part of the “Low City” strategy that has existed for the last 30+ years, which is noted in brackets as 27m (the blanket provision of 27m high apartment buildings is not what was envisaged by the original writers of the existing District Plan and the originators of the 6 storey / 27m designation). Other parts, on the fringe, have permitted a height limit that is higher, with the Soho apartments exemplifying the trend at 17 storeys (48m). These taller apartments are generally not perceived as successful, or acceptable, and should not be encouraged, or further examples permitted.



Te Aro urban living situation – current rules allow for complete obliteration of sunlight

Central Area

All of these Te Aro streets are currently classified as Central Area and therefore permit a wide variety of purposes including commercial, light industrial and retail. Since the deregulation of Town Planning with the introduction of the RMA in 1991, residential living in central areas has slowly been taking hold in New Zealand. Over the last 20 years a growing number of Te Aro's streets have become largely residential, mainly in converted existing buildings. In the Te Aro area in particular, since the first warehouse apartment conversion (Hannah's Warehouse, Athfield Architects, 1990s), there has been a steady rise in the growth of urban residences until we have reached the tipping point in the 2010s where there is now, once more, a majority of residential uses. To take one street as an example, in the year 2000 Frederick Street had no residential use amongst nineteen separate buildings, but by 2020 all buildings but two had solely residential use, with at least two additional residential buildings being planned.

Recently, new purpose-designed apartment buildings have started to rise amongst the streets of Te Aro, often with poorly planned consequences. Recent proposals for 9, 10, and 13 storey buildings will prove disastrous for the character of the area and for the well-being of the existing residents.



Te Aro streetscape 1999 – areas (in blue) all non-residential. Image: author



Te Aro streetscape 2020 – areas (in red) now almost 100% residential. Image: author

Draft Spatial Plan

The Council's own Draft Spatial Plan "Citywide Estimated Growth Distribution Figures" (25 Sept 2020) outline a series of housing types:

Type	Storeys	Density per hectare (ppl/ha)
Type 1	1-2 storeys	Density per hectare (ppl/ha)
Type 2	2-3 storeys	40-60
Type 3	3-4 storeys	80-100
Type 4a	Up to 6 storeys	110-130
Type 4b	At least 6 storeys	110-130
Type 5	Up to 8 storeys	150-180

Te Aro is currently a mixture of type 2, 3 and 4a typologies, with a small number of buildings above Type 5. (It is noticeable that this source, WCC's own document, does not propose a housing typology over 8 storeys tall.)

This proposes 8,182 additional dwellings permitting an additional 18,000 people to reside in the central area (including Te Aro), an 114% increase on the existing population, at a ratio of 2.2 people per new dwelling. These 18,000 extra people will comprise 30% of 60,000 or 22% of the anticipated 80,000 total new people anticipated over the next 30 years. Assuming that an average size for a small two-person flat would be either a one-bedroom apartment of 50m² or a two-bedroom apartment of 70m², then these 8,182 additional dwellings would take up an area of at least 409,000m² or 572,740m². Other figures show a different story, with just 4731 extra residents by 2050, requiring between 1083 to 1895 new dwellings (Cornish, Dominion Post, 5 Oct 2020). While a lot of this new residential space may be in converted office towers in the Lambton Ward, and while the total number of people needed in Wellington is heavily disputed by other parties, there is no doubt that this plan anticipates and requires considerable growth in Te Aro. The key question is how.



Gledhow Gardens, Kensington, London

Precedents for successful city living

We need to look back at history. We have the advantage of developing much later than other countries, and so we can learn from their mistakes. Cities that have allowed or mandated a plethora of stumpy towers all over their cities are now widely viewed as the most unfortunate and ruinous examples and should not be followed. The phrase “Soviet architecture” or “Stalinist tower blocks” is often levelled by those who do not like high-rise architecture (witness repeated comments over Shelley Bay) and while few of those may have accurate information on which to base their claims, there are obvious similarities to cities such as Belgrade, Sofia, Glasgow, where 1960s tower-block Council housing effectively destroyed the urban design heritage of the formerly human-scale cities.



Soviet-era apartment buildings, Belgrade, Serbia. Image source: Yugotour

Closer to home, the implementation of tower blocks in Palmer St (Aro Valley), Brougham St (Mt Victoria) and Newman Tce (Tinakori) were all widely regarded as urban design disasters of the 1960s. More recently, tower blocks such as the Soho and the Peak (both Taranaki St), are repeating those same urban design mistakes: an inappropriately high tower in a small scale neighbourhood. Permitting the construction of apartments as small as 20m² only ensures that the building has a future as a slum. We only have one chance to build our future city: we need to build it as a collection of quality spaces, not as a low-budget nightmare for the future.

By contrast, many cities around the world have constructed their residential zones without tower blocks and are widely perceived to be urban design successes. Developments such as London's Georgian-era housing centred around public squares, where houses are a uniform 4-5 storeys tall, with no off-street car-parking, often including small mews dwellings in the back streets of just 1-2 storeys tall.



Paris streets, uniformly height controlled.

Paris also has a strongly urban design model with a firmly regulated building height in the inner city, allowing for a maximum of 6 storeys below the cornice line, with just a mansard roof above. In Berlin and other large German Hanseatic cities, housing is typically centred around perimeter blocks with central courtyard space, a typology that has not yet taken root in New Zealand.



Summer in Greenwich Village, New York, 2019. Narrow east-west street. Image source: Vivienne Gucwa.

In more recently developed cities such as New York, extensive amounts of residential development on Manhattan Island can highlight the good moves and the poor decisions. Smaller-scale housing in the narrow back streets of Greenwich Village along with regular small parks have made for a highly desirable residential area, while permitting low-cost tower blocks for Council housing solutions has produced nothing but slums, urban decay and crime. We need to learn from the mistakes of others and copy only the best solutions: not copy their poor planning decisions as well. Above all, we need to fabricate a housing solution that will work for everyone, a quality housing solution focused on quality of life for all.



Paris at street level – low-rise, sunny, and loved by locals and tourists alike.

Image Source: BBC.

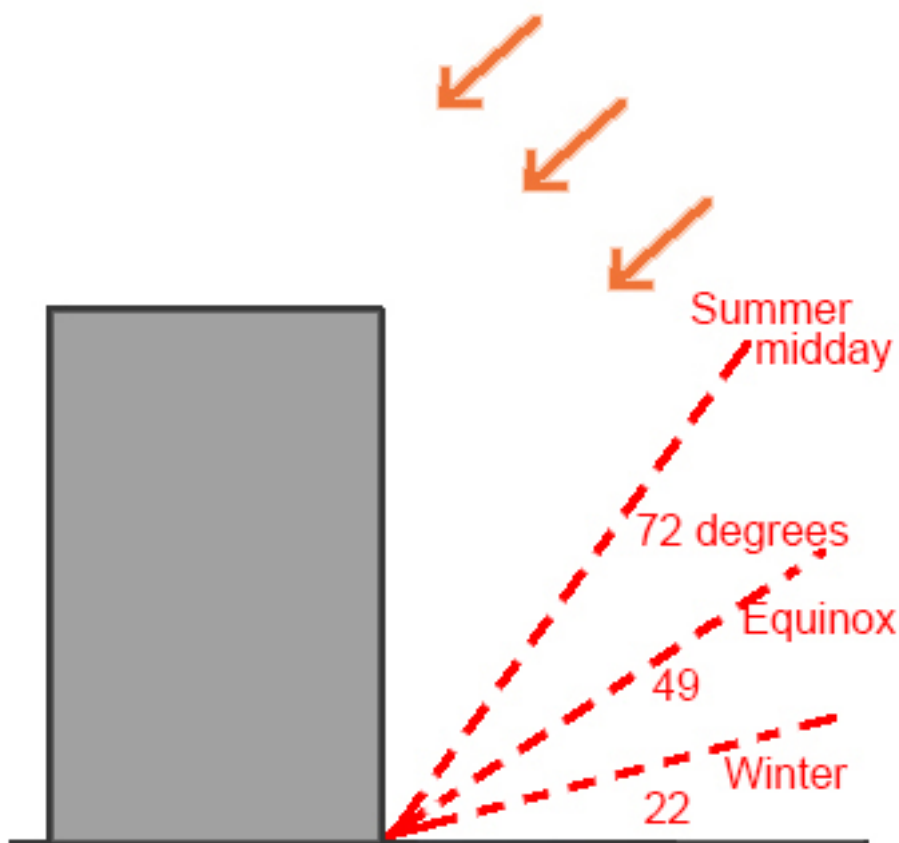
A new city vision

I would suggest that we need to give birth to a new vision for Wellington’s city planning. The proposed blanket provision of setting height limits in the central area of Te Aro as a “minimum of at least 6 storeys” and a “maximum of at least 10 stories” needs to be scrapped. While this would enable increased density targets to be achieved, it would do so at the expense of the quality of living of those involved. We urgently need to recognise that we are no longer speaking of mainly commercial areas with a smattering of residential, but in Te Aro at least, entire streets will now be utilised for 90-100% residential purposes.

The proposal to raise the limit to “at least 10 storeys maximum” (an oxymoron by the WCC) will push housing levels far in excess of even the highest (Type 5) density level that the WCC allow for. Setting the minimum height level at Type 4b (a minimum of at least 6 levels) and working up from there will merely ensure that the character of the entire inner-city suburb will be destroyed. We clearly need to do better and to think of living in a new way. If we put aside the issue of height and density at present, we can start to look at urban living in a more holistic manner.

Sunlight access

Firstly, recognise that small, narrow, east-west streets will always cause issues around access to sunlight and daylight. As noted in my newspaper article “How high is too high for Wellington” (Dominion Post, 1 Oct 2020), permitting 13 storey tower blocks in the middle of a narrow street network is the wrong approach.

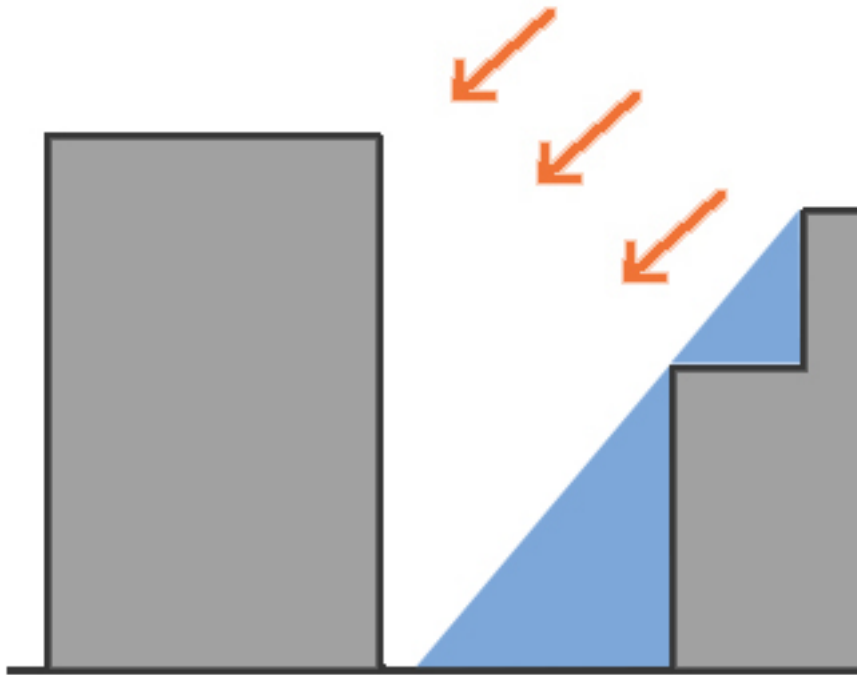


Sunlight angles for Wellington showing mid-winter, mid-summer, and equinox

Wellington’s sunlight angle is 72 degrees at midday on mid-summer, while the mid-winter sun only achieves a maximum of a mere 22 degrees above the horizon. A street just 10m wide will still gain some sunshine right down to ground level at midday with a 27m height limit (on mid-summer’s day only), however in midwinter any building height above 4m (22 degrees) for the same narrow-width street will cause shadows down to ground level. Clearly buildings need to be above 4m but also clearly, on narrow streets, they cannot be permitted to be in the region upwards of 27m, or we are sentencing some of our city dwellers to a life eternally without any access to sunlight. In an era where we are attempting to rebuild the nation’s housing stock from leaky, draughty, cold, damp housing, into warmer, dryer, better homes, then a density move where houses may be shaded for 100% of the year is clearly not acceptable.

At the vernal equinox (22 March, 22 September), the maximum height of a building at midday would be just 11.5m, to still allow sunlight into the street below (at 49 degrees).

This is the size of a 3-4 storey building and is an indication of why now, 3-4 storey high buildings equate to a popular and comfortable living height in Te Aro: streets and apartments are bathed in sunlight. There are still many gaps in the urban fabric however, and it is our duty to those that come after us to restrict those new developments so that they do not ruin the city for generations to come.



Sunlight angle at Vernal Equinox – allowing sunlight into east-west streets for 50% of the year. Building heights on north side of the street should step back from street.

We therefore need to re-plan building heights in the Te Aro area in accordance with street widths, bringing in the concepts of setbacks that were used successfully in Manhattan Island, New York, and brought to life by the drawings of Hugh Ferriss. Tall buildings should be restricted to the wide avenues such as Taranaki Street, with smaller height limits in the narrow back streets. Gjerde notes that “international research has found the best streets are at least as wide as the heights of buildings along their edges” and that a “perhaps more important issue is the reduction in quality of life that comes with living in taller buildings. Studies have found psychological strain increases with floor level, and people’s engagement with the street and the neighbourhood drops off when living above the third floor.” He further notes that Jan Gehl (an international expert on building cities for people and a former advisor to the WCC) has suggested that “housing above the fifth floor no longer even belongs to the city.” (Gjerde, NZ Herald, 2020).

Height limits should be adjusted to reflect that the inner-city areas such as Te Aro are now expected to become largely residential neighbourhoods, rather than their previous role as commercial and industrial. As such, being now designated for residential, building heights also need to be designated with regard to the overall position of the building in relation to the sun. This means: buildings on the north side of a narrow east-west street should be limited in height, to between 4-6 storeys tall, dependent on the width and orientation of the

street. Note that this should be stated and confirmed as relating directly to storey height, not translated into a building height. Buildings on the south side of a narrow east-west street should be able to be taller than those on the north side.

I propose that the vernal equinox be used as the cut-off point for building heights: that the midday sun at the spring and autumn equinox must be allowed to reach the ground. This would restrict the height of any new buildings on the north side of a 10m wide street to be just 11.5m high if built right up to the street frontage. The building would then need to step back. This would ensure that every apartment in every building in Te Aro would be able to get at least some sunshine for half of the year.

This new method of calculating Te Aro's building heights should be:

On wide east-west streets: North side = Type 4a (up to 6 storeys)

On wide east-west streets: South side = Type 5 (up to 8 storeys)
(applies to Wakefield Street, Cable Street, Karo Drive)

On narrow east-west streets: North side = Type 3 (3-4 storeys)

On narrow east-west streets: South side = Type 4a (up to 6 storeys)
(applies to Haining Street, Frederick Street, College Street, Jessie Street, Wigan Street, Ghuznee St, Tennyson Street, Garrett Street, Lorne Street, Ebor Street, Alpha Street)

On narrow north-south streets: both sides = Type 4a (up to 6 storeys)

(applies to Tory Street, Cuba Street, Egmont Street, Leeds Street, Eva Street)

On wide north-south streets: both sides = Type 4b and type 5 (at least 6, up to 8 storeys)

(applies to Taranaki Street, Victoria Street, Cambridge Terrace and Kent Terrace)



Sun-filled colonnade, Europe. Pedestrian friendly streetscape.



New York – Greenwich Village – Urban living in narrow cross streets – no tall buildings.

Summary

There is much more to say and to do – but due to the constricted timeframe deadline of 5 October, this is as much as I can note here. In summary – Wellington needs to treat Inner-City residents with the same respect as they do to the residents of the Outer Suburbs. It is time for a new attitude towards Urban living.

Regards

Guy Marriage, FNZIA.
Architect, academic, author.

Te Aro.

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Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: [15479](#)

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Submitter Name: Kate Zwartz

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?

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?

First, 80,000 people is overestimating growth now that immigration is not a factor. We do not have enough services or infrastructure for this many new residents.

Second, the measures are too broadly applied throughout the inner suburbs. Areas adjacent to the transport networks should be allowed to develop first, before 6-storey levels across the entire suburbs.

Rules do have to be changed to allow densification in the inner city, but this proposal is too extreme.

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 character in my suburb, Newtown, comes from varied streetscapes reflecting its century and a half of built heritage. It is not a uniform style, so it can accommodate scattered higher buildings. But the character also reflects the landforms in a gentle, sheltered valley. Building out the views and shading the older houses will alter the character for the worse. Densification can be done in some areas, along the Riddiford and Adelaide corridors, and up against the town belt, where there will be less impact on neighbours' views and sunshine.

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: All these are important. People must have the opportunity to move around easily and access services.

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.

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 open spaces, the Town Belt.

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

Non-Compulsory Questions

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

I support the aim of increasing residential density in the central and inner city. It makes sense to use the resources we already have, instead of expanding further and further.

2. What would you change or improve?

The plan tries to go too fast. The heritage areas identified for future protection are way too small. The jump from 1-2 to 6 storeys will destroy the suburban character, so there should be provision for intermediate type 2 and 3 density.

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 is talk of high quality design but how will this be managed? Will there be design guidelines, or minimum standards, to prevent shoddy, low quality development?

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.

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 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?

Incorporating recreational areas alongside any buildings. And ensuring that there are adequate services and transport links.

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

Housing to replace the older social housing stock.

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 16148

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Organisation Name: Massey at Wellington Students' Association

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?

n/a

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, Social services and community facilities, Walkability within the centre

Other: It would be great to have improvement made to all of the options.

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.), Medical facilities/centres

Other: It would be great to have improvement made to all of the options.

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?

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?

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.

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

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.

Please refer to our written submission relating to our full stance on WCC's Draft Spatial Plan. Some of these questions we have responded 'neutral' or 'not sure,' as MAWSA has not discussed these aspects as a collective.

Have you provided an attachment? Yes

Our City Tomorrow: A Draft Spatial Plan for Wellington City

**Absolutely Positively
Wellington City Council**
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MASSEY AT WELLINGTON STUDENTS' ASSOCIATION INC.

**A submission prepared by the Massey at Wellington Students' Association
(MAWSA)**

5th October, 2020

INTRODUCTION

1. MAWSA welcomes the opportunity to submit on Wellington City Council's (WCC) Draft Spatial Plan, both written and oral.

AN ACCESSIBLE HOUSING FOCUSED PLAN

2. MAWSA acknowledges the importance of Wellington City being an accessible hub for its citizens. The Draft Wellington Spatial Plan is one that focuses on a compact, liveable, easily accessible and connected city that makes use of existing infrastructure, community facilities and transport links.
3. MAWSA appreciates the various choices of housing the plan affords Wellington residents and the inclusivity it aims to achieve with community spaces and recreational facilities.

A RESILIENT SPATIAL PLAN

4. As a students' association that prioritizes the importance of sustainability and the environment, we agree with designing and maintaining infrastructure in a sustainable and environmentally focused way.
5. MAWSA does want to discuss further (in an oral submission to WCC) how this spatial plan supports social and physical resilience of residents and the city.

A GREENER CITY

6. MAWSA echoes the importance of having a spatial plan that encompasses green spaces where residents can spend down time outside and experience nature.
7. If WCC does move toward denser urban development, accessibility to natural reserves still needs to remain a high priority – we cannot rely on inner green



MASSEY AT WELLINGTON STUDENTS' ASSOCIATION INC.

spaces alone to serve the same function as a semi-rural or rural reserve does. However, this statement does not aim to counteract the importance of having pockets of nature in the city so children can play, and residents can take a break, but instead acknowledge all green spaces as significantly important – be they large or small.

8. MAWSA believes that having a greener city also means improved accessibility to public transport and cycle ways, and that Wellingtonian's are encouraged to use such transport to reduce the effects fossil fuels have on climate change.
9. Students make up a significant bulk of Wellington's population, and MAWSA cannot stress enough about how important it is to have this demographic, as well as other low-income earners, in mind when making transport decisions related to this plan.

A VIBRANT CITY THAT SUPPORTS CREATIVITY

10. As an association representing students on a creative campus, MAWSA stresses the importance of living in a city that supports and encourages creativity to thrive. Massey has over 2,000 students studying with their College of Creative Arts (CoCA), and MAWSA is in favour of initiatives that bring creativity and vibrancy into the city, and of a council that truly acknowledges the importance of creatives and innovators as a means to boost local economy thus, wellbeing of residents.

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID 15408

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Organisation Name: Tawa Community Board

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?

This issue is addressed in our attached document

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), Employment opportunities, Infrastructure (stormwater, water supply, wastewater)

Other: The above answer does not reflect discussion by the Board and should be ignored

This is addressed in our attached document.

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: The above answer does not reflect discussion by the Board and should be ignored

This is partly addressed in our attached document.

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 discussed by the Board

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

Not discussed by the Board

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.

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:

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

Draft Spatial Plan 2020

Submission by Tawa Community Board to Wellington City Council
2 October 2020

Introduction

The Tawa Community Board is a Community Board under the Local Government Act and Wellington City Council with elected members representing the northernmost suburbs of Wellington City comprising Tawa, Takapu Valley and Grenada North.

We wish to make an oral submission to the Councillors.

Tawa is characterised by its high level of community connection, and its high regard for the surrounding natural environment. There is increasing diversity of ethnicity and also the effects of an ageing population.

We note the National Policy Statement on Urban Development (NPS-UD) 2020 has effectively required Council staff to substantially redraft the Spatial Plan at little notice, and for this we commend the hard work of the officers.

Walkable distance of rapid transit stops - definition

We note and commend the standard of walkability used by WCC in this plan. We would not support any broader definition that increases the area encompassed by this and we do have some concerns regarding the unique nature of Tawa that may require some reduction in the identified catchment size.

We note Tawa's topography as a valley impacts the area defined as within walkable distance. We would appreciate further explanation of the process from here should the Board or residents dispute the application of the definition used in particular instances. There has been insufficient time so far in this process for the Board to go over every single street affected by the proposed intensification areas. We note that many residents have had a challenging year and may not have had the capacity to make a submission to Council on this matter.

Walkable distance of rapid transit stops - infrastructure

Tawa is serviced by five railway stations, from south to north, at Takapu Road, Redwood, Tawa, Linden, and Kenepuru. The latter is not part of Wellington City Council land but has housing close by which does fall under our Council area.

We submit that the high density of transit stops in itself creates both an opportunity for intensification, but also creates safety, accessibility, and capacity issues.

Tawa Station and the southern end of Linden Station both have a pedestrian overbridge. The rail crossing at Linden Station to the north, however, is already highly used at peak commuter times and is a safety concern should pedestrian traffic increase. Takapu Road Station park and ride is already overflowing as commuters come from other suburbs. Parking now occurs far along adjoining streets which were not designed to cope with commuter parking in addition to residents' needs. Redwood Station has rail safety concerns which will only increase with intensification of housing. With greater numbers of pedestrians and cyclists, and potentially greater frequencies in train services, will come greater risk of safety incidents. Redwood Station has no pedestrian overbridge. We request that detailed analysis be conducted to determine the accessibility, safety, and transport hub capacity issues faced by our area in regard to rail crossings and station parking, and an undertaking that appropriate infrastructure be in place in time to support greater rail use brought about by any intensification of housing.

We submit also that an overall transport management plan encompassing all forms of transportation is needed for Tawa, recognising that the densification of other areas also impacts us. Many commuters from out of the area already use Tawa as a hub for both train and childcare facilities, for example, sometimes from well beyond Tawa. The Main Road currently carries 16,000 - 17,000 vehicles per day (Porirua City Council figures, September 2020) which already indicates intense use by through traffic. These figures will increase with developments to the north and south of Tawa, along with Transmission Gully.

The Board appreciates and notes as essential, the Council's promise to "carry out a detailed assessment of the existing three waters (water, stormwater, wastewater) network capacity to determine the level of investment required to service projected growth" (Draft Spatial Plan website).

Demand for housing

The Board notes that for some years now, demand for single-level low maintenance housing on the flat, has far outstripped supply. This is typically demanded by older retired residents who may find the concept of living in a 6-storey apartment style block hard to adapt to, for some years yet. Many couples near or at retirement age move out of the area and we note this trend may continue despite intensification.

However there is also an unmet demand for small one-to-two bedroom rental units suitable for those university students or young workers who wish to live in Tawa, and the lack of truly affordable housing for first home owners (many currently only able to afford up to \$500,000 bracket, according to a local real estate agent). If densification is to achieve its aims then this is the housing need for our area which it must address.

A number of sites in Tawa most suitable to 6-storey+ housing, have recently been built upon and would unlikely to be available for decades, for redevelopment. We note the units built at the northern end of Tawa Junction as an example. There are few if any sites left in our area

of any size that would not first require removal of existing buildings. In some cases such removal could be highly beneficial, for example commercial buildings currently identified as a seismic risk.

We would ask that Council continue to work with the Board in identifying priority areas for intensification and request that consideration be given to how best to prioritise or incentivise such areas for intensification. We look forward to working with the Council on a localised plan that addresses Tawa's housing needs and unique character.

Community Facilities

We note that intensification would also lead to greater demand on community facilities owned by the Council, for example, the library and community centres. The Mervyn Kemp Library and Tawa Community Centre sites could well be good locations for removal of existing buildings and replacement with mixed use buildings with expansion of the current library and Centre facilities.

The Tawa Community Centre building was opened in 1985. It was designed as a Borough Council office, with a bank as a retail tenant to pay for the building. It was not designed as a community centre. The Council has an opportunity to plan for such development in a way that would showcase the possibilities to other landowners and provide for affordable housing that private developers may not concern themselves with.

It is also of interest that a not insignificant amount of land is tied up in single-use Park and Ride facilities. We suggest that investigation take place also into the better use of the land for multi-use purposes which could see park and ride on lower levels, with residential space above. We acknowledge this land is in control of the Greater Wellington Regional Council, not the Wellington City Council, and request that the two councils work together on facilities in these areas.

Our community has for many years now requested public toilet facilities in the northern end of the suburb. An urgent review of public toilet facilities would be necessary to cope with increased population levels.

Tawa College students have repeatedly informed the Board this year that the youth of Tawa have a great need for suitable after-school drop-in spaces. Activity spaces for teen and pre-teen ages in Tawa are in need of review as there is little currently designed specifically for this age group.

The Board also requests that parking for bicycles be addressed around all areas in the zones proposed to carry the greatest densification. There are currently very few places to easily lock a bicycle when carrying out daily activities, for example, in the Main Road shopping / services area.

Communal growing and green spaces

The Board notes the Council promise to “carry out an open space assessment to identify future open space opportunities and investment in existing amenities/facilities.”

In addition to park and reserve style open spaces, we submit that land also needs to be identified for communal growing spaces.

We request the Council make provision to acquire or set aside further suitable land for communal growing spaces, in the areas of proposed greatest housing intensification. We appreciate very much the support of Council to date for community gardens across the city, and we appreciate that such spaces work best when community-driven. However we are aware that there are few further suitable places left in the area and the pressure on land for housing will only reduce availability of public growing space. Leaving such projects to future community demand may well result in no land being available for such use.

Tawa Community Garden, for example, already reports regularly that the public demand for some of its output exceeds its ability to supply. Food growing spaces for public use, whether as community gardens or as allotment style, is essential to a resilient, healthy, connected community and must be provided for in addition to recreational green spaces.

We note that the recent upgrade of Coronation Park play equipment has led to greatly increased use of the Park and also appreciation and use of Tawa Community Garden on the same property. We ask that consideration be given to planning for similar combined use of parks or other public spaces, where suitable.

The Board notes the Council promise to “carry out an urban tree assessment to establish whether there are any additional trees/groups of trees on public or private land that warrant protection in the District Plan” (website). We ask that this be extended to assess also those streets which would benefit from the planting of trees, where currently there are none. This is of particular value for streets with high rental occupancy and little or no private gardens. The mental and physical health benefits of simply walking past trees on a regular basis is well established by research.

Topography

We note that due to Tawa being in a valley, some areas within the proposed walkable distance catchment would be far less suitable than others for buildings of 6+ stories or even 3-4 stories.

In a number of areas with a hill rising rapidly from the valley floor, a 6+ storey building would have the effect of a 7 or 8+ storey building on the rise, and 3-4 stories would have a similar effect. Buildings on a rise near lower sites would not only have undue impacts for shade but also for visual sightlines across the valley. Current residents greatly value both the access to local bush areas and also the visual amenity of the bush views. These are strong characteristics of Tawa and planning should include these considerations.

Natural hazards

We note that all the areas of highest proposed intensification, are also the most flood-prone. We request that minimum floor height above ground level requirements be re-assessed even for mixed use dwellings, and / or such other requirements that would provide greater resilience in future.

We note that already increased infill has led to sections with greatly increased non-permeable surface coverage. This cannot continue without serious repercussions, and must be addressed in the District Plan. Lower tech options such as allowing the traditional grass strip in the middle of a driveway would be welcome, and new materials technology may allow for other options for both private and public spaces.

Other forms of density

We ask that consideration be given also to alternative forms of densification where buildings above current heights would not work due to excessive shading or other factors. It would be of great benefit to the diversity and further community connectivity, to allow for alternatives such as sites for moveable tiny houses. This could be mixed with existing residential builds or on sites that wish to provide for multiple tiny houses in a mini-village style.

Across-city equity

We are uneasy at the prospect that Tawa may be propelled faster towards intensification if large areas of the inner city are protected by blanket character protection. We strongly suggest that all areas that are capable of intensification need to carry an equitable share of the expected increase in population. Our natural bush heritage in Tawa, and other local characteristics, are of as much importance to us as the character of inner city suburbs doubtless are to their residents.

Feedback from residents

We have heard understandable concerns from residents about not only impacts on shade and other amenity, but also the potential for ghetto-like apartments and reduced community connectivity.

We note many of these concerns can and must be alleviated by appropriate requirements in the upcoming draft District Plan.

The areas bounding changes in intensification are of particular concern and great attention to transitions between zones will be needed to account for this. The difference between a 6+ storey building on one side of a road and even a 3-storey new building on the other side, is quite marked, let alone for existing one or two-storey housing.

Tawa Community Board

Robyn Parkinson (Chair)

Richard Herbert (Deputy Chair)

Graeme Hansen

Steph Knight

Jackson Lacy

Anna Scott

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID **14703**

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: James Barber

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?

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?

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 special character areas seem arbitrary and based on interesting looking streets. They also seem to be primarily in high income areas on the city. For example, there are large areas in Mount Victoria, which is a high income inner city area, and not many in Newtown.

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), Social services and comm

Other: All of these are important and need to be considered.

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

Public shared spaces, Parks and playgrounds, Community facilities (libraries, community spaces, social services, etc.), Child care, Medical facilities/centres, Bicycle parking

Other: All of these are important

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?

We found easy access to the green belt and the sport fields vital to our getting through Level 4 and 3 with our young kids.

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

Wider footpaths seem very important to allow for distancing without walking onto a road.

Non-Compulsory Questions

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

This takes roughly the right approach. We need to build up rather than out. My family lives in a one bedroom apartment in Berhampore because that's all we could afford. There need to be some genuine options out there for people living and working in the i

2. What would you change or improve?

There should be no greenfields developments. The city is large enough and the focus should entirely be on building up rather than out. If the greenfields developments go ahead then they need a massive injection of public money into alternative transport options.

3.

4.

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

We cannot make the assumption that by making the right zoning settings the market will magically provide

affordable housing. The market has gotten us into this mess. The City Council needs to actively lobby the government for increased and denser affordable public housing in the inner city suburbs. The City Council also needs to increase its building of affordable council housing in the inner city suburbs. It also needs to work to ensure that space is not wasted on property speculation and useless facilities such as Air B and Bs. Also, the space on Tasman st which used to be the Girls and Boys Institute has been empty for over ten years now. The Tip Top factory has been empty for even longer. These are prime areas for affordable housing and it is a disgrace that this has been allowed to happen.

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.

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.

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.

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?

This should be based on creating affordable housing linked to public transport and active transport routes. However, the local iwi needs to be on board with what happens in this space considering recent controversies. Sea level rise and climate change mus

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

Regenerating the area and making it safe and accessible. Decent public transport is important but also dealing with the private car park which has been created through the demolition of the Strathmore School.

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?

Planting

Other: All of these are important

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

This plan is on the right track. We need to be building up rather than out. Housing is unaffordable.

However, this plan is not a solution by itself. There needs to be a coordinated response at all levels of government to prevent houses sitting empty through property speculation and to create genuinely affordable housing. All city councillors who are members of governing political parties should use all the power and mana they have to make sure that there is a real solution. There needs to be more state and council building of affordable homes.

I am a teacher and while we could afford to buy in central Wellington we could only afford to buy 45 square metres. We are a family of four living in a one bedroom apartment. House prices are fucked quite frankly and this is because of structural problems and an assumption that the market will provide. It hasn't. The solution needs to be structural and reject the assumption that the invisible hand of the market will build affordable homes. Work with the central government to create a real solutions 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

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

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)*:	SUSAN GILLOTT
Your email*:	[REDACTED]
Postal address*:	[REDACTED]
Suburb:	Thorndon
Phone number:	
Age range:	[REDACTED]
Household:	[REDACTED]
Preferred method of contact:	[REDACTED]
	[REDACTED] ing 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 checked="" type="checkbox"/>	<input 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 checked="" 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 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 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?*	Please see attached submission Appendix 1																			
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 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)	Please see attached submission Appendix 1																			
7. What amenities would you want to help create a vibrant suburban centre?*(Please pick your top 5 from the options below.)	<table border="0"> <tr> <td><input checked="" type="checkbox"/> Proximity to parks and open space</td> <td><input checked="" type="checkbox"/> Infrastructure (stormwater, water supply, wastewater)</td> </tr> <tr> <td><input checked="" type="checkbox"/> Access to public transport</td> <td><input type="checkbox"/> Social services and community facilities</td> </tr> <tr> <td><input checked="" 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 checked="" 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>						<input checked="" type="checkbox"/> Proximity to parks and open space	<input checked="" type="checkbox"/> Infrastructure (stormwater, water supply, wastewater)	<input checked="" type="checkbox"/> Access to public transport	<input type="checkbox"/> Social services and community facilities	<input checked="" type="checkbox"/> Public/shared spaces	<input type="checkbox"/> Medical facilities/centres	<input type="checkbox"/> Commercial activity (retail, cafes, local businesses)	<input checked="" 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"/> Other (please specify)																			
8. What amenities would you want to see around future mass rapid transit stops?*(Please pick your top 5 from the options below.)	<table border="0"> <tr> <td><input type="checkbox"/> Public shared spaces</td> <td><input checked="" type="checkbox"/> Community facilities (libraries, community spaces, social services, etc)</td> </tr> <tr> <td><input checked="" type="checkbox"/> Landscaped spaces/plantings</td> <td><input type="checkbox"/> Child care</td> </tr> <tr> <td><input type="checkbox"/> Parks and playgrounds</td> <td><input checked="" type="checkbox"/> Medical facilities/centres</td> </tr> <tr> <td><input type="checkbox"/> Shops and businesses</td> <td><input checked="" type="checkbox"/> Bicycle parking</td> </tr> <tr> <td><input checked="" type="checkbox"/> Cafes and restaurants</td> <td><input type="checkbox"/> Other (please specify)</td> </tr> <tr> <td><input type="checkbox"/> New housing</td> <td></td> </tr> </table>						<input type="checkbox"/> Public shared spaces	<input checked="" type="checkbox"/> Community facilities (libraries, community spaces, social services, etc)	<input checked="" type="checkbox"/> Landscaped spaces/plantings	<input type="checkbox"/> Child care	<input type="checkbox"/> Parks and playgrounds	<input checked="" type="checkbox"/> Medical facilities/centres	<input type="checkbox"/> Shops and businesses	<input checked="" type="checkbox"/> Bicycle parking	<input checked="" type="checkbox"/> Cafes and restaurants	<input type="checkbox"/> Other (please specify)	<input type="checkbox"/> New housing			
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<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?*: 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. (Refer to Our City Tomorrow fact sheet number 01)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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? *Green belt, neighbourhood, community local walk ways, light and space.*

What amenities or facilities were missing or could have been improved? *Aside from the green belt, all the above will no longer be available in my residential neighbourhood. With 6+ story buildings it will have as much sense of community as the Terrace*

Section 3 - non-compulsory questions

1. What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?
 • mixed use and green spaces are important in our central city
 • Our communities need to be connected by public transport and walking and biking access.
 • That intensification should take place in the CBD, light commercial areas, and to a certain extent within character areas.

2. What would you change or improve?
 The reclassification of Thorndon, Hobson Street and Hobson Cres in particular, from protected heritage areas from inner city residential to a 'central area' the equivalent of the CBD. These 2 residential streets will

3. Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?
 will lose light and sun as the building footprints of minimum six story building are enabled to go to the boundaries. At the very least the classification should be changed to 'inner suburb' and a 3 story cap given.

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 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 checked="" 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 checked="" 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): planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Opportunity Sites</i>						
	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 checked="" 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 checked="" 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): planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Opportunity Sites</i>						
	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 checked="" 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 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?

I would like to see Miramar Peninsula redeveloped to include public artworks, and consideration given to a sculpture park to be integrated into the public access and activities.

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>planningforgrowth.wellington.govt.nz > Draft Spatial Plan > View Draft Spatial Plan > Natural & Open Space</p>	<input checked="" 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

Submission on the Wellington City Council Draft Spatial Plan

Appendix 1 to form

Sue Elliott



Thorndon

- I oppose the provisions of the Draft Spatial Plan as they apply to the residential area of Thorndon and in particular the heritage neighbourhood of Hobson Street, and Hobson Crescent.
- I do not oppose residential **intensification** generally, but a liveable, vital and dynamic city requires linking corridors that offer an insight into the city and give it the patina of age that provides not only a link to its past but provides for its character. .
- I oppose the Council's intention to rezone Hobson Street and Hobson Crescent, two solely residential streets (bar two schools and two embassies) into a 'Central Area'. Within these streets there is not a single pre-1930s building no longer fit for purpose.
- I reject the council opening this area to 6+ story buildings with no consideration for sun, light, footprint, heritage or streetscape.
- I oppose the adulteration of Thorndon's character.
- The Protection of this historic heritage is of national importance, but also these historic heritage passages provide for the

Why protect Heritage Areas:

Up until 1995, Wellington's historic buildings had been devastated. The task for protecting those that survive had become a critical one if Wellington was to have any significant body of built heritage to represent the first century and a half of its colonial existence, or if the cityscape was to have any architectural and historic continuum at all.

The submission recognises and accepts that there are individual buildings listed that have been identified and scheduled for specific protection. Scheduling is appropriate when there are special buildings, which warrant special and individual attention. However, it loses its force when there is an entire community of buildings, which share a common history, and which together form an expression of the history of the City itself.

I am supportive of the protection that is considered to be continued in the 'sub group but would like Thorndon Streets that remain residential to be included, or at least provided with "inner city" status ' and its design considerations to protect the streetscape and the telling of Wellington's stories.

Hobson Street' already plays this role, forming a character corridor to take the tourist bus from the Government Precinct to the Thorndon character area, showcasing the gracious homes of the first merchants of Wellington at the turn of the 19th century and the embassies.

The importance of these homes, is unlike any in, what are being called the 'sub-areas' which are being protected, they represent a very distinct moment in the development of Wellington. They are

not the working men's cottages, but were rather built when Wellington was established enough to have developed merchants who settled in these streets. At the time Hobson Street became known as "Snobson Street".

Heritage Area to 'Central Area':

Hobson Street and Hobson Crescent do not fit the Council's factors for change. Both are filled with heritage homes of excellent quality that have been lovingly restored by conscientious owners.

There heritage value is not only in each house, but in the streetscape, which thanks to the scale of existing developments has not been irretrievably damaged (Hobson Court at the western end of Hobson Street being the exception). The existing developments have all been within a three story development (one four stories in places) and set back within the property boundaries. 49 historic homes still exist in these two streets all in excellent condition.

City intensification is a valid motivation, but should not come at the expense of the obliteration of inner-city residential areas under the banner of re-zoning them to the "Central Area" and providing the same design considerations as the CBD.

The four streets (Hobson Street, Hobson Crescent, Katherine Avenue, Fitzherbert Terrace), that have had long-standing protection because of their heritage and character significance to the fabric of Wellington will be abandoned by this re-zoning change.

The plan is not for 2-3 story town houses squeezed onto the sites, but rather a prescribed minimum of 6 storey apartment blocks. The Central Area rating means that no consideration need be given to light, sun or closeness to the boundary with regard to site coverage. These streets that represent an important part of Wellington's history will be transformed to something similar to The Terrace and the neighbourhood destroyed.

The Council under the draft spatial plan is choosing to ignore this historic neighbourhood and to choose instead to provide for design guidelines that favour 6 storey plus buildings that will have no synergy with the existing streetscape or neighbourhood community.

The special character of Hobson Street and Hobson Crescent:

As put into the submission that saw Hobson Street and Hobson Crescent included in the Thorndon Character area:

This area is of significant Heritage value, a defined Heritage Trail with promotional materials is used to guide residents and tourists through the wider area.

The protections that are currently in place reflect the importance of heritage issues, which provide the community with a sense of continuity and the ability to identify with their city through the evidence of its past in the existing environment.

Thorndon as a complete area has special historic character as it reflects the character of each stage of the city's development.

The inner city residential areas have a different character from outer areas and have different types of development pressures, the protections have been in place for this very reason.

There are many more houses in the Hobson Street area than those listed individually, but these listings are not sufficient in themselves to conserve the historic streetscapes necessary to protect Thorndon's unique heritage character.

The townscape of Hobson Street, Hobson Crescent, Fitzherbert Terrace and Katherine Avenue is an area worthy of wider conservation because of its great social, historical and cultural significance. To support this we can list the following reasons:

- The area includes a significant number of houses which are over 100 years old, and a great number of the remainder are buildings built before 1930. It is this which gives the area its heritage character.
- The streets reflect a distinct era in Wellington City. Built by the merchants and professionals of a burgeoning Wellington in the early years of last century, their craftsmanship and grandeur portray these families' commitment and contribution to Wellington in its coming of age as a booming business centre.
- A list of the architects of the houses, and those who have resided in the streets over the past 160 years, provides an interesting insight into people who played a major role in shaping the city of Wellington.
- These streets also tie the present to the past. After the heyday of the wealthy merchants and professionals, these houses became the lodgings for a diverse community of railway workers, university professors, and civil servants etc. Later years the large houses were transformed for combined commercial and residential purposes. Schools have accommodated themselves here, as have hostels, embassies, and even a hospital at one time. In more recent times the houses have been full of families again, creating an inner city community with the stability needed to caretake this historic area.
- Not only are many of the individual homes of particular merit, collectively they form a section of the townscape with unique qualities. These qualities include the harmony and consistency of the characteristically large buildings which form the streetscape and once again we stress the need to conserve these existing buildings not redevelop them, to retain this legacy for the City of Wellington.
- As part of the oldest suburb in Wellington, these streets are enjoyed by many tourists and Wellingtonians on bus tours and heritage walks that offer rare examples of early New Zealand architecture such as gables, finials and bay windows.

In preparation for the inclusion of Hobson Street, Hobson Crescent, Katherine Avenue and Fitzherbert Terrace in the Thorndon Character area, much research was done on all the houses in the area and their extensive historical and heritage qualities, which the writer is happy to share.

While it is true many have gone, and there are a number of buildings that have altered the original streetscape including: Highwic, the apartments at No 18 Hobson Street, Piedmont, the

Australian and German embassies, and Hobson Court - all but the final post-modern building, have remained within four stories, set back from the street, and taken consideration of the streetscape to be manageable among the over 45 dwellings that all pre date 1925.

It is worth noting that while the German and Australian embassies are in modern low-rise structures, 2-3 storeys, the Philippines and French embassies are based in historic homes.

The whole area continues to provide a living record of the history of Wellington, and special attention needs to be given to it.

What is required, beyond small sub areas, is a comprehensive planning protection for the existing structures, and for the form and style of that historical pattern of development. This historic suburb in all its variety, demands a broader and more sympathetic treatment from Council. The allowance of 6 story+ buildings is the antithesis of this.

Recycling, repurposing and intensifying:

In many ways the circle is moving round again and the large houses will be divided into multi-family dwellings as they were from the 1940s to 1970s. The large homes have survived these cycles and should continue to do so.

These homes have already been recycled and repurposed over the recent past – post war up until the 70s. During this time many of the homes were converted into multi-apartment dwellings.

This may well happen again, as people begin to convert large homes back into places to be shared by two or more families. These families are not looking for apartments, but rather the spaces and access provided by 2-3 storey homes where they can raise families and share resources.

Schools and Embassies:

Alongside the four embassies that are on Hobson Street, Thorndon is home to five schools. Three of these face onto Hobson Crescent and Hobson Street - Wellington Girls, Queen Margarets and Thorndon Primary School.

The presence of these schools and embassies is not conducive to the absence of parking built into the 6+ storey buildings within the guidelines. It is already mayhem.

'Central Area' Zoning:

What does this mean for our inner city residential areas? Rules equivalent to the CBD in our residential neighbourhoods.

The guidelines are: A minimum of six plus stories for developments where the urban controls are designed to encourage development of commercial and mixed use buildings that take up the full property footprint and do not have to have any regard to light or sun for neighbouring buildings.

This is what is being proscribed for a neighbourhood that, aside from the embassies, has no commercial buildings in it what so ever.

Why Hobson Street and Hobson Crescent should be treated as inner city sub area:

- The streets are substantially intact and consistent
- Houses are of a similar age, style and building form.
- In this streetscape, new buildings should be limited to a maximum height of three storeys – in line with all the buildings in the street, with the exception of Hobson Court which is set well back and well within its boundaries.
- Nothing has changed since they were deemed to be designated within the character area.
- These streets tell a different, but important story regarding the post colonial development of Wellington – one not told in any of the suggested sub-groups, and worth protecting to enhance the liveability and fabric of the city.

While there exist three storey apartment s currently, and even three storey homes – 6+ stories rides roughshod over an inner-city neighbourhood that has existed for close to 200 years. The larger dwellings have been and many continue to be multi home dwellings.

Many no doubt will again be divided into apartments, with no harm done to the historic character of the street.

The presumption for development in the ‘Central Areas’ favours replacement of present houses – and these developments can be no lower than 6 stories. This will mean that over time, every existing dwelling will potentially be lost to the type of high-rise development that characterises the Central Business District.

Intensification:

It is evident that the Council’s overriding motivation for change is to improve the supply and affordability of new housing.

There are already existing areas of light commercial premises in Thorndon – along the Quay, in the area along the southern end of Grant Road and parts of Tinakori Road that lend themselves to more intensive and higher buildings.

As do the light commercial areas of Kent and Cambridge Terraces, Adelaide Road and other pockets within the city. This aside from the mixed use that could be included in office spaces within the true CBD.

CBD development of apartment buildings is a real possibility in light of larger companies needing less floor space post Covid 19, and the Governments plans to develop government hubs outside of Wellington and Auckland.

Should the councils spatial plan prevail into the district plan, it is a fervent request that, in keeping with the developments that have occurred in the Hobson Street area prior to its inclusion in the Thorndon Character area, that the area be designated, as is the rest of Thorndon for medium density development with a height of three stories, in keeping with the streetscape and to sit with the heritage houses and embassies.

Within the 'Inner Suburb' guidelines type 2 provides for medium density – 2-3 terraced housing within pre-1930 character sub areas. This would be more in-keeping with the streetscape and no destroy a heritage area.

Conclusion:

I do not oppose further targeted residential growth in Thorndon as already provided for in the District Plan. I consider that the wholesale swing to Central Area 6 story+ intensification as proposed in the Draft Spatial Plan to be a travesty and it will result in the irretrievable loss of the Thorndon's valuable historic heritage and that this would be a long-term disaster for the city.

While Wellington residents may see the traditional timber framed cottages and grand houses of Thorndon relatively commonplace, they are in fact (in their collective strength) a unique cultural asset, of high aesthetic value, not found anywhere else in the world.

None of the places preserved in the new Thorndon sub areas represent the history of these timber houses as seen in Hobson Street and Hobson Crescent. They are neither working men's cottages, villas nor bungalows.

Capacity should be found elsewhere in the city and wider region to accommodate future urban growth without destroying what remains of our important historic heritage that add so much to the character and liveability of Wellington itself as a city built on an appropriate scale in the appropriate places.

It is our contention that any multi-unit development should be strictly controlled with consideration given to spatial characteristics, boundary definitions and built form. In particular, within the existing Thorndon Character Area developments should be limited to three stories, and designed to ensure they are sympathetic to the Character of the area.

I am seeking from the Council that with regard to Hobson Street, Hobson Cres that any changes to zoning achieve the following:

Heritage:

- To perpetuate the unique historical quality of the area and maintain the unity and consistency of its visual character.
- To promote the conservation of the historical features that gives the area its identity.
- To encourage the continued retention of all existing pre-1930s buildings which establish the visual character of the area and which are collectively of historical significance.

Townscape:

- To ensure that those distinctive characteristics of townscape – such as scale and grain of development, intimacy and enclosure of public space that distinguish this area from others are maintained and enhanced.
- To maintain the predominant line of the street wall and the degree of spatial enclosure afforded by this wall.
- To retain the existing pattern of buildings setbacks.

- To ensure that the current mix of uses and type of use is determined with regard to the existing character of the area.

Sue Elliott

[REDACTED]

Thorndon [REDACTED]

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: [15948](#)

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: Suzette Laws

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?

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?

Disagree

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

The problem is not with housing 80,000 people but how the WCC plans to do this. All I see is compact housing with no thought to living.

Where is the green space, community garden areas, playground areas, extra transport, car parking, visitor parking etc.

Sun blocker heights of buildings is backward thinking and shows unimaginative planning. Where's the extra schools for the children coming into the area? So many infrastructure questions; soft earthquake land, more leaky apartments.

Creating a inner city ghetto by not having spaces built with different heights to create sun coming into apartments, sun spots to sit and relax in, kids playing area etc.

Since Covid-19 the inner city has changed and may not come back to its old form. What will the WCC and building owners do with empty buildings? This allows for plenty of housing for the young, allows spending in the CBD and that has the ingredients for a vibrant city, which I believe Wellington is about to lose with this plan.

If the WCC creates 6 stories or higher Wellington for the inner city suburbs, well how more ugly can it get? As for mandating 6 floors or higher. I don't want to elect people who think in that way and the WCC needs to be more modern in its planning if it wishes to succeed.

Up to 4 floors only please!

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 Donald Mclean St and the WCC is keen to build apartments on this land.

If the WCC does not know what is special about our area then they've been doing a lousy job. In my view it doesn't transpose to the new plan that there's anything special in Newtown at all.

I think I'd like to see a housing plan such as the WCC proposes to be available in Homewood Avenue in Karori and the like. Now that would be fair.

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?

Public shared spaces, Landscaped spaces/plantings, Shops and businesses, 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 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?

NA

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

NA

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?

To start with I would lower to 4 story buildings or less and have it passed by the WCC for future proofing the city.

3.

4. Openly discuss housing opportunities with building owners in the CBD, along with Massey and Victoria universities.

5.

6. I'd like childcare in these types of housing blocks, roof top access for gatherings, quiet sunny areas, garden areas, community vegetable plot etc. These plans need to be geared towards a home not just four walls of not much.

7.

8. I'd want to make a day by day difference rather than one that's intellectual talk and no real 21st century thinking and action.

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

Too many to list

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.

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.

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.

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.

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?

I live in Newtown but support the communities of Miramar and Strathmore Park

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

I live in Newtown but support the communities of Miramar and Strathmore Park

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:

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

we need to better with our thinking and make brave new decisions

Have you provided an attachment? No

Our City Tomorrow: A Draft Spatial Plan for Wellington City

Online submission form ID: **16083**

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Submitter Name: Alex Dyer

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 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?

I am a big fan of the 15 minute city concept, where the point is to create liveable neighbourhoods where people can live, work and play within a 15minute travel radius. This means that intensification and density is not the objective, rather, a means to delivering wellbeing to 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?

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 character of our built environment does not reside in the physical buildings for me. It is found in it's people, and the health of culture and relationships. It is found in the space between the buildings. Character is in the sense of belonging and inclusion we all want.

For me much of the talk about character is poorly directed. I don't care for prioritising museum pieces if there are people who are going without the human right to shelter, or we are creating urban sprawl because we can't grow up, or the price of everything keeps rising beyond affordable, leaving generations of New Zealanders struggling to engage in society.

The 'special character' I want to represent Wellington is a sense of belonging, of accessibility and connection with my fellow Wellingtonians. I really value being able to ride my cargo bike around our town and want this to be easier for the rest of my family and for all families. I am a huge fan of the Healthy Streets approach to bringing life back into our built environment. (<https://www.healthystreets.com>)

I would love for there to be more green space across the city, more opportunity to sit and relax and spend time with people in public. I hope we can encourage meeting and socialising in the public realm to be a much more normalised activity. I feel that has gone downhill over the years in Wellington since liquor bans were introduced and we've all had to be contained in private premises.

I love how the birds are coming back. I am enjoying the screech of Kaka around my house in Island Bay this season. Wouldn't it be great for more of this across the city?!

I prefer shopping locally and would like for doing this to be a more accessible and preferable option for many without having to use a car.

I like the celebration of Te Ao Māori and hope we will do more to reflect this important perspective and part of our heritage more.

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, Walkability within the centre

Other: Please see Jan Gehl's seminal book 'Cities for People' for many more ways to enable greater amenity for people in the built form of cities. <https://islandpress.org/books/cities-people>

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

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

Other: I hope we will see Light Rail built for the main public transport corridor from the Railway Station to Miramar. The hoped-for intensification of living and shopping will be less likely and less dense if the route is for non-rail buses.

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?

Our streets. More people using them as people, less driving was magnificent.

Can we return cars-only to Level 4 permanently please?

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

Formalised priority of public street space for people (those not driving dangerous polluting heavy private vehicles)

Faster rollout of permanent reclamation of public street space for people. We really missed a golden opportunity there.

Non-Compulsory Questions

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

I like the ambition and that the council are beginning to put the real challenges before Wellingtonians in this plan. I think this is an important step in creating a long overdue reformation of what a healthy and accessible city looks like.

2.

3. I don't thi

4. What would you change or improve?

I feel that this plan is really only about buildings and housing. It could be more productive to involve transport and accessibility issues. I think that it is unfortunate that the Let's Get Welly Moving project seems to be segregated from issues like housing. It's all the same thing.

5.

6. Let's Get Welly Moving and the Spatial Plan are the same sides of the one coin. Make is better for people to move less delivers the same outcomes as enabling people to move all over the city. Give people what they need closer to their residence and we won't needs all the flyovers and flying taxis and bullshit car congestion ideology battles that get sparked up every few months.

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

Proper funding of underground infrastructure and public health infrastructure.

8.

9. Enable quicker permanent conversion of car storage space.

10.

11. All public and new private developments to adhere to universal accessibility requirements.

12.

13. Enforce all new streets to be built as Healthy Streets.

14.

15. Improve all streets so Wellingtonians of all ages and abilities can safely and comfortably engage with the city without using a private car.

16.

17. Health as a priority. Health of our planet is paramount. Transport is the biggest lever WCC can pull to lower harmful emissions. Reducing car dependency will align with WCC's Te Atakura "First to Zero" climate blueprint.

18.

19. Sticky streets. Make the public realm like a shared living room. Not a traffic sewer.

20.

21. How to regulate car use on and off private property. Too many driveways are being allowed to be built. We need to put a cap on the density of driveway crossings on a footpath and cycleway. This challenge is only going to grow as we look to provide more for people riding bikes.

22. 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.

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.

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.

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.

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).

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 15 minute city. Building community space that enables people to live car free.

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

The 15 minute city. Building community space that enables people to live car free.

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?

Other: I hope we will see Light Rail built for the main public transport corridor from the Railway Station to Miramar. The hoped-for intensification of living and shopping will be less likely and less dense if the route is for non-rail buses.

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

Cars kill cities.

Please read my series on the problem of cars.

Have you provided an attachment? Yes

Car Blindness

Ignoring the true cost of cars

By Alex Dyer | [REDACTED] | [REDACTED]

© August 2019 | Series available online at: <https://medium.com/@alex.m.dyer>

Synopsis:

Cars are a major, complex problem. Their many negative consequences are often ignored and externalised. How can we better see the problem.



We love cars. Or do we?

Perhaps instead, we just have places to go and people to see and jobs to do. Perhaps they're just another tool of modern life and have become familiar, habitual, routine.

Many don't even like driving but have come to rely on cars due to decades of investment in infrastructure optimising their movement.

Compared to driving cars other travel options may seem less familiar, or under provisioned, and be less accessible or convenient. And many options for getting around are severely compromised by heavy flows of private heavy vehicles.



Are the externalities of driving too hidden, too remote and indirect, or too “someone else’s problem”? Will we look, or will we remain blind to it all?

This is the first in a series of four articles discussing car blindness. For cities around the world, more urgency is needed to enable sustainable, efficient, and healthy transport.

To realise this faster, we must carefully review one of the biggest barriers: our dependence on cars.

Car blindness

Car blindness is the mindset of not seeing that cars themselves are a major, chronic problem. It is when one overlooks the heavy price tag of driving cars and is unable to see the precariousness of car dependency.

A symptom of car blindness is being convinced that by fixing one or two problems, cars will finally make sense.

Maybe by changing how they’re powered will fix them? Or maybe making them a tiny bit less dangerous? Or making non-dangerous road users, like cyclists, more visible? Or adding another lane to a highway, or tunnel through a city?



This quest for the elusive redemption of cars means being unprepared to accept they are incompatible with cities designed for people. 'Fixing cars' is actually all about fixing cities and providing accessible transport alternatives.

If cars were introduced as a new product today, would they even make it into the public domain? The problems they present are considerable. But seeing as we've already built them into society, it is [very challenging to acknowledge](#) this.

Cars for everyone was born from corporate fantasy, that everyone can just nip around everywhere in outsized heavy vehicles. This rose-tinted driving-goggles-vision is at odds with healthy city living and planetary resource boundaries.

The convenience of driving cars comes at the expense of many things including local community connections, individual and collective wealth, and general well-being. It is important that more people see these issues clearly.

Cars can be useful

Heavy vehicles designed to transport up to 7 occupants (but usually not actually transporting more than one) can do some jobs well;

- they enable mobility for some with physical impairments or illness,
- they're convenient for unplanned, inter-city journeys,
- they've been a focus of technological innovation,
- they are valuable tools in rural living & heavy trade work scenarios

- they can assist in some emergency response scenarios (if there is no congestion to contend with)

Looking at the problem of cars

<https://twitter.com/RuPaul/status/1148592721994498048>



In reality, how we use cars today is *insanely* inefficient and problematic. As a transport system, cars waste vast amounts of time, space, resources, and energy.

Cars are a major source of several forms of pollution, contribute heavily to climate breakdown, and are exacerbating a global ecocidal mass extinction.

As a product cars frequently disrupt many people's daily lives. Driving contributes to many negative health impacts in humans. And cars are literally [killing us in multiple ways](#).

The ruinousness of cars

Cars cause serious harm in many ways. Everything cars need to exist and operate are costing the Earth (literally).



Most people are probably aware that cars are bad for us and the environment. Given how much we have come to use them, perhaps most aren't aware just how very bad they are.

It is not uncommon to see well-meaning environmental initiatives proclaim their effectiveness by comparing their performance to the 'number of cars taken off the road'. Like this is some kind of official unit of measurement.

Every time this is used it does my head in: Why do they not just take cars off the road instead? They will only be trying to compare one or two aspects, usually air pollution or emissions. But it is car blind to ignore the many other benefits of reducing car use.

Cars cause serious harm in many ways. Climate breakdown is one. A health and safety crisis is another. And everything cars need to exist and operate are costing the Earth (literally).

Cars are ruinous.

Cars pollute and degrade the environment



When we think of pollution from cars, we generally think about air pollution from exhaust. The growing enthusiasm for electric cars might lead you to assume exhaust fumes are the only way cars pollute.

Running cars on electricity does help with a couple of important environmental problems: greenhouse gas emissions and air pollution, but only partially for both. The process of switching to a different power source for such a resource intensive product also [exacerbates other environmental challenges](#).

Many tend to overlook the embedded carbon emissions from car manufacturing. [Carbon emissions of producing a large new car - whether electric or conventional](#) can be roughly equivalent to driving an average fossil fuel car ~150,000 kms.

Cars are also a serious problem in resource depletion - a problem being exacerbated by more complex technology, larger vehicles, and the switch electric power.

Every electric car produced is competing directly for resources that could be used to provision actually sustainable transport machinery. This distracting competition is displacing electric rail, electric buses, electric boats, electric bicycles, scooters, and other micromobility, making them all more expensive than they need to be. We should not be squandering these limited natural resources on cars when we desperately need to achieve much greater efficiencies in transport.

Experts advocate that [we need fewer cars altogether](#), and that the [planet cannot resource](#) a wholesale switch to electric car dependency.

But cars also damage our world in other, less obvious ways.

A major source of microplastic pollution and not insubstantial amounts of fine particulate air pollution (the deadly kind) comes from [vehicle tyre abrasion](#), braking, and kicked up dust. Electric cars perform worse at this problem due to being generally heavier.

Noise pollution is [second only to air pollution from vehicles](#). One in three Europeans suffer health problems from noise pollution. Traffic noise is linked to 50,000 premature deaths every year in Europe.

Cars damage infrastructure through the wear and tear of normal use. One journey in an average car is over [17,000x more damaging](#) than a journey by a heavy person riding a heavy bicycle. For the heaviest 'cars' - like a Hummer H2 - the ratio is ~350,000x. For the very largest trucks the difference in damage done is in the region of 6.8 million times. No wonder infrastructure is crumbling.

Cars are [crashed into things](#). A lot.

Many cars leak oil and various toxic polluting fluids.

Where cars go, so too goes increased littering and fly tipping.

Air pollution particulates and dust can damage paint and building exteriors.

Cars contribute to the growing [light pollution problem](#).

Cars and the spaces built for them are visual pollution - they can be a visual hazard for safety, especially for kids - and spaces for cars are by and large just plain ugly.

When was the last time you saw any tourism marketed by featuring a parking building, a congested 'freeway', or a nondescript fuel stop 'town'.

https://www.reddit.com/r/pics/comments/by1kpd/every_random_town_along_the_highway_looks_exactly/



Of course, fossil fuel powered cars are **seriously** bad news when it comes to greenhouse gas emissions. In the United States for example, cars and trucks currently account for nearly one-fifth of that country's entire GHG emissions.

Climate breakdown is the most serious threat humanity has ever faced and our dependence on cars is a major contributor to this calamity. I really cannot think of a worse thing to happen to the environment than **everything dying**.



THE PLANET IS DYING.
CAN YOU REALLY AFFORD
TO TAKE THE CAR?

Carolgreen.net

Car Blindness - Ignoring the true cost of cars © August 2019 Alex Dyer

9

Domesticated animals suffer a heavy toll from human driving. You probably know someone who has lost a pet cat or dog on a local road.

<https://twitter.com/FirstCatofNZ?s=09>



Untold numbers of wild animals also die, have ecological conditions destroyed, or migratory patterns interrupted by roads and driving.

Plants and trees are a bit of an obstacle to driving. As a general rule: where cars are - plants aren't.

Did I mention damage to the environment from fuel extraction [gone wrong?](#)



Exxon Valdez. Deepwater Horizon. Rena. Tar Sands.

The only challenge that matters is how to enable everyone to use FEWER cars. The challenge is not how to power cars differently, or figure out the [fantasy of making computers responsible](#) for safe driving. If you can't see reduced car dependency as the primary means to fix cars - you have car blindness.



Cars are making us sick

Car fumes aren't nice. We understand that they are not good for health. But with the number of cars in intimate proximity of our homes and public spaces perhaps we generally underappreciate just how very bad air pollution from vehicles is.

According to the [World Health Organisation](#), an estimated 4.2M people die prematurely from 'ambient air pollution', of which a major source is motor vehicle exhaust. Over [4M children suffer cases of asthma per year](#) from traffic exhaust pollution, which is now arguably a larger health issue than smoking. That's 11,000 new cases per day.

Air pollution from cars reduces life expectancy for thousands and is especially dangerous for children. Scientists now assert that [fine particulate matter may harm every organ in our](#)

[bodies](#). The health problems complicated by this are possibly much worse than currently understood.

If fine particulate matter in the air is hurting our bodies, it will be harming all animals breathing that air as well.

#DrivingIsTheNewSmoking



Driving cars also compromises human health by reducing daily activity and exercise for a large proportion of people. [Inactivity is a major, growing health problem](#) around the world.

Many leading non-communicable diseases - the main modern causes of death - can be [dramatically reduced by cycling](#) instead of driving a car. Cardiovascular disease, cancer, stroke, type-2 diabetes, respiratory disease, and more. This is not to say driving directly causes these health problems, but our overly sedentary lifestyles definitely contributes to complications and driving is a sedentary activity.

Driving, possibly more than anything, interferes with critical opportunities for people to move actively in our busy modern lives. It does this by eliminating active journeys by motorists and also suppresses other people from choosing to due to reduced safety in the built environment.

The substantial expense of owning and operating cars diverts money from people's budgets, - money that could be spent on healthier food and activity choices.

People lose time driving - time they could be using more productively, socially, feeling less stressed, or travelling in healthier ways.

According to the U.S. Department of Transportation Americans on average spend just under 1 hour a day operating a car. This totals around 84 billion hours in traffic per calendar year - or **9,589,041 person years**.

In comparison, the health benefits of riding a bicycle are thought to be so great that the time spent doing it is practically free. [For every minute you are cycling you extend your life expectancy by a minute](#).

And last but by no means least - road violence incidents can have life altering consequences which can impact quality of life and mental health for whole families.

Cars are dangerous

Every year around the world there are over 1.2M deaths from road violence.

<https://ourworldindata.org/grapher/road-deaths-by-type>

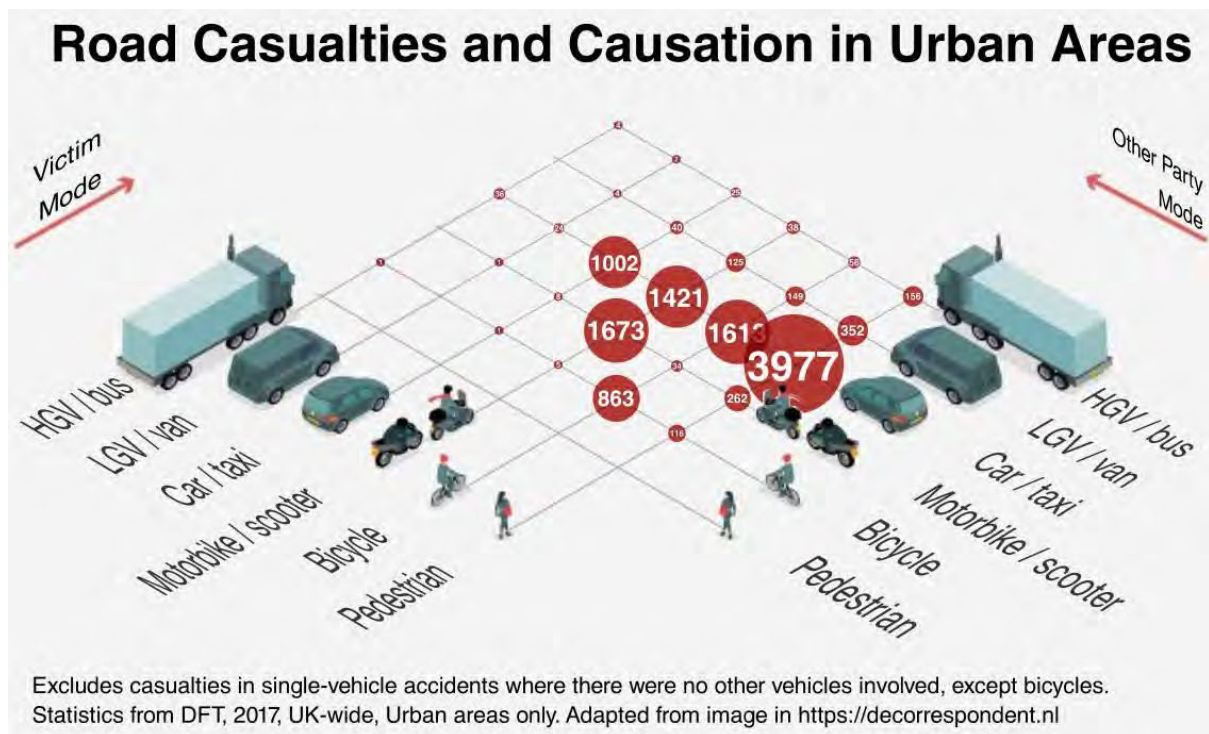
The number of people dying from road violence per year has only recently been matched by the number that are killed in gun related deaths per year in the United States.

<https://www.washingtonpost.com/news/wonk/wp/2015/12/17/guns-are-now-killing-as-many-people-as-cars-in-the-u-s/>

People walking or riding bikes are described, in road engineering terms, as 'vulnerable road users'. This is perverse. It frames people's natural vulnerability as weak, and insufficient for the dangerousness of the environment they're moving through. As if that danger is non-negotiable. It may be more constructive to classify road user types in terms of how dangerous **to others** they are.

People going for a walk, running, skating, scooting and riding bikes are all a relatively low danger to anyone but themselves. Let's call this user group: 'people'.

But cars, operated poorly, frequently put others in mortal danger. Due to huge numbers in close proximity in cities and residential areas, they are injuring and killing the most others - other car occupants and other non-dangerous travellers - especially people walking. Motorists even sometimes kill other people just sitting in their homes! Let's call heavy vehicles and their operators: 'dangerous road users'.



"Who kills whom" and the measurement of danger. Road Danger Reduction Forum UK

More and more things in our modern lives compete for our attention and this is bleeding into our time behind the wheel as well. Lately, on balance, technology seems to be creating more distractions to drivers than delivering more safety.

Oh - yeah - a full dashboard-wide touch screen with 10 apps and live-streaming videos. What could possibly go wrong?!

<https://twitter.com/martynschmoll/status/943667758272618496>

A central tenet of motoring safety systems is predicated around a notion of 'crashworthiness' - where your transport option's safety is measured by how well you and other occupants survive in the event of a crash.

Think about that: you are only as safe as **how well you crash**. Actual safety, surely, is about how well you can **avoid crashing** while travelling.



An adapted road safety billboard in Ōtaki, New Zealand.

A more crashworthy car enables faster speeds - because somehow making messes survivable means it's ok to make bigger messes?

Hence we end up with 'Top Safety Pick' awards for monstrous machines that are somehow perceived and sold as 'safer' because they supposedly perform better at keeping **their occupants** alive **when they crash**, but not how well it can avoid crashing or running people over.

And a common refrain is that the bigger your car - the safer you are. There is a speck of truth to this - but only in that it creates a form of arms race, and civilians not encased in protective mech are 'putting themselves' in danger.

<https://twitter.com/tomflood1/status/1057368837316886529?s=19>

Another downside to crashworthiness is risk compensation - where the driver feels that the amount of protection they are wrapped in enables higher speeds, less attentiveness, and higher chances of crashing.

Drivers are persistently inattentive anyway - because we are human. It's almost like humans are not designed to operate these machines at these speeds for any amount of time really.

Distracted driving is already an enormous problem. Distraction from devices is rising and may now be a greater problem than drunk driving.

Even when drivers are driving without distraction, a [study from the University of Toronto in 2018](#) found they did not look properly to check for non-dangerous road users when turning fully 50% of the time!

Cars are getting bigger, heavier and more powerful on average every year. The average car is getting heavier and larger and more people are choosing to buy 'SUVs' and 'utes' (light trucks). The total number of cars has also been consistently increasing - making already overcrowded roads increasingly dangerous.

<https://twitter.com/DanLinden/status/1065064126131646465>

People can develop a variety of poor driving habits over the years; like dangerous following distances, speeding, and [bad visual checking](#) - especially at intersections.

And drivers being human (most anyway) - they make mistakes. They can be impaired in multiple ways like the usual drugs & alcohol. But also they can be too fatigued, distracted, or suffer sudden health emergencies at the wheel.

The design of most cars and trucks impose visibility challenges - obstructing drivers from maintaining good situational awareness of the road and others around them. Especially in close proximity like dense residential neighborhoods.

The dangerousness of driving is costing all of us dearly. And that's before we even start talking about the money side of cars.

Motordom is financially ruinous

The expense of crashes alone; including emergency response, hospitalisation, surgery, recovery care, legal, and vehicle and infrastructure repair, is enormous.

While uncomfortable to boil down to money, the New Zealand Ministry of Transport estimates [the average "social cost" of a fatal crash is just over NZ\\$5M](#), over NZ\$500,000 for a serious injury crash, and a minor injury crash is nearly NZ\$30,000 per. At these figures, road violence costs every man woman and child in New Zealand over NZ\$1000 each and totalling close to NZ\$5B (~US\$3.2B) per year every year.

The average income in the United States in 2017 was \$31,786. Owning and operating an average sedan car in the US costs ~\$9,000 per year, or 28% of the average income.

Cars suck an immense amount of wealth. 85% of money spent on driving in the United States leaves the local economy. Where once cars were seen as an economic driver, they are now one reason economies are more frequently crashing.

<https://twitter.com/BrentToderian/status/872823763355656194>

Owning and operating cars is also an immense financial drain with ongoing costs for fuel, maintenance, storage & parking, sometimes tolls, purchase and depreciation, licensing & registration, insurance etc.

Even the cost of the cost of cars is a massive, ugly problem, which has already covered pretty well by this guy:

https://youtu.be/4U2eDjnwz_s

Cars are forming their own financial crisis - 'The GCDFC' if you like - The Global Car Dependency Financial Crisis.

Cars are possibly [the worst investment](#) too many people make. You never expect to make money on cars, instead you grit your teeth and hope you don't lose your money to cars too fast. Or your life!

Vast amounts of public money also pays for motoring infrastructure new and old..

When cities invest in other transportation options - which **makes driving easier and safer for those still driving**, some who are car blind remain vehemently opposed. It's like they **want** the next generation of residents indebted for one or two rejigged intersections, or a new tunnel,



Mt. Victoria Tunnel. Wellington, New Zealand.

... or a couple of extra traffic lanes to make a particular stretch of driving a few seconds faster - until it all jams even worse.

[Induced demand](#) is one of the most basic principles behind traffic planning. Yet the well documented adverse consequences of building more and more roads for cars seems to go out the window of many local authorities intent on 'fixing congestion', and 'saving time' for people driving expensive cars.

When all the investments of time and money, social and economic costs are boiled down cars deliver very little value for money. They effectively slow us down. [The real speed of driving cars is just 5.9kph.](#)

As [Brent Toderian says](#) - 'Let's be honest - let's put all the information out there about what things cost, and what different ways of getting around cost or save the public purse. Let's have that conversation.'



The problems that result from an excessive reliance on cars are many. It is not a case of trying to mitigate one or two of these problems. Cars are ruinous. They are damaging, degrading, dangerous, unhealthy, exclusionary, expensive, and inequitable and more.

At what point does a product, which has such deleterious side effects go from being problematic to being the problem?

Cars have always been problematic. Given the level to which society has normalised their use, it seems we seem stuck trying to solve their side effects and barred from seeing the real promise of alternatives.

Ever since cars were first marketed motoring interests have striven to convince people that their adverse consequences were worth the 'free' movement they enable. The adverse consequences are good for business.

And this perilous illusion is still working; many people are still passionate about cars and remain convinced they will continue to enjoy a dominant place in mainstream culture.

Many of the ways that cars degrade everyday lives don't even factor in any official monitoring. We have normalised the downsides, and externalise them as some immutable price of 'modern progress'.

Car blind society

People, kids, and politicians make sacrifices and concessions every day to smooth the road for cars.



Memorials at the site of a crash north of Wellington, New Zealand where Gary Smith, Craig Hempopo, and Raumoia Tamoia died in July 2001.

Car blindness affects our lives in many indirect ways. The undesirable side effects of cars have been normalised for so long that they seem invisible to most.

It is normal to smooth the road for cars. We wait to cross streets. Public transport stuck in private congestion is normal. It is normal to walk along wonky footpaths sculpted to make driveways smooth. It is common to expect the law to go easy on those involved in traffic violence incidents. We accept spending unimaginable amounts of collective, intergenerational wealth building and maintaining roads.

Many modern societies prioritise driving cars over keeping people healthy, or cities functioning smoothly. Somehow we have got to a point where questioning the continued use of cars has become off limits. The widespread over reliance on cars in modern society means we are practically going nowhere.

Driving worsens walking

Before cars, most people walked for a majority of journeys in cities. Some used horses, some bikes, and there were some trams and trains in larger cities. This was a big problem for car manufacturers because people riding and walking everywhere meant there was little clear space for their products to exploit their primary value proposition: getting around 'fast'.

Enter cars, and the drive to secure the purpose of a road to that of manoeuvring motor vehicles instead of people. The motoring lobby invented the notion of 'jaywalking' - that you were stupid if you didn't know exactly how and where to cross the street in such a way to make driving easier for motorists. Through the 1920's & '30's, pedestrians (people) went from the most important to the least important road user. This is so, in pretty much most cities, to this day.

Pedestrians must beg and wait to cross a road, and hope they're fast enough to get over the motoring chasm when the little green man finally permits them to move.



Wait! Do not cross

In areas with dense motor traffic, it is not uncommon to see intersections designed to make people cross three times to get to the nearest side, because making crossing convenient for people on foot would ever so slightly inconvenience people driving cars.

Large or busy roads have often destroyed dense, close-knit communities and walkable neighbourhoods in cities all over the world. This is historically a prevalent occurrence in city areas with poorer communities and ethnic minorities.

Once abundant footpath space has shrunk dramatically over the last century and is now frequently cluttered with signage, poles, and more infrastructure for cars. Lately electric car charging units are built taking up footpath space, for example.



Electric car charging station. Wellington, New Zealand.

People riding bikes, scooters, or skateboards or new forms of micromobility would for the most part rather not interact with dangerous road users. Cars worsen safety and comfort for all these travellers. They often seek refuge on footpaths.

The then needless confrontations that result with people walking should highlight a problem with the whole road design. If cities truly valued non-dangerous and non-damaging ways of moving around then public space and infrastructure would cater to these uses first and foremost.

<https://twitter.com/RobinMazumder/status/1116083716760244228>

Parking cars on pavements is so prevalent in some places that most people hardly give it a second glance.



Heck! Hek Tiling— did you HAVE to park there?

Footpaths in central districts of cities are commonly too narrow and can cause [pedestrian congestion](#) which has a negative economic impact.

Car centric planning often results in the mad idea that the only reason people driving cars are ever delayed is because they don't have quite enough space. So they add more lanes. Streets get wider, which makes crossing more stressful and dangerous, especially for more vulnerable or slower people.

The prevalence of cars is arguably suppressing many from walking more, either through habitually using cars or through deteriorating the walking experience. New Zealand currently has the highest rate of car ownership in the OECD. Health researchers are pressing the importance of the South Pacific nation to [reduce car journeys by 50% by 2050](#).

Cars kill cities



Cars have got it good. Ever since cities were hoodwinked into incorporating cars like an essential component of some unavoidable utopian future, generations of governments and institutions have been perfecting the capability to build roads.

It's still happening. The next techbro trends we are being coerced into are ['self-driving' cars](#), [flying cars](#), and, perhaps the silliest of all; [dedicated car tunnels](#) for the super rich. Not that these developments are new ideas. These projects are business as usual for the business of motordom.

Backers of autonomous car technology are already indicating the insidious need for further concessions of public space for their systems to work. A perfectly predictable transport corridor makes machine driving a much, much more achievable proposition.

Now... where do we see proven predictable transport corridors already?



For over a hundred years there have been more efforts focussed on enabling cars to move through cities than to ensure the city is a [pleasant place for people](#) to actually be!

In many cities it is cheaper to [store cars than it is to house people](#). Unless perhaps you're [living in a car](#), the affordability of housing is [severely compromised](#) by so much valuable land storing cars.

Many roads are engineered for daily peak traffic volumes. This means we have roads which are larger than needed for 90% of the time. The excess space is then almost completely unproductive for other uses.

Cars suppress economic activity and performance in downtown city centers. People who operate and fund a car dependent lifestyle generally have less money to spend on other goods and services. Fewer private heavy vehicles can access shopping places than can people on foot, bike or public transportation.

Take the London situation. Shopping areas with car dominated streets are missing out on huge opportunities to boost their economic success.

<https://twitter.com/awjre/status/1161651865068744704?s=19>

Other economic measures such as productivity and happier, healthier employees are also underperforming compared to city centers prioritising cars last.

Businesses trying to attract car dependent customers have often relocated to purpose built [shopping malls and big box shopping](#) centres. The irony of a dedicated place to shop completely separated from dangerous road users that you have to drive to.

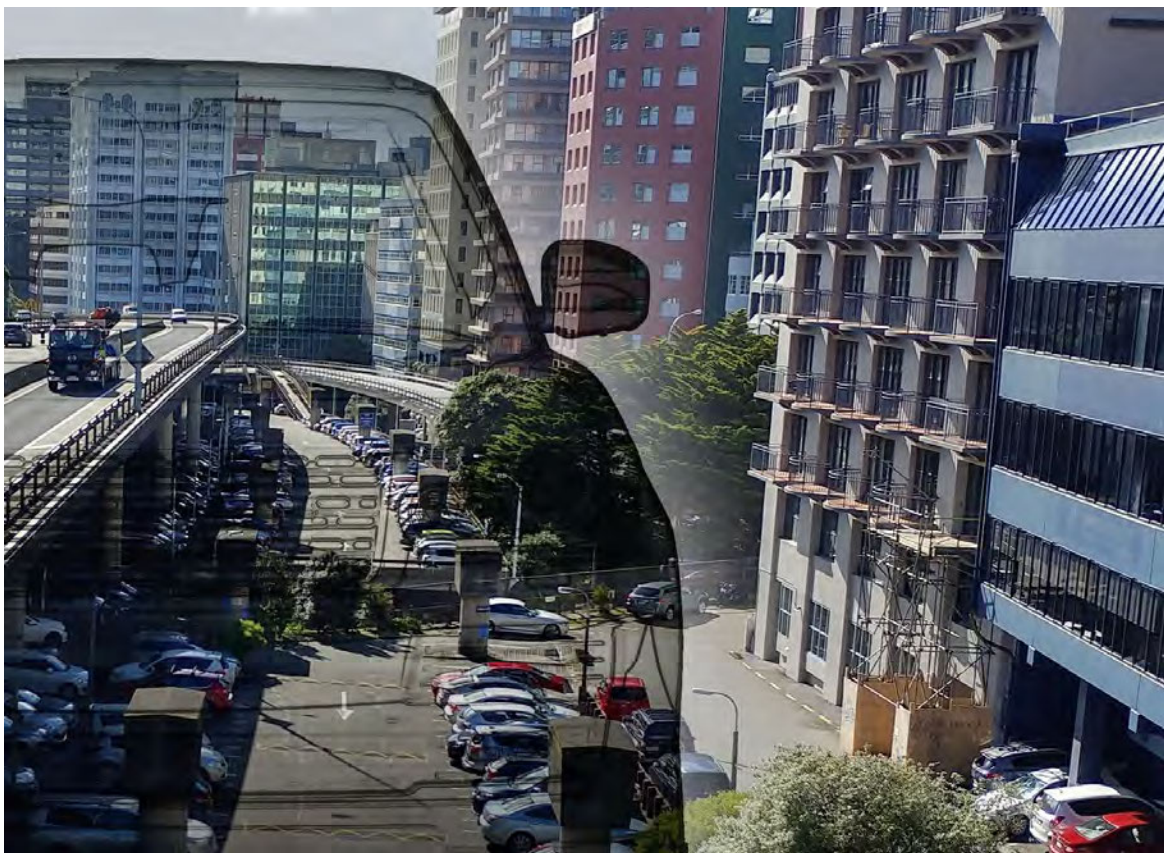
Reminds me of the strenuous plight of the car blind who drive ([or are driven](#)) to the gym to get some exercise...

On the surface, so to speak, roads seem pragmatic as they can be utilised by multiple traffic types - or 'modes'. This could work if each mode were carefully designed and regulated to co-exist safely. But that is not what has happened at all.

Instead most roads are violently dominated by cars at the direct expense and viability of accessible, healthy, economical, and sociable modes.

Many cities are engaging in projects like protected cycleways etc in another attempt to contain motor vehicles. These are an important development, but are only needed to continue accommodating large volumes of cars. It would be even better to just reallocate streets as people space and practically exclude all cars.

Cars have seen roads homogenized for use by heavier vehicles. It's 'one-size-fits-all' no matter how big your vehicle. This exclusion of humans who are not encased in armoured mech is the antithesis of what cities should be.



Even much space built for people is terribly compromised by cars. Driveways cut up footpaths, slip-lanes speed motorists around intersections, and many other details can

make streets dangerous, uncomfortable, and unhealthy for anyone not encased in crashworthy hi viz metal exoskeletons.

Thankfully this dogma is being retired in many places around the world. Many cities are reclaiming healthier identities as places for people. They are beginning to reconnect people and communities, and to see that cars detract from this far more than they contribute.

Cars pervert land use



Public parking nestled between a hospital and school in Newtown, Wellington, New Zealand.

The way we design cities has been upended by the advent of private automobiles.

Civic leaders routinely rubber stamp unhealthy urban sprawl on the premise that everyone will just drive cars further and further.

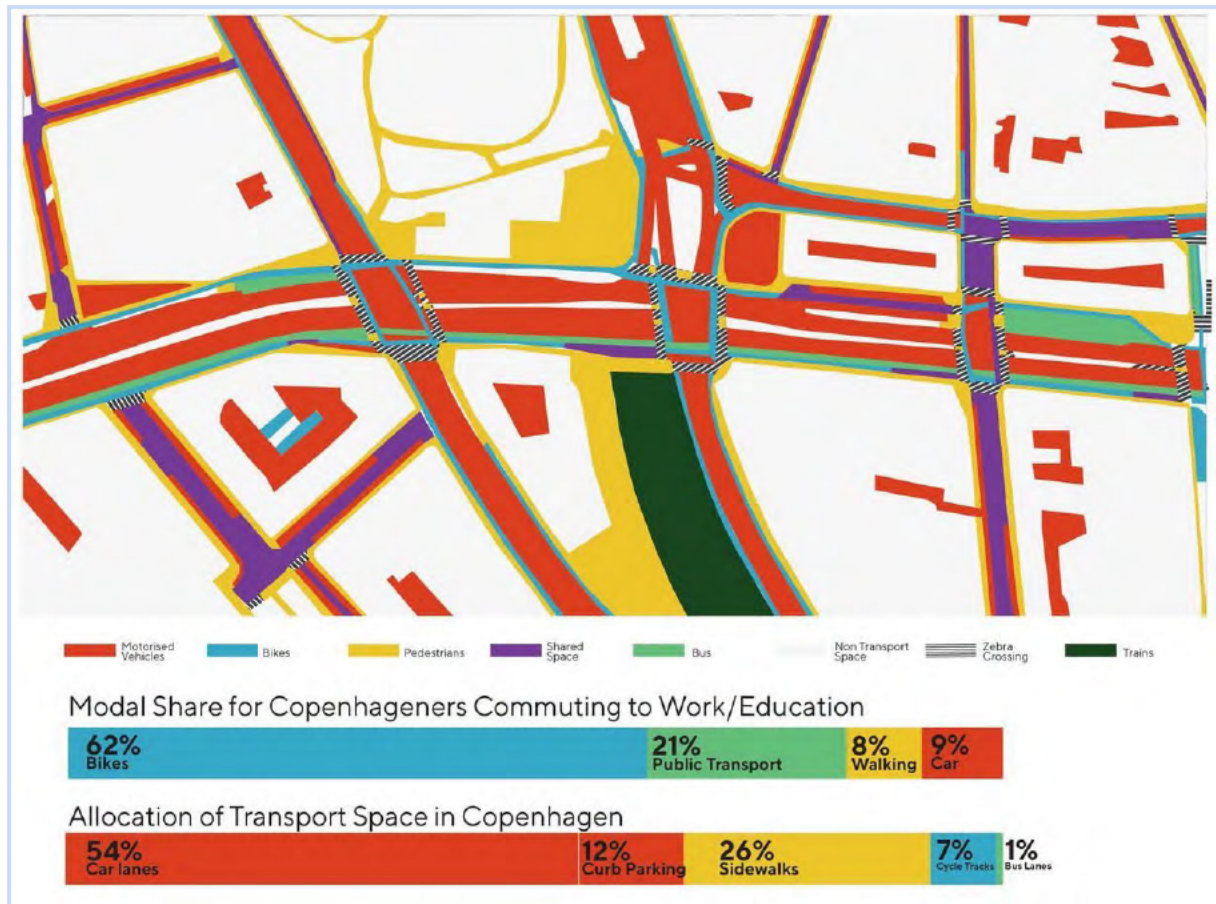
It's almost as if we need a new name for large car dependent sprawl. These areas should be called something other than a city. I propose 'petropolis': the outer area of urban development beyond accessible metro public transport.

On-street parking is often viewed as being free (it's not!). And much off-street parking is highly problematic. Parking buildings are expensive, ugly, and induce people to drive.

When urban designs are optimised for motor vehicle journeys it changes our land and makes places unhealthy. A car dependent petropolis is obesogenic. It keeps people less active by making almost every activity entail multiple car journeys.

Much business has been optimised for customers who drive or drive in, pushing up the cost of their products, even as they court customers who have less to spend (the petrol station took it!).

Even the world's best cities for active travel still have an inordinate amount of space dedicated to private motor vehicles.



Allocation of space by mode in Copenhagen. From 'Copenhagenize: The Definitive Guide to Global Bicycle Urbanism' by Mikael Colville-Andersen

Many districts have harmful '[minimum parking laws](#)' enforcing the provision of car parking in developments, which in some cities take up to 30% of the available space.

Many cities suffer disconnection from inner city mini-motorways - space being used by people who are not spending time there while creating barriers to people who are.

The excessive space requirements of cars destroys and suppresses opportunities for people in a city in order to allow other people to be somewhere else. There are few more [destructive changes](#) in land use in 'cities'.

Too much tarmac and concrete road surfaces cause havoc with water drainage and soil health, causing heat islands, pollution, and surface [flooding](#), and putting undue pressure on expensive stormwater infrastructure.

Why do we keep doing it?

Car dependency compromises civics



Lawmakers, politicians, and law enforcement have been strengthening car dependency and people, animals, and the environment have been absorbing the growing adverse effects.

Many laws and enforcement policies make it seem like the adverse effects of cars is just the way life is.

[Car centric laws](#) all over the world enshrine roads as vehicle-only spaces and you are breaking the law by 'jaywalking' across it instead of moving through it in a sanctioned device.

https://twitter.com/greg_shill/status/1148551082353799168

Who isn't familiar with cases of light sentencing of driver infringements?

<https://twitter.com/ormondroyd/status/997561246277885954?s=19>

Some chronically car centric places have laws to punish people who ride bicycles without wearing plastic hats. In New South Wales, Australia, you can be fined AU\$330 (~US\$235) - if you're not wearing a helmet while cycling. But if you're caught speeding while driving your car: penalties conveniently start as low as AU\$119 (~US\$85).

Decision makers at every level are potentially compromised by car dependency.

When it comes to financial activities of public representatives there are often robust processes to provide transparency of spending interests. But there are few requirements of politicians and officials to declare any biases they may have towards how people get around.

This is a problem because people making decisions about how other people travel may effectively have a conflict of interest.

[Well-meaning representatives](#) who want to see change can face enormous push back from car dependent citizens stuck in car dependent environments.

Politicians love spending loads of public funds on cars and roads, and then strangely have little left to spend on other critical public needs. Political hopefuls often sell wider highways, tunnels and other expensive motor infrastructure to help them get elected.

The motoring industry has historically put a [lot of effort](#) towards the car blindness of decision makers.

We are terrible at judging just how expensive the ongoing maintenance of [infrastructure](#) will be.

The insurance industry is optimised for people to smash cars into things, and each other, and get them back behind the wheel as quickly as possible.

Renewing most driving licenses seems to be solely concerned with keeping an identity card up to date more than anything to do with safe driving standards. Aside from professional grades of license; renewals rarely involve any practical re-testing.

The language of car blindness

Even much everyday, common language normalises car culture.

Road violence incidents are routinely called 'accidents'.



Via crashnotaccident.com

We say 'drive safe' unironically - even as loved ones launch themselves into choked streets at dangerous speeds.

We say: 'hit by a car' - which is seriously daft because *cars* don't actually 'do' anything of their own volition! They are machines. They have no independent agency. Only drivers hit *with* cars.

We say: 'you're brave for cycling' - as if cycling is a dangerous activity, while the oppressive presence of dangerous heavy vehicles is overlooked.

People crossing the road in cities in not the exact place, time, and manner that best befits motorists are called 'jay walkers'. A derogatory invention courtesy of the early motoring lobby from the United States of America.

https://youtu.be/-AFn7Mijz_s

The language of car culture is also reflected back at us from mass media content. A recent [study of articles](#) from multiple American news outlets revealed patterns of language that consistently minimised the responsibility of motor vehicle drivers, while non-dangerous road users are often blamed for their own demise.

The study also found that reporting language also consistently frames road violence as isolated incidents and rarely drew any attention to broader systemic problems behind crashes.

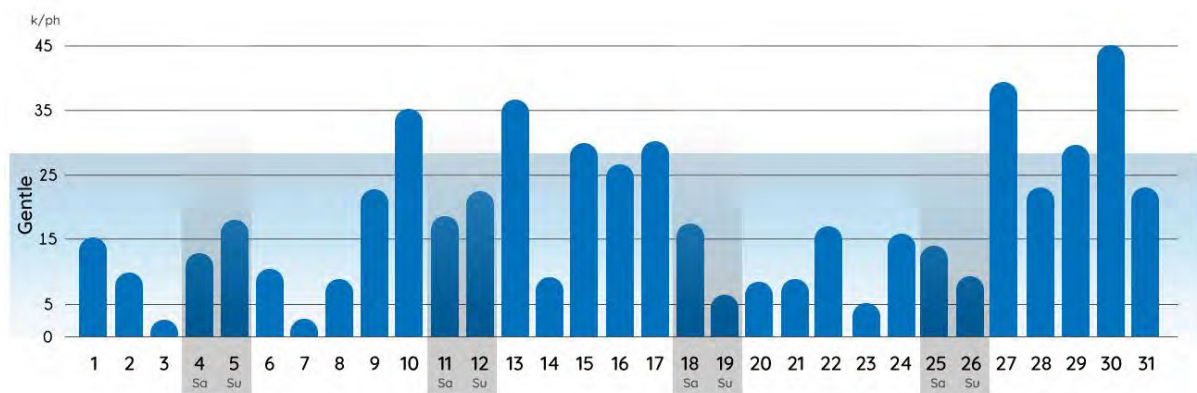
And none of the articles analysed consulted with planners, engineers, or road safety experts.

Cars are routinely marketed to appeal to our emotions and divert attention from their ruinous impacts. There are laws banning the advertising of cigarettes. [Why not cars?](#)

Being killed in road violence nowadays seems like an unfortunate, but inevitable cost of living in today's 'modern' world. There's nothing you can do. It's another 'price of progress'.

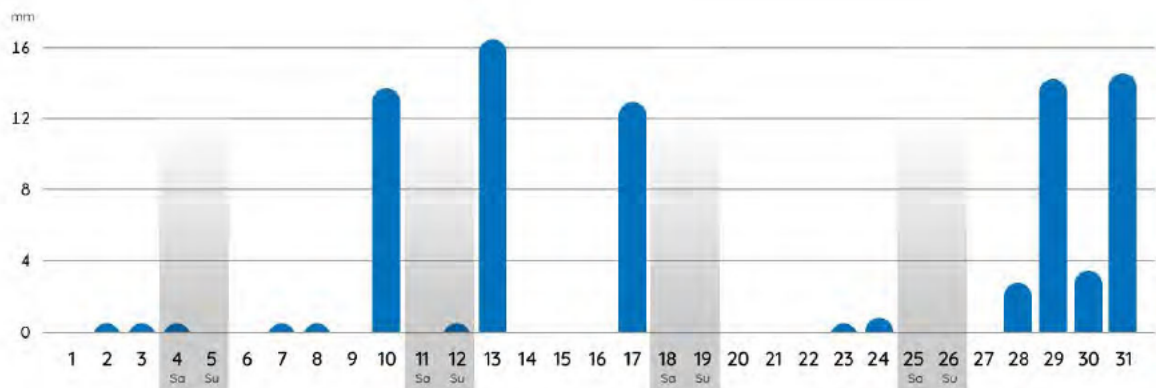
The weather is a frequently used excuse people use to justify sheltering in cars. But the [weather is not the barrier](#) many apparently think it is.

Take Wellington, New Zealand, for instance, a city known to be sometimes windy. The number of days where the wind is actually prohibitive to travelling without a car are quite rare, and the number of times you might be caught out in really bad conditions are easily worked around.



Daily average wind speed in Wellington, NZ for May 2019 - NIWA

Overall, the average wind speed in Wellington is generally light in anyone's books at 18.8kph. Depending on the direction of your journey, and especially if you're riding a bicycle, the wind may also be quite an advantage as well!



Daily rainfall levels in Wellington, NZ for May 2019 - NIWA

When good infrastructure enables people to easily go where they want by foot, bike, bus, etc, the weather is rarely a barrier. Cars consuming too much public space at the expense of safe clear streets really is though.

https://twitter.com/MamaMoose_Be/status/1162286172149833728?s=19

#CarBlindness



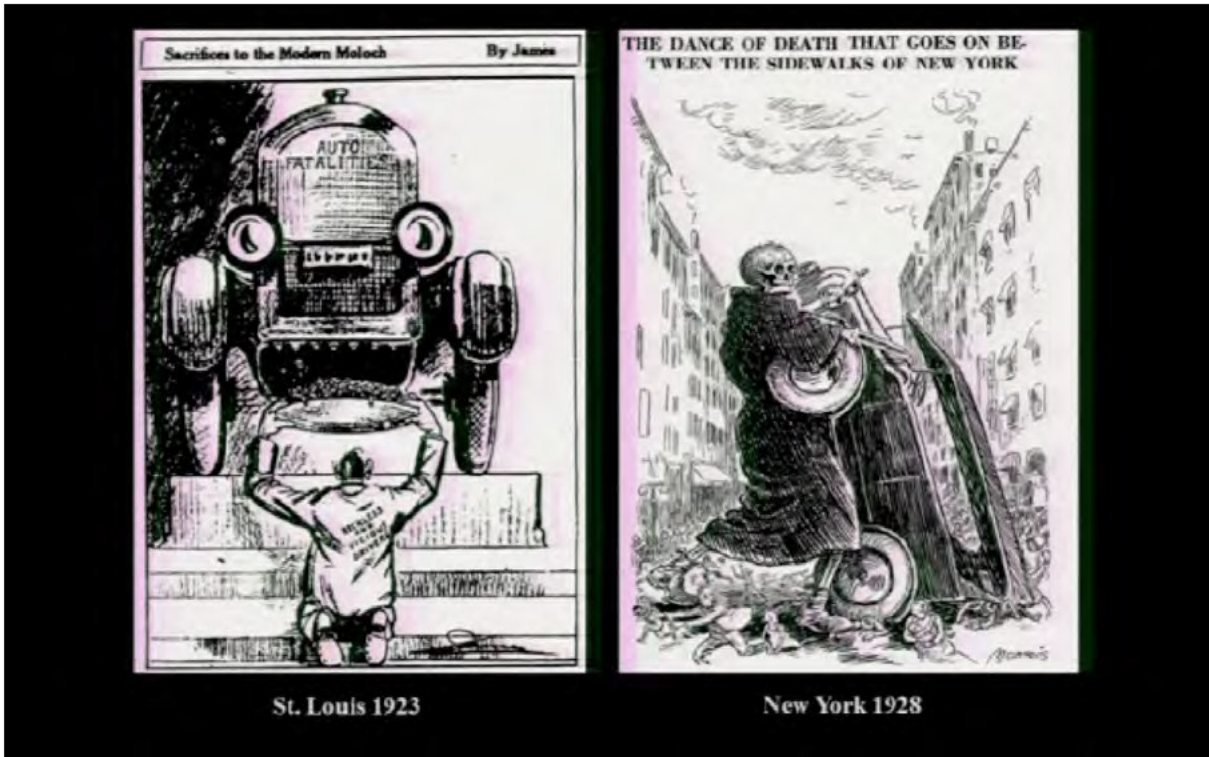
Car centric lifestyles are hard to escape from in places optimised to move cars, even if you desperately want to. Lots of people make many concessions, big and small, which are unnoticed and unaccounted to uphold the ability for some to drive conveniently.

While there are many ways we may improve towns and cities, one of the biggest opportunities lies in changing how we move around them. This shift won't happen by itself. It will only happen when more people denounce the failed experiment that is universal car dependency.

Public transport, walking, cycling, and micromobility are transport options which are true beacons of freedom for most. Greater provision to make these convenient will enable healthy and happy, people-focused modern societies.

With decades of technological improvement behind them, cars are still dangerous and disruptive, and don't come close to delivering a positive return on investment in the transport mix in cities.

It's not like people haven't tried to repel cars from cities in the past. When cars began invading cities early last century, the majority of citizens desperately repelled them.



St. Louis 1923

New York 1928

Newspaper cartoons from 1920's America as appears in Fighting Traffic: The Dawn of the Motor Age in the American City (MIT Press) by Peter D. Norton

Today, car blindness appears semi-ubiquitous. Some car owners identify strongly with their cars. They might consider them an integral part of their culture and identity, and become defensive of the smallest criticism of motor vehicles - as if they're some sort of law of nature or a fifth limb.

The inhumanity of car dependency

Chronic car dependency has created places that do more to serve the needs of cars than of people.



Please Mr Motorist watch out for me? 1937

Our reliance on cars has affected cultural norms. Where once 'death machines' were (rightly) vilified and shunned, now it is a cultural tinderbox to criticise even one aspect of cars at a time.

<https://twitter.com/BrooklynSpoke/status/1127689708488790016?s=19>

'Developed' societies have embraced a car centric model predicated on diminishing and sidelining many basic human needs. Many sacrifices are made but hardly noticed.

If we actually consider the daily efforts required by individuals and groups to enable people to drive cars, they really start to look anything but convenient.

Car dependency is precarious. The level to which driving has become habitual for many, means we are very badly positioned to function well without them. It's like we completely erased the wake up call that was the oil embargo crisis of the '70's. If the same crisis were to happen again (which the climate emergency should be treated as) it will be very painful to adapt quickly.

Over-reliance on cars takes a toll on humanity. We have normalised their pervasive presence so much that we now find ourselves living and working in places that do more to serve the needs of cars than of people. Cars demand more of people than the benefits they provide.

Overcoming car blindness and reducing dependence on driving can help us to reconnect with nature and the human condition and boost our health, happiness, and resilience.

Cars & kids don't mix

A common refrain you may hear from new parents: 'Now that we've got a kid we *had* to get a car'.

Now, cars can be convenient for transporting little ones. But why are children driven in cars so much? Some reasons are not simply about convenience.

The poor safety of the built environment is one. Getting around safely (without a car) is persistently compromised by heavy traffic.

Parenting in a car dominated built environment can be hellish.

Keeping little kids away from cars is a very demanding job. You can't allow toddlers out of the house, into garages, onto driveways, or anywhere there are cars around - **which is everywhere!**

It is a little less stressful to live in a fully fenced property knowing your wee ones are less likely to 'escape' onto the road.

When they can walk, children are usually so small that motorists cannot see them over the bonnets of parked cars. And kids have a hard time seeing past those same parked cars while they are learning to look before crossing.

<https://twitter.com/schmangee/status/1149024682055786496?s=19>

As a parent, there's a persistent anxiety of hoping your kids survive the walk to & from school each day - if you even let them.

And when they do get bigger you become a private taxi service until your teenagers start getting lifts from friends who are (inexplicably) allowed to operate heavy machinery at speed in public.

Having pleasant road trips with kids seems fantastical too. Car seat compliance, various food & hydration paraphernalia, motion sickness, faffery, and general in-car pacification are torturous. And you're sitting in direct earshot of an inconsolable, physically restrained passenger who isn't getting their way and you can't pull over until the next exit which is 17 minutes away.

So, as a passenger, you try to help by turning around to retrieve a soft toy stuck under your seat and put your back out in three places and still don't reach Poochy, making the poor dear (and you!) scream even louder for the remaining 15 minutes until the exit finally arrives.

And because the vast majority of public space in the immediate neighbourhood is wholly inundated by parked cars and speeding cars, it becomes your duty as a parent to freight your energy laden kids, by car, to a designated playground, an empty sports field, some piece of nature that is an hours drive away. Or you have to pay to access some tired and sticky bounce-nation trampomatic-gym-zone inflatable-castle play-space-barn in some shed in a big box retail complex only after playing an impromptu game of life & death dodge-ems in a hostile expanse of melting tar seal car parking accessible via a labyrinth of urban motorways.



The number one cause of death for children and young people aged 5-24 in the United States of America is road traffic incidents.

In Australia it is top for 1 -14 year olds and 2nd for 15-24 year olds.

Children die locked in seats in cars in lethally high temperatures.

Children die being reversed over in family driveways. We mandate fencing of pools to prevent drowning. Why is driveway fencing not mandated?

Children die under heavy vehicles while walking home from school.

Children are killed in high speed collisions.

Cars are also invariably a factor in many stranger danger incidents, and are a common tool used for abductions.

Being driven around is just not good for kids either.

<https://twitter.com/AxleRyde/status/840502369607532544>

Too many cars clogging up city streets suppresses kids walking or cycling to school. In an unwelcoming, frequently unsafe environment and with a seemingly habitual compulsion to combine trips sees parents ending up driving them, worsening conditions further for those still car free.

All of these reasons have played a big part in [reducing kids' freedom](#) and damaging their development. Just two generations ago it was not uncommon for kids to play outside with friends and engage with their communities within a multiple kilometre radius of their homes. Today, in most places, that area has contracted heavily.

School crossing attendants should not be a thing. Kids working as crossing attendants to enable motorists to drive past schools at the worst possible time is a sad symbol of car blindness.

Perhaps cars should not be driven near schools. At the very least; children should not be required to smooth the passage of dangerous road users just when the most children are moving around in residential areas.

Driving is anti-social

When you encase yourself in a car it is hard not to distance yourself from the world. To exclude others. Sadly, that's also what a lot of people like about them. They are isolation chambers.

They are a slice of personal space & shelter as much as they are a tool for travelling. It has become a common first world modern comfort. But why do we crave this separation, and what are the downsides of this social disconnection?

Cars are more effective at [excluding and divorcing people](#) than they are at strengthening communities. In cities, being closer together and having convenient things is kind of the whole point.

Cars do support people connecting across longer distances, but only at the expense of disconnecting people in communities being driven through.

In general people living with high car dependency have lower real world social connections than people living in dense neighborhoods. People isolated in vehicles forego serendipitous encounters that may have occurred had they been getting around by other means.

Isolation in cars may also produce poorer connections between socioeconomic and cultural communities and contribute to bigotry and racism.

People without cars in a car dominated city are disempowered. Families, children, and older people are disadvantaged if they don't have access to a car or someone with a car. And once you do depend on a car - [losing access to one](#) can be a terrifying prospect.

Cars are also used as social status symbols - depending on how new, big, expensive, powerful, or shiny your wheels are. While seemingly innocuous, this symbolism isn't so much of an issue as the very real economic disparity being highlighted. A predilection for expensive private cars is symbolic of a celebration of socioeconomic distance. It is fairly poorly veiled classism.

Big car-centric roading projects are frequently promoted as a panacea - promising 'time savings' and 'fixing congestion', when in reality, they are socialism for the wealthy.

[Elite projection](#) is designing and building a world that a rich minority might imagine would work best for them and that such solutions must be the answer for everyone. These visions are invariably at odds with providing realistic, scalable solutions. They are often unrealistic, inaccessible, unscalable, and unsustainable. It would be like thinking the solution to crossing a river every day is to retain a helicopter and employ a personal pilot instead of just building a bridge that anyone could walk over.

Many private vehicles are designed and marketed to appeal to toxic masculinity.

<https://twitter.com/BrooklynSpoke/status/1160969687091597312>

So to be into car culture you have to be rich enough, and skilled enough, and tough enough. And if you can't step up then there must be something wrong with you.

And who hasn't experienced the anti-social posturing of someone behind the wheel absolutely losing their shit.

https://www.youtube.com/watch?v=mZAZ_xu0DCg



Dehumanising 'others'

A recent [study out of Monash University](#) has found that more than 50% of motorists think 'cyclists' are not completely human. This is just the latest recognition of a widespread marginalisation and out-grouping of non-motorists.

Another form of dehumanisation is found in 'concern trolling' - having disingenuous concerns for people not in cars and thinking up various misplaced ways to 'fix their vulnerability' while never looking at the real sources of danger. A clear car blindness symptom.

Because we agree killing and injuring is wrong, yet without acknowledging cars as a dangerous problem (car blindness), we attempt to 'protect vulnerable road users' by applying similar 'safety' methods used for car occupants. We cocoon them in plastic hats, bright clothing, reflective paint, armour, air filter masks etc.

<https://twitter.com/AxleRyde/status/1152031545554698240>

Occasionally some communities provide little flags for people to wave while crossing the road, and tell pedestrians it is their job to ensure their visibility.

<https://twitter.com/shaunabrail/status/1140243763597578241>

People are then expected to 'share responsibility' for the safety challenge (of cars) - even though people walking or riding bikes contribute an infinitesimal amount of danger compared to the inertia of a private urban tank.

People not cocooned in cars should also ensure that they make eye contact with people at the wheel. Even if they can't see through the glare of the widescreen or the A-pillar to the driver ensconced on their phone playing their favourite game.



Lollysweet Mega-Jewel Squishsplosion - Generations: The Reckoning®.

All these car blind attempts to improve the safety of non-dangerous others are really only thinly veiled victim blaming.

Non-dangerous road users are dehumanised through the lack of care and investment given to keep them safe and make their journeys comfortable and enjoyable. Their journeys are 2nd class.

Sometimes footpaths are not even built in highly car dependent and car blind areas. But at least when they are, there is usually a physical separation involved. People on

bicycles usually get nothing, sometimes get paint, and extremely rarely get physical separation.

At its best 'paintfrastructure' makes those already cycling slightly safer. Done poorly, it doesn't help much at all (see: [sharrows](#)) and is effectively just signage to remind motorists that people on bikes do exist.

Painted on-road bike lanes are often exactly where parked cars' doors are opened. And this style of bike lane also tends to [decrease the distance of passing motorists](#).



Inferior provisions for people riding bikes such as this are also called: 'door zones', 'murder strips', or 'bike lames'. I call it 'paintfrastructure'.

Unfortunately, there remains a faction of cycling enthusiasts who subscribe to a 'share the road' mentality. Known as '[vehicular cycling](#)', its car blind proponents think riding bicycles amongst dangerous heavy vehicles should be the norm. For all ages & abilities.

It is a strategy that car centric planners have historically found quite agreeable. It is like the Stockholm Syndrome of vulnerable road users. They have come to embrace their tortuous masters.

Decades of car centric city designing has suppressed bike riding for [many segments of society, most notably women](#).



Carolgreen.net

Car Blindness - Ignoring the true cost of cars

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And the rise of car dependency in cities has historically displaced many communities of minorities and people of colour in the name of 'gentrification'.

While on the face of it 'sharing the road' sounds like a logical maxim - 'Why can't we all just get along?' - the reality is that [it suppresses people from travelling in more sustainable ways](#), and can end in serious injury or death.

Even when nobody gets physically harmed, sharing the road with heavy vehicles can be traumatic. Close passes, or '[near misses](#)', can leave people on bikes swearing off riding ever again.

The unappealing prospect of riding a bike amongst heavy traffic is mockingly referred to as ILOH - or '[Insert Loved One Here](#)' (make your own!).



The doorzone along Island Bay Parade before a kerbside cycleway was built.

So, with such a hostile road environment where, as a non-motorist you're expected to not get yourself or your children killed by ensuring **other people, who may not even be looking** can see you and do look for you, and by being expected to prepare for crashes with heavy vehicles - is it really any wonder why many car centric modern cities suffer widespread, chronic car dependency?

#BreakCarCulture



Cars are just plain old hard work

Owning and using cars really isn't as easy as the marketing promises. Cars require a surprising amount of work to make them seem convenient.

Car centric infrastructure has made cars seem convenient, but everything else about them takes blood, sweat, tears, and (for most) recycled ancient dinosaur fat.

There are a bunch of basic barriers of entry. To use a car you must:

- learn road rules
- gain driving skills
- licence your driving ability
- buy a car (becoming less required, slowly)
- licence your car
- register your car
- insure your car and your driving
- fuel your car
- maintain your car
- wash your car (you don't *have* to do this one - but if you don't you may be frowned upon)
- clean your car (the inside version of the point above)
- store your car (and often pay a lot for this) wherever you go
- Store your car where you live
- pay all the speeding and parking fines
- try to not kill anyone

There can be quite a lot of mental overhead administering car ownership and maintenance. Car maintenance can be seriously expensive.

Motion sickness from travelling in cars is not uncommon.

Driving requires superhuman attention to do safely.

Being mentally sturdy enough to put up with babysitting a parked car or zen enough to transcend seemingly endless bogs of congestion as a daily ritual is beyond the patience of many.

Being dependent on a car also has the insidious effect of making other ways you might travel seem daunting. Cars and the marketing behind them play into your self doubt, telling you you'll have a terrible time if you don't drive, and you'll most likely fail, or you'll be a loser. Car companies and their marketers are expert gaslighters.

Car blindness is no accident. It is an ingrained, structural ignorance. After all - you must choose driving for car companies to be profitable. It works for their business that people ignore and normalise all the downsides. That children lose out on so much. That we miss more social opportunities. That we dehumanise and out-group non-motorists. That individuals sacrifice so much to own and operate cars.

Towns and cities should work for people. Machines and transportation should work for people and the planet. Cars are mainly working for the corporations profiting from them.

Let's reclaim the built environment for people. Let's look to an independent future. A healthy, human future.

But many people can see the problems. People across the world are recovering, slowly, from car blindness.

Visionary, pragmatic cities around the world, such as [Amsterdam](#), [Copenhagen](#), [Barcelona](#), [Oslo](#), [Paris](#), [Madrid](#), and [many more](#), are realising the immense benefits of new mobility options and infrastructure, and are rapidly eroding the dominance of private motor vehicles for their residents.

The promise of a better world

If we want cities to work better, if we want healthier, happier lives, and human life on Earth to continue in some level of comfort, we need to see past the motordom zeitgeist. We should be moving past using car technology in such wasteful ways. We must urgently realise a new world with transport options that work for people and the planet.

Cities and towns are meant to strengthen human social connections, enhance economic efficiencies, and promote well-being and community. Communities thrive in cities where the built environment is designed with people in mind. Public spaces should be universally accessible and as safe and inclusive as possible. Roads are public spaces.

We have a responsibility to tread lightly on this planet for ourselves and future generations. Travelling in sustainable ways - *literally treading lightly* - is a powerful way to

do this. By building healthy mobility into our lives we can be wealthier, safer, and happier.

In this wondrous, modern age it is common to perceive cars as a normal, functional transport option - that we are living one step away from a futuristic Jetsons-style utopian futurama as promised in world fairs of old.

But the real promise of a better world lies in truly appreciating what makes our lives and this world healthy. Sometimes this means reassessing technology that was once attractive, and finding more appropriate ways to utilise it.

Vision for the future

The good news is, choosing to travel differently; walking, public transport, or on a bike etc, can (if well provisioned for!) become as familiar and habitual as some find driving. They may present different challenges to driving cars, but many perceived barriers are just about **forming new habits**.

Becoming familiar with healthier travel choices can eventually make being car-free more convenient for many, and a whole lot more empowering, enjoyable, and life affirming.

Car free journeys are no longer the preserve of walking, public transport or riding bicycles either. These are still the champions, but there is an explosion of innovation happening around the world.

Everything is getting smaller and cheaper, and electrified and shared. It is called micromobility.

<https://twitter.com/oliverbruce/status/1134418057600745472>

In the not too distant future, owning a car will seem quaint. Archaic. And excessive - unless you have very particular mobility assistance needs.

Journeys of all kinds will be enabled by shared and connected transport systems - known as Mobility as a Service. This is already a reality in some progressive cities.

<https://medium.com/@paulaaronmeister/what-is-mobility-as-a-service-5ac24e0e7937>

Healthier, cheaper and accessible means of moving about is achieved by having public transport and space that is safe, attractive, and accessible. The rewards are not just about how we move either. Having more open spaces, seating, trees and nature, less noise, more freedom for all ages and abilities are achievable goals for city living. The main barrier to providing these rewards is: cars. Too. Many. Cars.

#CitiesForPeople

NEXT
WEEK
TOMORROW

To overcome car blindness we need to put pressure on local and national authorities responsible for our built environment to [provide safe space for walking and cycling, and reliable, comfortable, and frequent public transport](#). There must be a clear, measurable objective of reducing car dependency.

Vote. Vote with your shoes. Vote with your pedals. Vote with your bus and train passes.



Engage with public initiatives that can move us toward healthy streets, healthy cities, healthy people and a healthier Earth. Discuss the problems that cars bring with your friends and family. We will be unable to face these problems while we are blind to them.

At this critical time in human history it is important that more people face the many serious negative impacts of cars, especially for what is a very short list of unique benefits. We really need to treat driving as the extremely costly and privileged activity it is, and regulate it far, far more heavily.

Healthy air, a stable environment, and safe and accessible cities should be ours by right.

So next time you're heading out and about, listen to that little niggle of conscience in the back of your head. Look to travel about your city in a healthy way. Think of every journey you take as an opportunity to reinforce how highly you value all life and everyone's well-being.

By Alex Dyer



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Series available online at: <https://medium.com/@alex.m.dyer>