Auckland Council
Te Kaunihera o Tāmaki Makaurau

Date: Monday, 30 May 2022

Government's new housing rules: what it means for Auckland

Waitemata Local Board

WRITTEN FEEDBACK Vol 5 (3149-3616)

Sub #	First name	Last name	Organisation name	Local board	Volume
3149	Gary	Deeney	Positive Planning Limited	Waitematā	5
3150	Olivia	Kellow		Waitematā	5
3151	Gary	Deeney	Positive Planning Limited	Waitematā	5
3152	Angela	Lin	Summerset Holdings Limited	Waitematā	5
3153	Gary	Deeney	Positive Planning Limited	Waitematā	5
3154	Richard	Hyams		Waitematā	5
3155	kieran	mclean		Waitematā	5
3156	Gary	Deeney	Positive Planning Limited	Waitematā	5
3157	Raelene	Castle		Waitematā	5
3158	Kit	Lowe		Waitematā	5
3160	Megan	Pausma		Waitematā	5
3164	Cartherine	Renouf		Waitematā	5
3167	Rick	Carlyon		Waitematā	5
3168	Brent	Bouchere		Waitematā	5
3169	Kelly	Tedcastle		Waitematā	5
3171	Charles	Levin		Waitematā	5
3172	Claire	Schoeller		Waitematā	5
3175	Anita	Jackson		Waitematā	5
3176	Anthony	Duncan		Waitematā	5
3179	James	Brown	Henla Limited	Waitematā	5
3181	Hugo	Jackson		Waitematā	5
3195	Ian & Judith	Macdonald		Waitematā	5
3197	Michael	Hillyer		Waitematā	5
3199	Sharyn	Robertson		Waitematā	5
3202	Michael	Hillyer		Waitematā	5
3206	Donna	Fyfe		Waitematā	5
3207	Michael	Robinson		Waitematā	5
3209	Hamish & Clare	Dockery		Waitematā	5
3214	Ross	Thorby		Waitematā	5
3219	NIck	Smart		Waitematā	5
3227	Caroline	Robinson		Waitematā	5
3229	Tony	Garnier		Waitematā	5
3235	Simon	Arrowsmith		Waitematā	5
3236	Ruth	Elliott		Waitematā	5
3237	Jon	Walker		Waitematā	5
3241	Eric	Denman		Waitematā	5
3242	Philip	Cameron		Waitematā	5
3243	William	Peake		Waitematā	5
3246	Jenny	Titigangi		Waitematā	5
3247	Neville	Thompson		Waitematā	5
3248	Sandy	Cooper		Waitematā	5
3249	Carolyn	Hobson		Waitematā	5
3250	Hui	wong		Waitematā	5
3264	Adrienne	Harrison		Waitematā	5
3267	Karyn	van den Hurk		Waitematā	5
3271	Jen	Ballantyne		Waitematā	5
3277	Kathryn	Roberts		Waitematā	5
3287	craig	brownie		Waitematā	5
3289	jill	cory		Waitematā	5
3290	Min	Lee		Waitematā	5
3293	Jane	McCormack		Waitematā	5
3295	Sally	Aplin		Waitematā	5
3298	Catherine (Katie)	Kempe		Waitematā	5
3305	Noel	INGRAM		Waitematā	5
3340	Elizabeth	Adams		Waitematā	5
3345	Richard	Brayne		Waitematā	5
3351	Anthony	Baird		Waitematā	5
3352	charlotte	adams-drury		Waitematā	5
3356	Philip	Cory-Wright		Waitematā	5
3371	Christine	Sewell		Waitematā	5
3373	Phil	Aitken		Waitematā	5
3374	Steph	Hudson		Waitematā	5
3376	John	McCartie		Waitematā	5
3382	Yvonne	van Dongen		Waitematā	5
3389	Peter	Don		Waitematā	5
3391	Phoebe	McCartie		Waitematā	5
3393	Deb	SPENCE		Waitematā	5
3395	Katie	Holl		Waitematā	5
3396	Ross	Grover		Waitematā	5
3398	Brendan	Drury		Waitematā	5
3405	Mark	Hardie		Waitematā	5
3408	Eileen	Fisher		Waitematā	5
3411	Emma	Gleason		Waitematā	5
3416	David	Tommas		Waitematā	5
3420	Roz	Tommas		Waitematā	5
3424	Marion	Jones		Waitematā	5
3427	Adam	Parkinson		Waitematā	5
3435	Iain	McManus		Waitematā	5
3436	Kiu Hei Chloe	Yip		Waitematā	5
3439	Rachel	Terlinden		Waitematā	5
3440	Suzanne	Timpson		Waitematā	5
3441	James	Beattie		Waitematā	5
3446	Ed	Catherwood		Waitematā	5
3448	Katherine	Errington		Waitematā	5
3452	Priscilla	Pollard		Waitematā	5

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3453	Carolyn	Stone		Waitematā	5
3459	Roy	Knill		Waitematā	5
3460	Bruce	Gilbert		Waitematā	5
3461	Christiaan	Pausma		Waitematā	5
3462	Alister	Hartstonge		Waitematā	5
3469	Helen	Geary		Waitematā	5
3480	William	Rouse		Waitematā	5
3481	Cara	Warner		Waitematā	5
3483	Victoria	Ingram		Waitematā	5
3488	Alastair	Acland		Waitematā	5
3493	Chris	Burke		Waitematā	5
3494	Peter	Warner		Waitematā	5
3508	Walter	Rumsby		Waitematā	5
3509	Miranda	Lang		Waitematā	5
3510	Christina	van Bohemen		Waitematā	5
3512	Rosemary	Buxton		Waitematā	5
3513	Jodi	Snell		Waitematā	5
3517	Heidi	Baker		Waitematā	5
3518	Jayne	Wear		Waitematā	5
3522	dirk	Hudig		Waitematā	5
3523	Marg	Slater		Waitematā	5
3525	James	Snell		Waitematā	5
3527	Diane	Hudig		Waitematā	5
3531	Ben	Jones		Waitematā	5
3540	Geoff	Taylor		Waitematā	5
3548	Gillian	Ching		Waitematā	5
3550	Alan	Barber		Waitematā	5
3552	Clive	Fuhr		Waitematā	5
3555	Lesley	Christensen-Yule		Waitematā	5
3557	Amy	Kitto		Waitematā	5
3573	Grant	Campbell		Waitematā	5
3581	Gerard	Johns		Waitematā	5
3582	Sarah	Johns		Waitematā	5
3584	Jessica	Miles		Waitematā	5
3591	Michelle	Mckean		Waitematā	5
3592	Stella	Johns		Waitematā	5
3603	Roman	Amor		Waitematā	5
3607	Graham	Kohler		Waitematā	5
3608	Larissa	Park		Waitematā	5
3616	Pei Jing	Chew		Waitematā	5

#3149

Government's new housing rules: What it means for Auckland

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Your details

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Name: Gary Deeney

Name of organisation/business: Positive Planning Limited

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

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Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** I don't know

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Other

Tell us why

The proposed rezoning and removal of the character area overlay will negatively impact the established character of the area and Auckland's history. · The rezoning has targeted a pocket of sites within Herne Bay where the majority of the properties around the outskirts of this residential area have had their zoning be similarly retained by way of the new 'Two Storey Single Dwelling Residential Area' and retaining the character overlay over these sites. · The site and wider Herne

Bay character area collectively reflect an important aspect, and is representative, of a significant period and pattern of community development within the surrounding Herne Bay/Ponsonby locality, as discussed in the Special Character Area statements. · The site and surrounds jointly reflect a typology, style, method of construction, material and streetscape qualities that in our opinion should be protected and retained from inappropriate redevelopment of these sites.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

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We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** I don't know

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

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FEEDBACK ON AUCKLAND COUNCIL PRELIMINARY RESPONSE TO NPS-UD AND MDRS CHANGES

1.0 Agent Details:

Organisation:	Positive Planning Limited
Contact:	Gary Deeney
Postal Address:	PO Box 582, Shortland Street 1140
Email Address:	gary@positiveplanning.co.nz
Phone:	(09) 302 0461

2.0 Details of the NPS-UD and MDRS in relation to this Submission

- This submission is in relation to the property located at 50 Owens Road, Epsom.
- The abovementioned site is proposed to be rezoned from 'Residential – Single House Zone' to 'Residential – Mixed Housing Urban Zone' under the Auckland Councils preliminary response to the NPS:UD and MDRS.
- The current special character area overlay is proposed to be removed from the site (noted as not a qualifying matter on Council GIS)

3.0 Stance on the Preliminary Response and Rezoning

- We support the proposed rezoning and removal of the special character area overlay for the site located at 50 Owens Road, Epsom.

4.0 Reasons for the Submission

Our reasons for supporting the proposed rezoning and removal of the character overlay for the abovementioned site, are as follows:

- The proposed rezoning of the site is considered appropriate considering the surrounding zoning proposed.
- The site is a large site that could support appropriate intensified development within an accessible and central location in Auckland.

- The site is a rear site, located some 50-60 metres from Owens Road and has no street presence and therefore does not actively contribute to the existing special character area overlay.

5.0 Preferred Outcome

For the reasons stated in this submission, we consider the following outcomes appropriate:

- Rezoning to 'Residential – Mixed Housing Urban Zone' and removal of the 'Special Character Areas – Residential Overlay' for the site located at 50 Owens Road, Epsom.

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Name: Olivia Kellow

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

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1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of st marys bay is within a walking distance of 1200m to city centre. The route besite the motorway is the fastest however there is no lighting and it is unsafe at night

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

The closest current transit stop to saint marys bay is britomart (or future victoria st station) neither of which are within 800m of st. marys bay

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

none of the st marys bay suburb is within 400m of city centre

Intensification around town and local centres

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Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

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6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

support for including identified special character areas as a qualifying matter.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

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FEEDBACK ON AUCKLAND COUNCIL PRELIMINARY RESPONSE TO NPS-UD AND MDRS CHANGES

1.0 Agent Details:

Organisation:	Positive Planning Limited
Contact:	Gary Deeney
Postal Address:	PO Box 582, Shortland Street 1140
Email Address:	gary@positiveplanning.co.nz
Phone:	(09) 302 0461 or 021 828 969

2.0 Details of the NPS-UD and MDRS in relation to this Submission

- This submission is in relation to the residentially zoned properties 1, 3, 5, 8, 10-12. 14 & 16 Waitemata Street, St Marys Bay.
- Under the Auckland Councils preliminary response to the NPS:UD and MDRS has changed the zoning for these sites from 'Residential – Single House Zone', to 'Residential – Terrace Housing and Apartment Buildings Zone'.
- These properties are currently within the 'Special Character Area – Residential Overlay'; however, this overlay is proposed to be removed from these sites (noted as not a qualifying matter on Council GIS).

3.0 Stance on the Preliminary Response and Rezoning

- We support the rezoning of the abovementioned sites to 'Residential – Mixed Housing Urban Zone' and consider this to be an appropriate zoning for these sites.
- We support the removal of the special character area overlay for the abovementioned sites.

4.0 Reasons for the Submission

Our reasons for supporting the proposed rezoning and removal of the character overlay for the above-mentioned sites are as follows:

- The proposed rezoning of the sites are considered to be appropriate considering the surrounding re-zoning proposed.
- The proposed rezoning of these sites are in line with the direction set out by the NPS:UD to intensify development within a walkable catchment of rapid transit stops. This is further confirmed by the GIS indicating all sites are subject to the 'Walkable Catchment' management layer.
- The rezoning and location of these sites within the 'walkable catchment' area demonstrate that retaining the special character area overlay would not be suited for these sites and does not align with the expectations of the NPS:UD.

5.0 Preferred Outcome

For the reasons stated in section 5.0 of this submission, we consider the following outcomes appropriate:

- The proposed rezoning to 'Residential – Mixed Housing Urban Zone' be retained and for the removal of the 'Special Character Areas – Residential Overlay' for the sites located at 1, 3, 5, 8, 10-12. 14 & 16 Waitemata Street, St Marys Bay.

#3152

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Angela Lin

Name of organisation/business: Summerset Holdings Limited

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?**

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

Correspondingly, Summerset considers that the walkable communities/catchment adjacent such existing/future rapid transit stops (being ferry terminals), which will intensify (in terms of intensity of activity) over time, should be zoned accordingly, consistent with the approach taken to train stations and rapid busway stops (some of which currently have limited activity associated with them). This is particularly the case where such ferry terminal facilities are supported by (and contribute to) existing local services (including those with a Local Centre zoning), amenities and vibrancy at the coastal edge, which collectively reinforce such rapid transit stops as a destination and localising trips – thereby reducing carbon emissions

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?**

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?**

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?**

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?**

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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BENTLEY&Co
Resource Management Consultants

6 May 2022

Auckland Council

Via online feedback form

Attention: Plans and Places,

RE: Feedback on the preliminary Draft Auckland Unitary Plan changes

Summerset have reviewed the draft planning maps in respect of Parnell, and in particular the approach taken to respond to the National Policy Statement on Urban Development (NPS-UD) requiring Councils to enable greater housing density – with buildings of six storeys or more within walkable distances to the city centre (and the ten metropolitan centres), and rapid transit stops (train stations and rapid busway stops), noting that greater building heights and density is also required within and around neighbourhood, local and town centres across Auckland.

The Mixed Use zoning in the Unitary Plan which applies to land proximate to the Parnell Train Station is proposed to be retained and overlain with a height variation control of 8 storeys. This height variation control has been translated from the 27m equivalent control contained in the Auckland Unitary Plan.

In undertaking a translation of the height variation control to storeys, the proposed planning maps simply continue to apply the height variation control to those properties that it currently applies to and fails to address the existing anomaly with the current Unitary Plan planning maps, which omits to provide the site at 23 Cheshire Street with a height variation control.

There is no logic to excluding the site at 23 Cheshire Street from being subject to the height variation control of 8 storeys – to align with the directives of the NPS-UD, noting that this site is the closest site to the rapid transit stop (**Figure 1**).

Summerset consider that continuing to not apply the height variation control to the site at 23 Cheshire Street will be anomalous and incongruous with the NPS-UD, and the approach taken in respect of the adjacent Mixed Use zoned sites.

Summerset request that the height variation control of 8 storeys is applied to the site at 23 Cheshire Street.

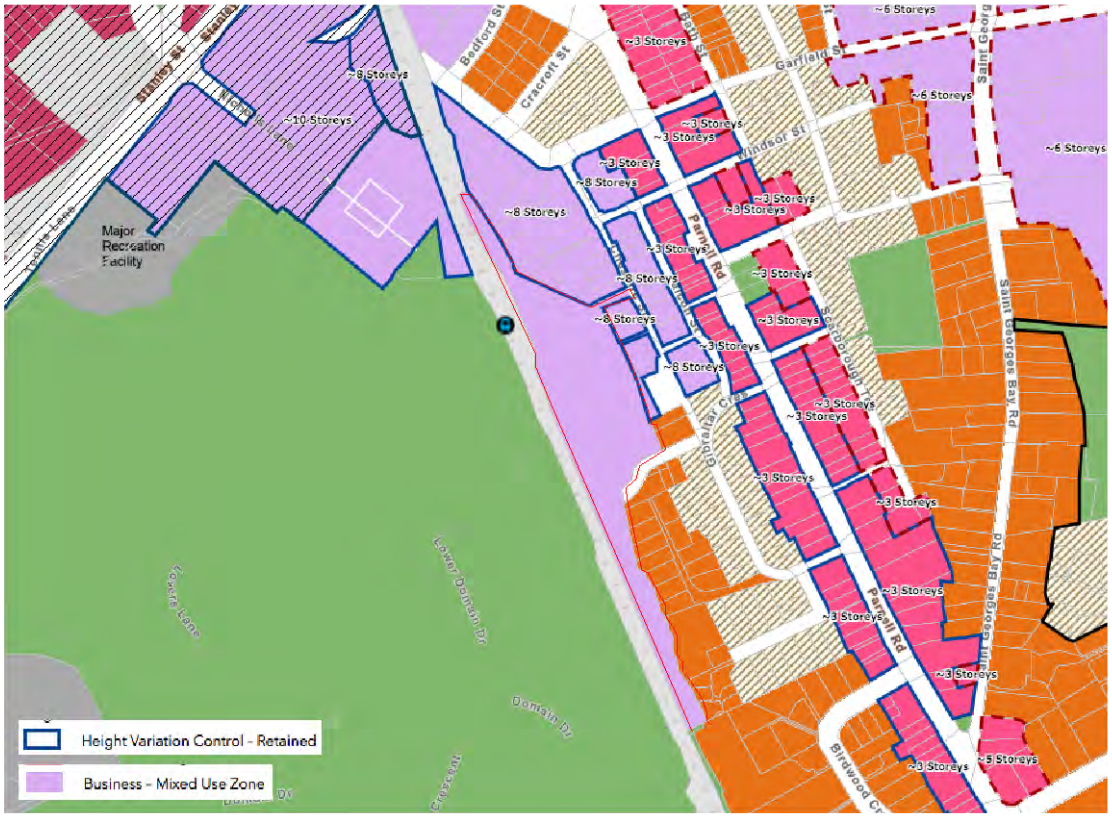


Figure 1. Draft proposed zoning and extent of height variation control, with 23 Cheshire Street, Parnell, outlined in red

#3153

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Gary Deeney

Name of organisation/business: Positive Planning Limited

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** I don't know

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** I don't know

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** I don't know

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

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- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
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- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

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FEEDBACK ON AUCKLAND COUNCIL PRELIMINARY RESPONSE TO NPS-UD AND MDRS CHANGES

1.0 Agent Details:

Organisation:	Positive Planning Limited
Contact:	Gary Deeney
Postal Address:	PO Box 582, Shortland Street 1140
Email Address:	gary@positiveplanning.co.nz
Phone:	(09) 302 0461 or 021 828 969

2.0 Details of the NPS-UD and MDRS in relation to this Submission

- This submission is in relation to the site located at 60 Park Rise, Campbells Bay.
- Under the Auckland Councils preliminary response to the NPS:UD and MDRS it proposes a rezoning from 'Residential – Single House Zone', to 'Residential – Mixed Housing Urban Zone' for this site and surrounds.

3.0 Stance on the Preliminary Response and Rezoning

- We support the rezoning of the abovementioned site to 'Residential – Mixed Housing Urban Zone' and consider this to be an appropriate zoning for this site.

4.0 Reasons for the Submission

Our reasons for supporting the proposed rezoning and removal of the character overlay for the above-mentioned sites are as follows:

- The proposed rezoning of the sites are considered to be appropriate considering the surrounding re-zoning proposed.
- The abovementioned site is over 8,000m^2 in area and is an ideal site for future intensified development.
- We consider the current single house zoning under the AUP is inappropriate given the scale and location of the site.
- The rezoning of this site to 'Residential – Mixed Housing Urban Zone' is appropriate and enables this site to be re-developed in a suitable manner that is promoted by the Unitary Plan, NPS:UD and MDRS.

5.0 Preferred Outcome

For the reasons stated in section 5.0 of this submission, we consider the following outcomes appropriate:

- The proposed rezoning to 'Residential – Mixed Housing Urban Zone' be retained for the site located at 60 Park Rise, Campbells Bay.

#3154

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Richard Hyams

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I live and own a property in Freemans Bay, and I do walk to work on occasion to the city. Walking from lower Ryle Street to Lower Albert street it is the more realistic vicinity of 20 to 25 minutes and to the central city, Queen Street at best 30 minutes and I am fit and a reasonably brisk walker. Walking to upper Freemans bay with hills from central city would easily be 35 minutes plus.

Within a 15 minute walk are many other areas on flat land and vacant land in and around the Auckland city centre more suited to intensification included Newton, Grafton, Beaumont quarter, Wynyard Quarter, Old city works depot, land around the old railway station as examples. Freemans bay is an area of historic significance and character

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

A 15 minute walk in Auckland to the City centre, or places of work, study or transport connections needs to be as close as possible and without significant hills, the closer to the city the more likely people able to will walk to the city, and bike riders will utilise the boke lanes to travel to and across the city

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

As above for people to utilise rapid transport needs to be walkable and closer - city fringe

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Arguments as above - as close as possible to city centre

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Allows less of cars and accessibility of residents to services

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

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Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

The previous Auckland Unitary Plan already identified special character areas requiring protection. I have just completed a major renovation where character and heritage values, overlays, rules and guidance from the council supported preserving Freemans bay (as one of the few significant suburbs close to the city and containing a great many historic and character villas built before 1900)

The suburb has a rich and deep history, character homes of age and historic value, trees and parks that support a family orientated and beautiful suburb. It is a disgrace that swathes of Freemans bay should be rezoned to allow countless developer to demolish these historic homes, wiping out Aucklands history and a leafy and rare suburb close to the city to build 6 level apartment blocks that will only benefit the back pocket of the developers.

A short sighted sighted proposal when there are so many other more suitable area for intensification without destroying our heritage neighbourhood.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Scoring methods of a level 1-6 appear deeply floored, when rather than trying to protect and renovate a property under council guidelines, strict rules are applied to what is allowed, the same properties with historical significance are downgraded in this latest plan for the purpose of wiping out heritage and special character to allow complete destruction of significant swathes of Freemans Bay.

Even for homes that are not high quality character, they are part of a historic suburb and contribute to the retention of Auckland's history and sense of place

The use of streetscape as precedent for determining historical significance has not used, why?

75% is an arbitrary number - Many properties in Freemans bay have had council heritage requirements in last 20 years and as recently in my case last year that renovations must incorporate a slightly different style to keep them in line with heritage zoning and to maintain heritage status, and now they are being scored lower for this activity

I wonder if the same heritage specialist on my project (versus field workers popping their heads over a gate) would score these houses the same?

Many houses in the area have architectural historical significance, even if not 100+ years old. Napier Street (1970s) and surrounding streets are studied by Auckland School of Architecture for their historical significance and are both relevant and important noted for their 1970s deco modern architectural significance

The scoring of so many houses in the suburb has been weighted in favor of this plan in an extremely short time frame and inadequate manner

Demolition and rezone to 6 story buildings raises serious concern around infrastructure requirements (sewage/stormwater/parking) - Freemans bay cannot be viable for this, will only end with expensive top end apartments, infrastructure issues and a beautiful suburb destroyed

Safety - narrow streets already difficult to navigate in a car - already of serious concern for emergency and public services

Infrastructure - Totally lacking consideration for infrastructural requirements to support the massively increased scale of this proposed intensification, Water, sewerage, stormwater, parking will not cope. This plan appears to rewards developers and the council in terms of future income and profit at the expense of residents and character suburb.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Auckland must everything necessary to retain the little history and character of areas including Ponsonby Road, K Road and the city fringe that remains. Already far too much has been demolished.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Freemans bay infrastructure cannot in any way support intensification. The narrow streets already provide a number of issues for emergency services, waste management and local traffic. Further intensification of the suburb would result in chaos for existing residents and infrastructure.

Multi level buildings present a much greater fire hazard for both residents and their neighbours in this suburb.

Surely utilising more accessible, flat and open sites for intensification and scaled infrastructure and services is a much more obvious, efficient and effective proposition, that also allows affordable housing options alongside walkable distance to ammenities.

Consider how Freemans bay would support dozens of 6 level apartment developments, service vehicles, resident and visitor vehicles - It simply cannot.

Additionally this those living in houses next door to a level building would lose all privacy and sun. Is this the future plan for living in Auckland?

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

Freemans bay contains character houses, pretty streets, plenty of trees, parks and remains (at the moment) a pleasant and safe family neighbourhood. So many other options to redevelop other areas and sites with little or no historic and character value exist. Why would we not choose those options?

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#3155

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: kieran mclean

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

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#3156

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Your details

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Name: Gary Deeney

Name of organisation/business: Positive Planning Limited

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

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4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** I don't know

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

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FEEDBACK ON AUCKLAND COUNCIL PRELIMINARY RESPONSE TO NPS-UD AND MDRS CHANGES

1.0 Agent Details:

Organisation:	Positive Planning Limited
Contact:	Gary Deeney
Postal Address:	PO Box 582, Shortland Street 1140
Email Address:	gary@positiveplanning.co.nz
Phone:	(09) 302 0461 or 021 828969

2.0 Details of the NPS-UD and MDRS in relation to this Submission

- This submission is in relation to the properties located at 155, 157, 159, 161 and 163 Jervois Road, Herne Bay.
- The abovementioned sites have retained their zoning, being the 'Business – Local Centre Zone', along with the 'Special Character Areas – Residential Overlay' and 'Height Variation Control' under the Auckland Councils preliminary response to the NPS:UD and MDRS.

3.0 Stance on the Preliminary Response and Rezoning

- We support retaining the 'Business – Local Centre Zone', the 'Special Character Areas – Residential Overlay' and 'Height Variation Control' for the sites located at 155, 157, 159, 161 and 163 Jervois Road, Herne Bay.

4.0 Reasons for the Submission

Our reasons for supporting retaining the underlying zone, character overlay and height control for the abovementioned sites are as follows:

- In our opinion, the abovementioned sites significantly contribute to the character of the wider Herne Bay area and residential areas to which it adjoins as the entrance way to, in particular the residential development along both Sentinel Road and Hamilton Road.
- With regard to these properties, although commercial in zoning and activity, they form a transitional bookend to the historical and established residential area and associated character of Herne Bay and are an essential built element of the overall character of this part of Jervois Road.

- The existing development on the abovementioned sites establishes a typology of development that is cohesive with each other along the entire length of this block and cohesively form and demonstrate the character of the area.
- The sites collectively reflect an important aspect, and is representative, of a significant period and pattern of community development within the surrounding Herne Bay/Ponsonby locality, as discussed in the Special Character Area statements.
- The sites jointly reflects a typology, styles, methods of construction, materials and streetscape qualities that in our opinion should be protected and retained.

5.0 Preferred Outcome

For the reasons stated in this submission, we consider the following outcomes appropriate:

- Retaining the 'Business – Local Centre Zone', the 'Special Character Areas – Residential Overlay' and 'Height Variation Control' for the sites located at 155, 157, 159, 161 and 163 Jervois Road, Herne Bay.

#3157

Government's new housing rules: What it means for Auckland

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Name: Raelene Castle

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

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2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

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4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

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5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

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Tell us why

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#3158

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Name: Kit Lowe

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

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Tell us why

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Tell us why

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Tell us why

I definitely strongly support the protection of most of the existing SCA's as a qualifying matter. The inner city fringe suburbs of Grey Lynn, Ponsonby and Parnell are worthy of protection from inappropriate development that would detract from the amenity of these areas. These suburbs are extraordinary and most be protected.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

Not all the existing SCA designated properties are worthy of protection. The balance between the protection of high quality character streets and enabling significant development has been well considered.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

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9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

Lay the drains and they will come.

Other qualifying matters

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- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Two Story House Zone in SCA as qualifying matter - development controls. I believe the development controls for this area should be rolled over from the current Residential Singe House Zone complete with the SC overlay design guidelines / controls. Perhaps at some later stage, the controls could be revirewed but they should not be redrafted in this round of changes to the district plan. There is far too much else to be amended at this time. Because the zone is being applied to properties excluded from the NPS-UD as a qualifying matter, there is no rush to do anything before the August deadline.

Important privacy information

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#3160

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Megan Pausma

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within the walkable distance of 1200 Meters to the city amentities which residents use eg. entertainment ,rapid transit/public transport hubs.

I have walked this many times and it most certainly is not 1200 metres.

The walkable route is also only safe in daylight areas , and we have had rapes and assaults on this route.

It has no lighting and is not safe. Other routes are steep and also not suitable at night for the St Marys Bay people.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or Victoria St in the future. Both are not within 8oo meters of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay suburb is within the 400 metres of the city centre.This means St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic value rated at 6 and 5. I support creating Special Character Sub-areas

around these special clusters of heritage houses in St Marys Bayin addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

this technique should be expanded over the entire suburb of St Marys collecting all houses of rating 6 & 5&4 as sub-areas of special chearacter.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and overall road network constraints.

The upgrading of stormwater/wastewater and the planned separation is based on the existing development capacity.Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the haphazard risk.

Important privacy information

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#3164

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Cartherine Renouf

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Arthur St and Wood St in Freemans Bay should retain specail character overlay as there are many exceptional old houses there.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct

- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Include Character buildings in City Centre and Queen st Valley Precinct.

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#3167

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Rick Carlyon

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I regularly walk in to the city from Wood Street in Freemans Bay and it takes a good 25 minutes for a reasonably fast walker. The edge of the city should not be Drake Streetbut much closer to Queen Street where the majority of people either work or go to the University or AUT or entertainment venues. There are many sites much closer which could be used for intensification

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

Seems a more appropriate walking distance

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

There is a complete lack of rapid and frequent transport

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

Seems reasonable on condition that consideration is given to what is there now and whether significant architecture and character will not be lost.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Seems reasonable on condition that consideration is given to what is there now and whether significant architecture and character will not be lost.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

As a resident of the area identified as Freemans Bay North I find the suggestion that the area is not of high quality special character value as arbitrary nonsense. The area is said to have only 67% scoring either 5 or 6. If one excluded Arthur Street from this area the number would according to my calculation increase to 85%. This should be the relevant calculation and so preserve a substantial part of the area. The idea of filling this area with 6 story buildings seems absurd. The area would lose any feeling of historic interest or charm that it has now. The Auckland Unitary plan was well researched and identified 900,000 new home spaces for development. We do not wish to stop intensification but surely this should be done with sensitivity and architectural oversight. Each new property use should be subject to resource consent and fit in to the character of the historically sensitive area it goes in to. Many of the more recent high rise residential buildings close to the city are of a very low standard and have done nothing to make the city more livable or attractive. If we want to make central Auckland a city residents are proud of and want to live in we must not repeat the mistakes of the past.

We must not make the inner suburbs unattractive.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

As indicated in the previous answer I feel that the area of Freemans Bay North would be destroyed by the proposed plan for no obvious long term benefit. "Affordable" housing will not result as land values are very high. We need to ensure that the feel and charm of this area is not destroyed by ensuring substantial control is taken over what gets built in the area.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

We need to retain the character of these areas.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The existing infrastructure of Freemans Bay does not support intensification due to limited storm water and sewage capacity. Freemans Bay will not be connected to the Western interceptor so inflows into the harbour will increase.

Many of the streets in Freemans Bay are narrow and make access problems for emergency services. The very narrow streets and footpaths (particularly in Wood Street and Pember Reeves Street) make it very difficult to see how construction of high rise buildings could take place and function properly in this environment. Ultimately the buildings would lack sun and privacy due to small parcels of land .

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

Important privacy information

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#3168

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Brent Bouchere

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

1200m brings into play areas of housing which must not be prejudiced. 1200 m is far too far to expect the average person to walk having regard to Auckland's topography.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

This is a reasonable walking distance having regard to human habits.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

800m is a more appropriate walking distance.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

Confine density and high rise as close to the CBD as possible

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Not relevant in my area

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

This aspect needs revising by Council. It needs to take into account the character and history of houses and streets, not just cherry pick properties. All existing special character areas must be

included as qualifying matter. the current scope doesn't make sense and presents a totally false picture.

Most of the identified properties are small sections on narrow roads which make high rise intensity totally inappropriate. They will create sun-less slums.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

The areas marked in red in Freemans Bay should be included as a qualifying matter as they are part of a historic suburb and contribute to the retention of Auckland's history. Sporadic selection will adversely affect the other areas and destroy the community.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining the history and character areas like Ponsonby rd is crucial to the sense of identity and local community

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The existing infrastructure of Freemans Bay will never support intensification. The streets are too narrow for high rise and will limit accessibility . Stormwater sewage will never be accommodated. High rise will creat wind tunnels in narrow streets and make these areas particularly undesirable to live in.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Freeman's Bay green areas must not be compromised, but they will surely be with high rise and intensification.

Important privacy information

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#3169

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Kelly Tedcastle

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400m of the city centre. This means St Marys is beyond the walkable catchment threshold

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400m of the city centre. This means St Marys is beyond the walkable catchment threshold

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

St Marys Bay has loads of historic heritage.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This should be expanded over the entire suburb of St Marys Bay

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has infrastructure constraints with stormwater, wastewater and roads. Upgrades are based on existing development capacity only!

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

You need to manage hazard risk of coastal cliffs at least 100m from intensification. St Marys Bay has unstable coastal edge.

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#3171

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Charles Levin

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

1.The 1.2 km is not a walkable catchment

2. The 1.2 km has not been adjusted for topography/roads etc

Reduce walkable catchment to 800m to align with rapid transit stops and to recognise opportunities are not on the edge but in the heart of the city centre. Calculation of catchments needs to be adjusted to account of impediments (i.e. topography) to the average walk. Ponsonby walkable catchment too long and steep. Concern unnecessary risk is posed to the western city fringes special character qualities.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

Proposed zoning and overlays for Ponsonby Town Centre as displayed on the map are unclear/confusing.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

1. The increase in land supply gained by excluding some areas is extraordinarily minor

2. Further losses of historic heritage (whether high quality character or not) should be avoided as they are crucial to Auckland's history and sense of place, particularly when the offsetting gains are so minor.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

All the existing special character areas should be preserved

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

I support the mention of Ponsonby road in its current form

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

From a financial and environmental point of view it makes no sense to intensify in these areas.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3172

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Claire Schoeller

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Mary's Bay is within a walkable distance of 1.2 kilometres or within 15 minutes of Auckland's City Centre for access to offices and places of business or its amenities like public transport /rapid transit hubs or entertainment. Some parts of the walking routes are not suitable for use at night and they all involve at least two steep grades to be negotiated.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

People do not want to walk for longer than 5 to 10 minutes on their commuting journeys especially when added to the extra time it takes on public transport compared to using a private car.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

When the closest transport hub (Britomart) is a 25 minute walk away and using the bus service requires a 7 minute walk a 5 to 10 minute wait for the bus and then an up to 10 minute bus ride this does not equate to a suburb like St Mary's Bay being within 800 metres of Britomart or the proposed Victoria St Station. Therefore it does not make sense to designate St Mary's Bay an area for intensification as proposed.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Intensification of housing should be restricted to areas within 400 metres of the Auckland City Centre. Therefore St Mary's Bay should be designated beyond the walkable catchment threshold as none of it is within 400 metres of this.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Mary's Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-areas around clusters of heritage houses in St Mary's Bay in addition to those identified on the draft maps. St Mary's Bay is a very small area of unique character that still reflects the early history of Auckland and it should be preserved for future generations for that reason to make Auckland a city with soul.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

Special character areas should be expanded over the entire suburb of St Mary's Bay collecting all houses of Rating 6,5 and 4 as sub-areas of special character. Most of this area is densely housed already with the majority of sections being less than 400 square metres in size and this is still enough to give the inhabitants some outdoor space to enjoy as there is very little public green space in this area. Most green space is bounded by the extremely busy State Highway 1 that covers this area in dirt and fumes as well as constant noise.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

We need to ensure Auckland City becomes a more enjoyable place to be and not just a transport hub.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has significant infrastructure constraints around stormwater, wastewater and overall road network. The recent stormwater/ wastewater upgrades and planned separation work has been done based on existing development capacity . Any proposed increase in residential density will not be accommodated in the proposed unfrastructure upgrades.

Infrastructure needs to include schools and hospitals which are already in short supply for St Mary's Bay. The supply of electricity and UFB and internet connectivity also needs to be upgraded.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

Cliff protection which may come under Ridgeline Protection. St Mary's Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of

protection is needed back from the former coastal cliffs inland for at least 100 - 200 metres where intensification must be avoided to manage the hazard.

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#3175

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Anita Jackson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Unsafe areas around central city ,poor lighting, steep grades and very noisy walking routes next to the motorway.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

Rapid transit Station not within 800m.

The future Victoria St station not handy.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

as above, Victoria st station not within 800m

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

St Marys Bay is not within 400m of city centre. There fore beyond walkable catchment area.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

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Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

St Marys Bay has over 200 properties that are historical heritage value.We must protect our special heritage.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

It should be expanded over entire suburb collecting Rating houses 6,5 and 4 as sub areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Th infrastructure of this small suburb would not support an increase in density.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

This suburb is perched on the edge of a coastal cliff and I believe it would support increased housing and density of population for all the above mentioned reasons.

Important privacy information

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#3176

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Anthony Duncan

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The St Marys Bay district is beyond 1200 metres to the city centre amenities such as entertainment venues, retail outlets, main transport hubs, restaurants and the like. Further, the only route to/from the city centre that has a gentle walking gradient is both poorly lit and potentially unsafe during, particularly, the hours of darkness, with confrontations with mischief-makers and/or malcontents being entirely likely. A female jogger was accosted in the area and at night it is a playground for graffiti artists. Other better lit routes and arguably safer routes include steep grades. With a significant proportion of the St Marys Bay populace elderly/infirm, the alternative routes are largely unsuitable for these community members.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

The St Marys Bay district is beyond 800 metres to the city centre amenities such as entertainment venues, retail outlets, main transport hubs, restaurants and the like. Further, the only route to/from the city centre that has a gentle walking gradient is both poorly lit and potentially unsafe during, particularly, the hours of darkness, with confrontations with mischief-makers and/or malcontents being entirely likely. Other better lit routes and arguably safer routes include steep grades. With a significant proportion of the St Marys Bay populace elderly/infirm, the alternative routes are largely unsuitable for these community members.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The St Marys Bay district is beyond 800 metres to the nearest existing city centre rapid transit at Britomart Station and the station being constructed at Victoria Street.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city

blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

St Marys Bay is a district comprising many historic heritage buildings. These have been preserved at considerable cost and effort over the years and such efforts should not be undermined by any application that increases densification within St Marys Bay without giving full consideration to the Special Character of the district and the likely impact on all properties that have historic heritage of grades 4 through 6.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

I support identifying Special Category areas within the plan is essential. The areas identified as heritage properties in parts of St Marys Bay should be extended to all areas where there are buildings with historic heritage of grades 4 through 6.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The St Marys Bay district has significant infrastructure constraints with well documented issues with wastewater and storm water separation and systems management. Improvements to the waste and surface water systems already completed, and those in progress, have been based on current population densities. Densification of the residential properties within St Marys Bay will, of course, mean that the current upgrades to the waste and storm water systems will be inadequate to deal with an increased population density.

The secondary road system within St Marys Bay is narrow with barely adequate off-road parking and on-street parking at present.

With the exception of St Marys Rd, roads were constructed for horse and carts and hence are particularly narrow. Motorists need to exercise considerable care to avoid oncoming cars, opening car doors, cyclists, pedestrians etc. Parked cars are frequently clipped by passing motorists. The community has a system for the placement of Council rubbish bins to assist the Council refuse truck drivers, who have difficulty navigating/turning in the narrow streets. The narrow roads would be a particular challenge for access for emergency vehicles with an increased population. On occasions trucks cannot pass down the narrow streets and have to reverse.

Densification would only exacerbate an already significant shortcoming in the key infrastructure of St Marys Bay.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

St Marys Bay has, at is Northern boundary, a former coastal cliff. This is formed by unstable sedimentary rocks. Development along this zone would likely impact upon heritage properties adjacent to, and along the line of, this coastal cliff zone. Development of the harbour reclaimed areas, that now form the approach to the harbour bridge, would likely adversely affect the heritage buildings within St Marys Bay. Accordingly, the issue of coastal edge zones should also form a controlling protection overlay.

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#3179

Government's new housing rules: What it means for Auckland

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Your details

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Name: James Brown

Name of organisation/business: Henla Limited

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

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Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

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4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are areas that should not be identified as a qualifying matter

Tell us why

Please refer to attached letter

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think less areas should be identified as a qualifying matter

Tell us why

Please refer to attached letter

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

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9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** I don't know

Tell us why

Other qualifying matters

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3179
+64 9 303 1113
www.civix.co.nz
Level 1, 87 Albert Street, Auckland
PO Box 5204 Wellesley St, Auckland 1141

Auckland Council
Attn: Plans and Policy

6 May 2022

NPS-UD Consultation Feedback – Jervois Road, Herne Bay

To Whom it may concern,

On behalf of Henla Limited, the landowners of Nos. 606 – 612 and 620 Great North Road, Grey Lynn, we have prepared feedback on Auckland Council's proposed response to the government's recent housing policy provisions, particularly the 'National Policy Statement on Urban Development' (NPS-UD) upzoning. This submission relates to the retention of the existing restrictive Special Character overlay and height variation control on these properties.

As shown in **Figure 1** below, sourced from the Council assessment of the Grey Lynn Special Character Area – Business (SCAB), No. 606 – 612 is vacant, while No. 620 is a more modern building that does not contribute to the character of the streetscape. This is further confirmed as part of Council's site surveys shown below in **Figures 1**, **2** and **3**.



Figure 1: Council SCAB assessment map for Grey Lynn Local Centre

Given that Nos. 606 – 612 and 620 Great North Road are located at the edge of the Special Character area, and are confirmed as being vacant or containing “non-contributing buildings” there appears to be no justification to retain them within the SCAB overlay.



Figure 2: View of No. 606 - 612 Great North Road from streetview



Figure 3: View of No. 620 Great North Road from streetview

As such, we believe it would be logical to reduce the extent of the SCAB overlay to the property boundary of No. 604 Great North Road, and remove Nos. 606 – 612 and 620, along with Nos. 2, 26 and 28 Surrey Crescent and No. 623 Great North Road, all of which are located to the north of the subject sites. This would allow the existing buildings within the Grey Lynn Special Character Area to be retained, while also allowing for intensification on the sites that do not currently present any characteristics consistent with this area.

Retaining these properties within the SCAB would also be contrary to Policy 4 of the NPS-UD, which states:

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

The SCAB overlay is a character matter – not a historic heritage matter, and so no qualifying matters arise that would otherwise alter the ability to development these properties in accordance with the underlying zoning.

In terms of the height variation control, we note that the properties to the immediate east are outside of the height variation control, meaning that buildings up to 18m are provided for, subject to resource consent approval. Further to the west, the Terrace Housing and Apartment Building (THAB) zoning provides for buildings up to 16m in height. Refer to the AUP zoning map below (Figure 4). If developments were undertaken to the permitted extents, this would give rise to an illogical development pattern, whereby buildings in the Grey Lynn Centre are the lowest in the surrounds, and built height visibly increases away from the centre.



Figure 4: Zoning Map of the AUP, showing the sites within the height variation control

Finally, we note that the Grey Lynn Local Centre is also highly accessible to day-to-day services, employment opportunities and the public transport network. The properties are within a 2km walk or cycle of the Auckland City Centre, the largest employment area in New Zealand and are in close proximity to a range of retail units and commercial services within the local centre area

and nearby Ponsonby Town Centre. Great North Road is served by the frequent '18' bus service, which provides a direct link between New Lynn and the City Centre every six minutes in peak, along with the 110, 129, 132, 133, 134 and 195 services, which provide links to a range of destination throughout Auckland. Finally, the area is also well served by public open space, including Western Springs Park, Arch Hill Scenic Reserve, Grey Lynn Park and Fowlds Park.

Collectively, the two sites are over 1,000m^2 in size and have a dual outlook to the street, noting their position on a prominent corner site. These characteristics enable a 'statement' building to be achieved on these sites, with dual aspects for residential or office uses (above ground) to the north and south, as provided for in the underlying zoning. As such, the sites are considered to be highly suitable for medium to high levels of intensification, consistent with the overarching intent of the Auckland Unitary Plan and every aspect of the key objectives from the NPS:

Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:

(a) the area is in or near a centre zone or other area with many employment opportunities

(b) the area is well-serviced by existing or planned public transport

(c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.

Given the above, we request that the SCAB overlay and 13m Height Variation Control on the properties at Nos. 606 – 612 and 620 Great North Road are removed as part of the NPS-UD upzoning process.

Should you have any questions in relation to any of the above, please feel free to contact the undersigned.

Kind Regards,

Written By:



Harrison Fernandes-Burnard
Intermediate Planner
022 213 7745
harrison@civix.co.nz

CIVIX LIMITED

#3181

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Hugo Jackson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Not within 1200 m of city centre!

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Not close enough to a rapid transit station

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

We are not within 400m of athe city centre.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

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6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

200 properties here have special heritage value.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

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- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

We live in a narrow cliff top suburb that would not support intensification.

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A-4721

#3195

Government's new housing rules: What it means for Auckland

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Name: Ian & Judith Macdonald

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

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Tell us why

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The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

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To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

We wish the whole existing character area in the Auckland Unitary Plan (AUP) be retained as a qualifying matter as is. Those criteria are robust and have been developed from cases decided by the Environment Court and High Court previously.

We wish to explicitly state which areas should remain as a heritage area and not be able to be intensified as per the proposed rules. We think at least the homes on Galatea, Upton and Bella Vista should remain protected.

The boundaries used for the assessment have a significant effect on the outcome when averaging across sites. There is no justification for establishing that there must be a certain percentage of a specific category of building within a special character area to enable that special character area to become a qualifying matter. This assessment tool is arbitrary and has no justifiable basis for being relied on in the first place.

Important issues such as what constitutes a qualifying matter should follow a clear and objective process, subject to peer review and based on existing criteria under the AUP. Otherwise, there is a real danger of subjective assessments carried out under unreasonable time frames required by legislation, leading to unsustainable conclusions.

The method proposed has not adequately assessed the unintended consequence of the effect of neighbouring 11m high buildings on the character buildings that are to be retained. Special character buildings will be replaced with mixed or terraced housing of low quality and little amenity and even then, they will still be unaffordable. Having such developments adjacent to special character areas will severely reduce the quality of the area generally.

The current proposals leaves “pockets” of buildings with special character being dominated by mixed or terraced housing which will undermine the purpose of the qualifying matter in the first place. If the values of a special character are reduced or compromised that in turn adversely affects the historic heritage of that wider area.

If criteria are to be applied it could be the inverse of what is currently proposed i.e. that there should be 80% of buildings that have no special character within a defined neighbourhood, such that more intensive development will not ruin the character of that area.

The current special character areas that have been defined should remain and once defined should automatically become qualifying areas.

In the area of Bella Vista/Galatea/Upton street, residents have invested heavily in restoring and renovating the special character houses and have been required to do so strictly in compliance with the character rules set by Council. While these rules have frequently prevented owners from altering homes as they would have liked, it has resulted in this area containing a cluster of heritage homes of a very high standard that could remain as a protected cluster of heritage homes from this era far into the future, providing they continue to be protected from re-development. This area was established as a collection of large homes with large gardens near the city centre and this purpose is part of the history of the area and should remain. (Apartments were historically on the eastern end of Marine Parade).

The historic heritage and special character of Herne Bay should be protected. Yet the proposed changes to the AUP, and the way they are proposed to be implemented do the opposite and will have a serious adverse effect on the established character of the area. Rezoning land for intensification is important, but this small area in Herne Bay contains a large number of significant heritage homes which together, collectively make up an area of historic housing that cannot be found anywhere else in Auckland and therefore should be protected for future generations.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

The proposed MDRS zoning, should be removed from Galatea Terrace, Bella Vista Road and Upton Street. The houses in these streets individually are of a high character and collectively represent a group of large early 1900 villas that are of a high quality which is not represented anywhere else in Auckland. There are some examples of 1950's cottages and other types of early mid 1900 homes scattered throughout the area, but overall the character of the area with heritage villas and bungalows, wide streets and large gardens, remains as it was in the mid 1900s and cannot be found anywhere else in Auckland. Therefore the collective character of the streets should be protected by protecting all of the homes on these roads.

All Special Areas should be included as it continues the rules which have been developed over many years, detailed in extensive consultation, tested through our legal system, and are the basis for the character housing we have today.

The Council's numeric methodology, used to determine where the zoning should lie, the grouping of streets in our area is incorrect as we should be grouped with Herne Bay Road and Masons Ave since our houses are from the same period and design. We are all part of what Council calls Herne Bay West.

The heritage and special characteristics of Herne Bay should be protected. The proposed changes to the AUP, and the way they are proposed to be implemented do the opposite and will have a serious adverse affect on the established character of the area.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Herne Bay has a combined sewerage and stormwater system that already results in frequent discharges of raw sewage to the beaches. The proposed intensification, in terms of increased coverage and increased sewage volume, will further overload the current infrastructure. It will be years before this is upgraded. Intensification in the area should not occur until these services are seperated and the volume is able to be transferred to the treatment ponds without overflow to the beaches.

We already have parking problems and these will only become worse with intensification since onsite parking is no longer mandated.

The increases in traffic will congest the neighbourhood system and access into Herne Bay which is already strained.

Our local public transport services are infrequent and impractical to use given the lack of routes.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

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#3197

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Michael Hillyer

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

None of the Saint Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transport / public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to Saint Marys Bay involve steep grades, unsuitable at night fpr the population cohorts of Saint Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

The closest rapid transit stop to Saint Marys Bay is Britomart or the future Victoria Street Station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of Saint Marys Bay is within 400 metres of the City Centre. This means St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 &4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and overall road network. The upgrading of the stormwater / wastewater system and the planned separation

is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

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- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded on the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland at least 100 metres where intensification must be avoided to manage the hazard risk.

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#3199

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Sharyn Robertson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

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We are proposing:

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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

none of St Marys bay is within a walkable distance of 1200 metres to the City Centre amenities the residents use . These include retail, entertainment, rapid/public transport hubs . The walkable route to the City Centre alongside the motorway, is only suitable in daylight hours. There is no public lighting and it is an unsafe environment . Other routes to and from St Marys Bay to City Centre involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

the closest transport hub to St Marys Bay is Britomart or the future Victoria Street station neither of which are within 800 metres of St Marys Bay.

Intensification around town and local centres

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre which means St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

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Tell us why

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Tell us why

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10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3202

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Name of organisation/business:

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Your feedback (all questions are optional)

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Tell us why

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- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded on the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

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#3206

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Donna Fyfe

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

With the topography it is unlikely Freemans Bay North is walkable from the city centre. Also the city centre is not a good measure due to most of the amenities to be walked to are on the far side of the city centre

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

I doubt this would be deemed walkable by people wanting to use rapid transit stops

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Could be a walkable distance

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

The area of Freemans Bay North is unsuitable for large scale development due to narrow streets, topography in the area and the infrastructure in the area would not be able to support large developments

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Much consideration has been given to historical dwellings - I think there are many places of recent architectural merit that should be preserved

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Don't mess around with Ponsonby Road and streets nearby - you will ruin the area

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The local infrastructure will not support high density housing - waste and storm water are a particular issue. Access and parking on streets of Freemans Bay is already difficult enough. Adding higher density housing to this will make it unliveable. Streets are far too narrow (particularly Wood and Arthur Streets) to support high density apartment blocks

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#3207

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Michael Robinson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I am a resident of Upper Freeman's North (Arthur Street Freeman's Bay).

Having been a resident of upper North Freemans Bay for 31 years I can state with absolute confidence that almost nobody whatsoever walks to work in the Auckland city CBD from the residential area in or around Upper North Freeman's Bay (eg Arthur Street and Wood Street.) Over 31 years I have possibly walked into the city and/or back on less than five occasions and never for work even though I worked in the city (High St) for a number of years whilst living in the area in my early 20s!

The proposed outer limit of 1.2 km does not take into account the steepness of the hills (Franklin Rd) nor the fact that the area to which people would be walking would be far more than 1.2 km i.e. into the commercial center in or around Queen Street, Shortland St, Auckland University and a you T. This is at least 2 km from the Freemans Bay North area and thus far too great a distance for people to walk on a regular basis.

A number of sites are far more suitable for intensification due to their proximity to the town center for example, the area between Beaumont Quarter and St Mary's College, Wynyard Quarter, old city works depot bounded by Wellesley Street, Nelson Street and Cook Street and vacant sites in Victoria St and Albert Street

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

This is not relevant to my area

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

This is not relevant to my area

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

This is not relevant to my area

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

This is not relevant to my area

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Considerable work has been put in under the unitary plan to identify special character areas which require protection.

The amount of land that would become available for redevelopment by excluding certain special character areas is very small.

Generally the special character areas which have been excluded have s. sizes, difficult topography and infrastructure constraints which make them entirely unsuitable for redevelopment as proposed.

A number of properties have been recently renovated subject to strict Auckland Council requirements to ensure heritage qualities have been maintained and at very significant expense supervision and in reliance on Auckland Council's and as such it would be entirely contradictory to now determined that those properties no longer have heritage value.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Areas marked in red and Freemans Bay should be included as a qualified matter for the following reasons: –

a number of properties identified as failing to have heritage character have in fact been renovated strictly in accordance with Auckland Council's heritage requirements and therefore should more correctly be recorded as retaining their initial heritage value.

Even if properties are not of high quality to character they are part of the historic suburb and contribute to the retention of Auckland's history, sense of place, ambience and community.

It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high-quality character areas and properties

31 Arthur Street Freemans Bay has been excluded but is an example of a property that has recently been renovated (code compliance 2020) to a standard that was directed by Auckland

Council in order to ensure that it complied with all heritage requirements and in order to retain the heritage quality and value of the property and surrounding area.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining the history and character of areas such as Ponsonby Road is crucial to the sense of identity and place of the local community and Auckland as a whole

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?**

Tell us why

The existing infrastructure in Freemans Bay will not support intensification due to limited store water, sewerage capacity. Freemans Bay will not be linked to the Western interceptor and therefore overflows to the Harbour will increase.

Many of the streets in Freemans Bay present access difficulties for fire and ambulance services. High-rise buildings present a much greater fire hazard for residents brackets compared to low rise) and this will putApartment residents at risk.

It makes environmental and financial sense to prioritise development in other areas where existing infrastructure permits. Limited resources require existing infrastructure to be put to best use.

Extremely narrow street – footpath infrastructure in upper North Freemans Bay (for example Arthur Street and Wood Street) is not appropriate for contractor, supply access for building apartment blocks. The sixth floor plus buildings could see the creation of wind tunnels and extreme Street shading with such narrow streets. Privacy issues created by apartment blocks facing each other across such narrow distances would be extreme.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Climate change

Freemans Bay has significant vegetation in green areas which provide environmental calling benefits to the central city and surrounding community. Intensification will result in a loss of these benefits at a time when climate change requires their retention.

Important privacy information

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#3209

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Hamish & Clare Dockery

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The proposed outer limit of 1.2km fails to take into account local topography and road crossings. Typically one can wait for many minutes for the road to clear to enable crossing. This adds time to the walking journey from Central Freemans Bay to the City Centre. Many residents are older and the topography represents a challenge to their physical abilities.

The edge of the city centre is an unrealistic measure for the western side of City due to the percentages of offices, retail and University and AUT which are found to the east of Queen Street. A more appropriate line would sit at Queen Street which is 2000 metres and just under a 30 minute walk from the intersection of Franklin Rd and Ponsonby Rd and thus too far.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

This would possibly be a more appropriate distance for walking.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

800 metres is possibly a more appropriate distance for walking.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

Sensibly the best option is to encourage high density development around ALL the City's transport hubs e.g Panmure, Avondale etc. These should be designed to enable reasonably short walking distances which would encourage wider use of the mass transit system thereby enabling easy access to the city centre.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Sensibly the best option is to encourage high density development around ALL the City's transport hubs e.g Panmure, Avondale etc. These should be designed to enable reasonably short walking distances which would encourage wider use of the mass transit system thereby enabling easy access to the city centre.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more)

within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

The unique character supported by the historic buildings in the Freemans Bay environment is the key attractant for people wanting to live here. The amount of land which would be made available for redevelopment by excluding certain special character areas is very small.

Generally the special character areas which have been excluded have small section sizes, difficult topography and infrastructure constraints which make them unsuitable for redevelopment.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

'The areas marked in red in Freemans Bay should be included as a qualifying matter for the following reasons :

-Even if not high quality character they are part of an historic suburb and contribute to the retention of Auckland's history and sense of place.

- It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high quality character areas.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining the history and character of areas such as Ponsonby Road and Jervois Road is crucial to the sense of identity and place for the local community and Auckland as a whole.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The existing infrastructure in Freemans Bay will not support intensification due to limited stormwater/sewage capacity. Freemans Bay will not be linked to the Western Interceptor and therefore overflows to the Harbour will increase.

Narrow streets in Freemans Bay make access for emergency services difficult.

High rise buildings present a much greater fire hazard for residents than low rise which will put apartment residents at risk.

It makes environmental and financial sense to prioritise development in other areas where existing infrastructure permits. Limited resources require existing infrastructure is put to best use.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct

- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Climate Change/Amenity Value for large trees. Freemans Bay has significant vegetation and green areas which provide environmental and cooling benefits to the Central City. Intensification will result in significant loss of these benefits at a time when climate change requires their retention.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#3214

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Ross Thorby

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The formula used to calculate the Freemans Bay zone through to Shelly Beach Road is to long and it should be a 10 minute walk at most.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

I do not support the proposal in a historic area such as Freemans Bay which will destroy the community and area. We suffered a great loss in the 1980s from developers destroying our heritage buildings in Queen Street and now it will happen all over again in the most important

victorian suburbs of our city. The blanket rule does not seem to be a constant here, I do not see the difference between the north and south parts of Freemans Bay and why one part is important enough to be saved yet the other is not. If this is proposal must go ahead in the area, then it would be better to consider intensification in the lower reaches of the Bay around Napier, Beaumont, bottom of wellington , Hepburn and howe street where the taller developments will not affect the sky scape of the area.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

where the suburb/area is not of heritage or historical importance.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

we will regret in years to come the decision to ruin and lose the historical significance of our older victorian suburbs if we do not preserve them now. I am disappointed in the lose of years of hard work by people better than us who fought to save these suburbs and of who's hard won battles are now being swept aside by badly thought out policies that are being used as a blanket rule.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

there needs to be more investigations of special character areas

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Freemans Bay/St Marys bay/Ponsonby has significant infrastructure problems particularly in sewage and wastewater that can not keep up to the current developments let alone a significant number more

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

n/a

Important privacy information

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#3219

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: NIck Smart

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

By my estimate, St Mary's Bay is not within 1200 metres walking distance from the city by either of the logical routes. Both routes involve considerable slopes and the passage that runs adjacent to the motorway I would consider unsafe for pedestrians after dark, as it is not lit.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

By my estimate, St Mary's Bay is not within 800 metres of any transport hub.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

St Mary's Bay is not within the 400 metre zone for this proposal

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

With a proportionately large number of historic heritage houses in one of Auckland's oldest suburbs , I believe St Mary's Bay should qualify as a sub area for protection beyond that shown on the draft maps. I don't believe it was ever the intention to the intensification programme to

decimate suburban enclaves of special character like St. Mary's Bay but adoption of this current plan will do just that.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

The definition of special character needs to be thought of in broader terms than old and heritage. A characterful suburb is the sum its parts and can be old and new homes co-existing side by side. Introduce 6 story apartment blocks however will wreck everything .

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Any large scale intensification programme of housing

must impact on the viability of infrastructure and should be factored in. Stormwater, waste water are particularly vulnerable in this era of climate change.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

SPECIAL CHARACTER AREAS AS A QUALIFYING MATTER...This is entire proposal is flawed. It will not ease the problem of affordable housing within the Auckland city fringe. The land values alone mean that can't happen. The only winners here are the developers who will reap the benefits by bulldozing their way through beautiful old suburbs to build multi million dollar apartments. Just look around...it's happening right now. Auckland city planners need to do everything possible to mitigate the impact of this Iill-considered plan and remember it is they we rely on to make good decisions on behalf of the ratepayers.

Important privacy information

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#3227

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Caroline Robinson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

As a long time resident of Freeman's Bay I know from experience that people do not walk into the city from a distance of 1200m away, particularly in our area, given the steep hill climb involved in both directions (depending on which way you walk) and definitely coming back from the city. The average Aucklander will not walk anything like the distance and hill climb that would be required in a 1.2 km catchment from the Western edge of the city. The edge of the city centre is an unrealistic measure for the Western side of the city centre as the majority of offices, retail, university etc, are found east of Queen Street. Therefore a much more appropriate line would be Queen Street - which is around 2000 metres and just under 30 minutes walk from the top of Franklin Road.

There are other much more suitable sites for intensification closer to town - for example Wynyard Quarter, old City Works Depot (which is situated between Wellesley, Nelson and Cook Streets), vacant sites on Albert Street.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

These issues aren't relevant to me but it could possibly be a more appropriate distance for walking

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

This issues isn't applicable to my area

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city

blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

Not applicable to my area

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

This issue isn't applicable to my area

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

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Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more)

within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

The amount of land in Freeman's Bay which would be made available for redevelopment by excluding certain special character areas is very small. And in general the special character areas which have been excluded have small section sizes and difficult land contours, making them unsuitable for redevelopment. There are also many infrastructure restraints applicable to these properties.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Freeman's Bay is an historic suburb and even if some areas are not high quality character, they are part of the historic suburb and therefore contribute to the retention of Auckland's history.

In the survey of Historic Heritage and High Quality Special Character, the property 31 Arthur Street, Freeman's Bay has been given a score of 4. This is despite the fact that when the property was renovated it retained its exterior and special character, and complied extensively (at considerable extra expense) with the Heritage requirements as set out by the Auckland Council. In accordance with those requirements, set out by the Auckland Council, it should be without doubt be a 5 or 6, not a 4. There are many properties in Freeman's Bay who have met the same fate, therefore the 67% of properties identified as being a 5 or a 6, may actually be a lot higher. I believe this should be re-investigated.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

It is crucial to retain the history and character of areas such as Ponsonby Road in Auckland, as this has such a special identity which must be maintained. It is not only important to the local community, but also to Auckland as a whole.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Many streets in Freeman's Bay are narrow and present significant access difficulties for the Fire Service and Ambulance, which would only be made significantly worse with the development of high rise apartment buildings. Apartment buildings are a greater fire hazard than single dwellings or low rise buildings. Also the massive increase in the number of residents living in the area would increase the number of call outs to these services.

The existing infrastructure in Freeman's Bay will not support intensification due to limited stormwater and sewerage capacity. As it is not going to be linked to the Western Interceptor this will result in overflows going directly into the harbour.

The narrow streets and footpaths of upper Freeman's Bay (such as Wood Street and Arthur Street) would make access for contractors building apartment blocks, extremely difficult and disruptive. Not to mention suppliers providing building materials etc .

Wind funnels and shading / lack of sunlight would be significant issues in these narrow streets, with the creation of 6 storied buildings. And the privacy of residents would be severely compromised.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Climate Change - Freeman's Bay currently has significant numbers of trees and green spaces - both of which are very important in regards to the protecting the environment, providing cooling benefits to the central city, and supporting climate change. Intensification and the development of 6 storied buildings is in direct opposition to this.

Important privacy information

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#3229

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Tony Garnier

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The maps ignore the topography, which is varied. For example, a 10-15 minute walk from the EDGE of the city centre zone (Beach Rd) only gets you to St Georges Bay Road, no where close to Gladstone Rd or St Stephens Ave. The routes from the outer areas of Parnell on the map to Parnell Railway Station involves at least 3 steep hills. It takes a fit person 20-30 minutes to walk to the city centre from Gladstone, add 5 minutes from St Stephens Ave. Okay if 'time' was not the constraint; difficult for someone pushing a pram, or walking small children, and the elderly.

Also, few people will want to walk to the 'edge' of the city centre; for Parnell people another 5 minutes needs to be added from Beach Rd (the edge of the CBD) to the centre of the area, Queen Street. That is, a clearer definition is needed of the start and finish point for walkability of the 800m and 1200m to-from the centre of the CBD - Queen Street.

Parnell is already pro-intensification. This follows a protracted discussion when the Auckland Plan and Unitary Plan (UP) was prepared. The UP has plenty of land available for intensification; around Parnell Railway Station, along Quay St and ultimately the Port. Why not simply had a layer to into the already designated 4-story layers., subject to view shafts etc.

Recommendation: That the map(s) be redrawn after testing of the walkability for 10 minutes from the 'edge' and 15 minutes from Queen St.

With respect to Parnell (where I live), this would retract the 10-15 minute walking zone to around St Georges Bay Rd; leaving plenty of 6-story options within designated intensification areas of the UP. Plus, I suggest using the existing 4-story options in the UP to consider 6-story intensification on a case-by-case basis, taking into account Special Character Areas (SPAs) on criteria discussed below.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

Do not support or qualified support, based on evidence. The maps need to be checked against the topography, to test out they are aligned with a 10-minute walking catchment for a typical Aucklander?

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The maps need to be checked against the topography, to test out the 10-minute walking catchment

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

Qualified support, with testing of the time to achieve the accessibility, and subject to clear evidence of interconnected residential, business, education and other facilities e.g. health within the 'large town centres'

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualified support, with testing of the time to achieve the accessibility, and subject to clear evidence of interconnected residential, business, education and other facilities e.g. health within the 'large town centres'

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

SCAs are more than just older parts of the city in terms of architectural values, but include environmental, economic, cultural - business, noise (e.g. parks and factories etc). The exercise needs to ensure consistency with ALL councils plans, policies & strategies.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

Qualified support - Subject to the retraction of the 1200m (15 minutes) and 800m (10 minutes) maps showing walkable distances to Auckland's 'true' city and metropolitan centres, as discussed above.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Qualified support - subject to ensuring consistency with ALL Auckland plans (especially the UP), and which this submission recommends be finalised by the Independent Hearings Panel. Noting

that they are best able to judge the degree of consistency with council's plans, policies and strategies.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Auckland is a dynamic, constantly changing city. It is pointless and counter-productive to allow intensification with 6-story residential buildings without ALSO planning supporting infrastructure - roads, rail, cycleways, 3 waters, schools, health - and efficient, timely access to where people work.

An overarching integrated oversight 'authority' is needed, to align delivery of:

* Residential development intensification; and,

* City Rail Link, Eastern (and Western) bus links, with carparking space to meet demand, and Motorway/arterial road and (separate) safe cycleway developments; plus other infrastructure - water, energy, public parks, schools etc.

* A high quality environment -

Otherwise Auckland will quickly lose its current high (but reducing) quality of life and well-being of Aucklanders (and NZers) will suffer!

Auckland's environment is the starting point; the economy needs to 'fit' the environment; and the housing and other buildings & infrastructure design need to enhance the environment and the economy.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Green space

Important privacy information

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#3235

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Simon Arrowsmith

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I don't think everyone can walk 1200m. This seems to be just for the healthy

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

I don't think everyone can walk 800m. This seems to be just for the healthy

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

I don't think everyone can walk 1200m. This seems to be just for the healthy

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

Where are people going to park? People need cars not just for work but for travel at night/weekends to visit people

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

Where are people going to park? People need cars not just for work but for travel at night/weekends to visit people

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Isn't it obvious

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3236

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Ruth Elliott

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?**

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs. The walkable route to the City Centre beside the motorway is only suitable in daylight hours. It has no public lighting and is an unsafe environment at night for the population cohorts of St Marys Bay

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street Station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6,5,& 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

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- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former costal edge which presents a costal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

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#3237

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Jon Walker

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

'--the starting point of the 1200m catchment should be the central city / mid queen St where most of the public transport hubs, business and education establishments are located.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

'--the starting point of the 1200m catchment should be the central city / mid queen St where most of the public transport hubs, business and education establishments are located.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

should be less than 300 metres.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

should be less than 200m away or right in the town centre

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

most of the small/ mid size town centre have plentiful usable / suitable to be developed land within the town center area.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

'-- no accounting f the historical value is quantified in councils suggestion for special character value.

--majority of properties in the mentioned area have gone through extreme efforts to protect and preserve their history and heritage either enforced by the council rules and regulations or by the home owner's willingness which need to be taken into consideration and to be respected.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

'All areas in red in Freemans bay should be included as a qualifying matter for the reasons as following:

--every property in this special character area, high quality character or not, makes the area special and rich with history, heritage and character of its own individually and collectively. we must protect the area as whole not just few qualified ones or you are missing the point!

--any careless and badly developed high density housing will not just affect and destroy the nearby character of the property but affects the whole area.

--many houses in these areas may not have high enough quality but has historical relevance which may not be on the council / official record. It is such a crim to exclude them from the protection list using this blanket approach.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this

as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
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- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

Climate change -- Freemans bay's local parks, green space and vegetation have provide the area with environmental and cooling benefits to central city . Any intensification will result in a loss of these benefits at time when climate change requires their retention.

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#3241

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Eric Denman

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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We are proposing:

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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

I walk 30min into the city center on a regular basis! And now with those scooters everywhere, it's even easier to make a quick trip in. More density more places please :)

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

I walk 30min into the city center on a regular basis! And now with those scooters everywhere, it's even easier to make a quick trip in. More density more places please :)

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

Moar

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

Moar

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

Give me density

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

This is just nimby's trying to keep their house prices going up forever. Put apartment buildings anywhere that can support them.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

This is just nimby's trying to keep their house prices going up forever. Put apartment buildings anywhere that can support them.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Infrastructure constraints

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By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

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9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

Tax the rich, fix the infrastructure.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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- Stockade Hill Viewshaft
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10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3242

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Philip Cameron

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs. The walkable route to the City Centre beside the motorway is only suitable in daylight hours. It has no public lighting and is an unsafe environment at night for the population cohorts of St Marys Bay

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street Station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6,5,& 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former costal edge which presents a costal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage this hazard risk.

Important privacy information

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#3243

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: William Peake

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I live in St Marys Bay, and none of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use, including retail, entertainment & cultural facilities, and rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the most of the residents of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are NOT within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

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#3246

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Jenny Titigangi

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

'--it is too far to walk

--should start from the city centre but not the fringe of the city!

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

too far to walk.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3247

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Neville Thompson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Walking to the City Centre from St Marys Bay is not an easy or a pleasant walk and it would not be one that you would do after dark and it that has steep grades.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

It is not a pleasant or easy or very safe walk

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

No sure what the question is but the buses that speed through Ponsonby every few minutes are usually empty from 9am to late in the day . Auckland transport need to get their act together and reduce timetables to suit the lack of passengers.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

St Marys Bay is not within the 400 metres of the Centre of Queen st

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

I would leave that answer to the People that live there!

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

St Marys Bay itself in total is a special historic area. Not every single building is a historic building but to demolish one of those and slap a multi-storey monstrosity in that street it will ruin the character of the rest of the surrounding historic houses

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

As l previously said all St Marys Bay together has to be qualified as a special heritage character would vanish

8. **What do you think of the proposed business special character areas that we have identified?** Other

Tell us why

Take for instance Ponsonby Road, what an amazing place where people come from far and wide to visit. The building heights in some places are starting to be too high so l suggest they should be no more that 3 stories high.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

There should be constraints otherwise the special individual areas could be ruined

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3248

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Sandy Cooper

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Too much disruption to existing owners housing, light, privacy

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Destroying privacy, light of existing properties

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Pepperpotting high rise apartments within special character areas will degrade the area and housing within the area.

These are beautiful areas, don't downgrade them.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Pepperpotting higher buildings within special character area will degrade the existing character of the area significantly

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

I have lived in Herne Bay for 12 years and have often smelt sewage odours.

I never swim after rain, the council safe swim site regularly puts the Herne Bay beaches on their unsafe list.

The current wastewater system is very clearly not coping with current quantities of wastewater, how could it possible cope with more.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

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#3249

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Carolyn Hobson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The St Marys Bay district is beyond 1200 metres to the city centre amenities such as entertainment venues, retail outlets, main transport hubs, restaurants and the like. Further, the only route to/from the city centre that has a gentle walking gradient is both poorly lit and potentially unsafe during, particularly, the hours of darkness, with confrontations with mischief-makers and/or malcontents being entirely likely. A female jogger was accosted in the area and at night it is a playground for graffiti artists. Other better lit routes and arguably safer routes include steep grades. With a significant proportion of the St Marys Bay populace elderly/infirm, the alternative routes are largely unsuitable for these community members.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

The St Marys Bay district is beyond 1200 metres to the city centre amenities such as entertainment venues, retail outlets, main transport hubs, restaurants and the like. Further, the only route to/from the city centre that has a gentle walking gradient is both poorly lit and potentially unsafe during, particularly, the hours of darkness, with confrontations with mischief-makers and/or malcontents being entirely likely. A female jogger was accosted in the area and at night it is a playground for graffiti artists. Other better lit routes and arguably safer routes include steep grades. With a significant proportion of the St Marys Bay populace elderly/infirm, the alternative routes are largely unsuitable for these community members.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The St Marys Bay district is beyond 800 metres to the nearest existing city centre rapid transit at Britomart Station and the station being constructed at Victoria Street.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Auckland is not a compact city (unlike Wellington) and I believe the apartment/terraced housing zone needs to be much closer than 400m in Auckland

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Auckland is not a compact city (unlike Wellington) and I believe the apartment/terraced housing zone needs to be much closer than 400m in Auckland

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

St Marys Bay is a district comprising many historic heritage buildings. These have been preserved at considerable cost and effort over the years and such efforts should not be undermined by any application that increases densification within St Marys Bay without giving full consideration to the Special Character of the district and the likely impact on all properties that have historic heritage of grades 4 through 6.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

I believe identifying Special Category areas within the plan is essential. The areas identified as heritage properties in parts of St Marys Bay should be extended to all areas where there are buildings with historic heritage of grades 4 through 6.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The St Marys Bay district has significant infrastructure constraints with well documented issues with wastewater and storm water separation and systems management. Improvements to the waste and surface water systems already completed, and those in progress, have been based on current population densities. Densification of the residential properties within St Marys Bay will, of course, mean that the current upgrades to the waste and storm water systems will be inadequate to deal with an increased population density. The secondary road system within St Marys Bay is narrow with barely adequate off-road parking and on-street parking at present. With the exception of St Marys Rd, roads were constructed for horse and carts and hence are particularly narrow. Motorists need to exercise considerable care to avoid oncoming cars, opening car doors, cyclists, pedestrians etc. Parked cars are frequently clipped by passing motorists. The community has a system for the placement of Council rubbish bins to assist the Council refuse truck drivers, who have difficulty navigating/turning in the narrow streets. The narrow roads would be a particular challenge for access for emergency vehicles with an increased population. On occasions trucks cannot pass down the narrow streets and have to reverse. Densification would only exacerbate an already significant shortcoming in the key infrastructure of St Marys Bay.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

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- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

I propose an additional controlling protection overlay: St Marys Bay has, at is Northern boundary, a former coastal cliff. This is formed by unstable sedimentary rocks. Development along this zone would likely impact upon heritage properties adjacent to, and along the line of, this coastal cliff zone. Development of the harbour reclaimed areas, that now form the approach to the harbour bridge, would likely adversely affect the heritage buildings within St Marys Bay. Accordingly, the issue of coastal edge zones should also form a controlling protection overlay.

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#3249
adidas

#3250

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Hui wong

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

the more realistic walking distance should be 500m from the city center not from the fringe of the city .

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

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9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3264

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Adrienne Harrison

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Other

Tell us why

If Auckland was flat it would be a good idea, but it i not and what happens to everyone who lives on the North Shore we woul be supporting something that we would unable to use

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

What difference is 800 from 1200 North Shore residents would still not be able to benefit from it

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

If we had a rapid rail it would be wonderful but you cannot support something that is not in existence and it appears that there is no government money to support this

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

It will turn Auckland into a ghetto. Let's face it we are a pacific island and we do not have the infastructure to build high rise apartments along our foreshore. Properties that are affected are the ones that have a fantastic view of the city and harbour and owned y residents that have worked, saved and bought in an area that they wish to live ine

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Disgusting as these apartments will become ghettos in the future. If you view what is being built now you will appreciate my comments

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

We have strived very hard to improve our property over the past 25years and feel let down by the few that think all housing houl be subjected to a new plan which will obliterate what we have workd hard for

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Thei quetion is realy the same a s above and my thoughts are the same We have strived very hard to improve our property over the past 25years and feel let down by the few that think all housing houl be subjected to a new plan which will obliterate what we have workd hard for

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

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We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

Before any changes take place everything must be considered. In older areas the cost for new water reticulation will cost millions. Where is the money coming from? The same apply for sewage and electrical supply

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

The proposal that I am concerned with is the re zoning of Northcote point on the property facing the city. At the moment we are "Heritage" and this is proposed to be removed. I object to this. Properties that have riparian rights are on sections that have had a geoetch report and the land could be unstable for such buildings. Extra foundations and reinforcing would have to carried and a cost that woul most probably for far in excess for the actual exercise. Is the Council going to donate their land to this proposal? I doubt it!!. It has taken year for them to clear up the rubbish on their property and then the minimum of work was carried out

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#3267

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Karyn van den Hurk

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

The city centre should have people living in it

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

I think 500m would be sufficient

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?**

Tell us why

I think 500 would be enough.. 800 is a long way to travel if you are carrying groceries etc

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

Terrace housing I think is good 6 storey apartment blocks cheek by jowl block sunlight views and don't create a community

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Not sure about this

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

We have lost so much of the Special Character already we should support the little that is left

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

These are very small areas that are going to be protected.. Those small areas around Herne Bay on the coastline do not create a community at all

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

As before... These tiny little areas do not give any indication of what the history of the city is

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

We need older parts of the city to stop suffering from in adequate sewerage and storm water issues

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
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- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

N/a

Important privacy information

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#3271

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Jen Ballantyne

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

There needs to be a higher standard set for architecture - nature is a stunning example of great design yet we as humans seem to think it's OK to build low-cost, ugly high-rise buildings to look at and live in which adds to social problems and depression (there is research that proves this).

Intensification to the city creates less safety - everyone is talking about not feeling safe in Auckland central city anymore.

Footpaths next to busy through roads would need railing - open footpaths are dangerous for children and foreigners/immigrants (most likely to live in these areas because more used to it) who aren't used to our opposite side of road driving etc.

Auckland is a city of seasons (4 seasons in one day) - it rains alot in some seasons. People rarely walk when it rains they will seek other forms of transport like getting someone in their household to drop them off in the car - creates congestion and dangerious quick stops. They also do not carry a microwave home from the shops nor put it on a bike, nor do they walk or bike to take their teenage kids to sports - they need cars. It won't stop more cars being in the central area.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

Same reasons as for 1200 catchment.

There needs to be a higher standard set for architecture - nature is a stunning example of great design yet we as humans seem to think it's OK to build low-cost, ugly high-rise buildings to look at and live in which adds to social problems and depression (there is research that proves this).

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3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

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5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

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The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Areas that were already heritage protected should remain as a heritage area and not be able to be intensified as per the proposed rules.

Our area, for example the homes on Galatea, Upton and Bella Vista should remain protected.

Council has determined which houses/localities are protected by stating that there must be a certain percentage of a specific category of building within a special character area to enable that special character area to become a qualifying matter. However, the boundaries used for the assessment have a significant effect on the outcome when averaging across sites.

The method proposed has not adequately assessed the unintended consequence of the effect of neighbouring 11m high buildings on the character buildings that are to be retained. Special character buildings will be replaced with mixed or terraced housing of low quality and little amenity and even then, they will still be unaffordable to many. Having such developments adjacent to special character areas will severely reduce the quality of the area generally.

The current proposals will leave "pockets" of buildings with special character being dominated by mixed or terraced housing which will undermine the purpose of the qualifying matter in the first place. If the values of a special character are reduced or compromised that in turn adversely affects the historic heritage of that wider area.

Our heritage property in Bella Vista Road has been unfairly included in a limited boundary. It would be better grouped with Herne Bay Road which we drive along every day and consider our neighbourhood, rather than the non character homes on Cremorne Street and parts of Marine parade.

The current special character areas that have been defined should remain and once defined should automatically become qualifying areas.

In the area of Bella Vista Rd/Galatea/Upton Street, residents have recently invested heavily in restoring and renovating the special character houses and have been required to do so strictly in compliance with the character rules set by Council. While these rules have frequently prevented owners from altering homes as they would have liked, it has resulted in this area containing a cluster of heritage homes of a very high standard that could remain as a protected cluster of heritage homes from this era far into the future, providing they continue to be protected from re-development. This area was established as a collection of large homes with large gardens near the city centre and this purpose is part of the history of the area and should remain. (Apartments were historically on the eastern end of Marine Parade).

Sunlight and views would also be blocked by the proposed intensification, devaluing properties and significantly reducing the enjoyment of homes and impacting the mental health of current owners.

The historic heritage and special character of Herne Bay should be protected. Yet the proposed changes to the AUP, and the way they are proposed to be implemented do the opposite and will have a serious adverse effect on the established character of the area. Rezoning land for intensification is important, but this small area in Herne Bay contains a large number of significant heritage homes which together, collectively make up an area of historic housing that cannot be found anywhere else in Auckland and therefore should be protected for future generations.

For these reasons we say that the suggestions and process proposed by the Council on this issue is misguided and wrong and will cause severe adverse effects on residents who own houses that are within qualifying areas and residents that own houses on the border of qualifying areas. It is a lose – lose situation and will not promote the NPS-UD.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Please remove the proposed MDRS zoning from Galatea Terrace, Bella Vista Road and Upton Street. The houses in these streets individually are of a high character and collectively represent a group of large early 1900 villas that are of a high quality which is not represented anywhere else in Auckland. There are some examples of 1950's cottages and other types of early mid 1900 homes scattered throughout the area, but overall the character of the area with heritage villas and bungalows, wide streets and large gardens, remains as it was in the mid 1900s and cannot be found anywhere else in Auckland. Therefore the collective character of the streets should be protected by protecting all of the homes on these roads.

Arguably, all Special Areas should be included as that continues the rules which have been developed over many years, detailed in extensive consultation, tested through our legal system, and are the basis for the character housing we have today.

In reality, all Special Areas should be included as that is the only fair way to proceed under the short time frames being forced by legislation on the process.

The grouping of streets in our area is incorrect as we should be grouped with Herne Bay Road and Masons Ave since our houses are from the same period and design. We are all part of what Council

calls Herne Bay West. This would change the result of the averaging and mean these roads would be protected.

While we appreciate you had to use some system. However, in fairness, the grading system itself is not justified or proven. The method of survey, area groupings and the grading criteria are arbitrary and not warranted. We already have clearly defined Special Character areas.

The larger gardens afforded to this area, invite local tui and bird life. Intensification will reduce this special place for the birds.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

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9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

It's already widely known that Herne Bay has a combined sewerage and stormwater system that already results in frequent discharges of raw sewage to the beaches - the faecal counts are unfortunately high!

The proposed intensification, in terms of increased coverage and increased sewage volume, will further overload the current infrastructure. It will be years before this is upgraded. Intensification in the area should not occur until these services are separated and the volume is able to be transferred to the treatment ponds without overflow to the beaches.

We already have parking problems and these will only become worse with intensification since onsite parking is no longer mandated.

The local beaches are frequented by young people who leave rubbish and bottles. The bins are overflowing and rubbish ends up polluting the beach and sea. This would only increase with intensification.

The increases in traffic will congest the neighbourhood system and access into Herne Bay which is already strained.

The local roads are already congested with through traffic from Cox's Bay and Pt Chevalier into the city and over the bridge.

Our local public transport services are infrequent and impractical to use given the lack of routes.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

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#3277

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Kathryn Roberts

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

It is not clear to me why the walkable catchment is described by reference to the edge of the city centre when it is amenities within the city centre (and not at the edge) that are used by residents of St Marys Bay. Amenities that I use include the Tepid Baths Gym (20 -25 minute walk), retail in Queen St, Britomart and Commercial Bay, commercial offices on the eastern side of Queen St, the Art Gallery and Aotea Centre and other entertainment venues.

I often walk into the city centre or uber. The inner link bus service typically stops at Victoria Park for driver changeover so is not reliable as an option if I have a scheduled meeting or appointment.

After dark, walking home is not an option because of safety issues. A woman was attacked on the St Marys Bay pathway alongside the northern motorway in 2018. Since the pandemic, tagging of the acrylic fence has been rife. Victoria Park is not safe to walk across at night, nor are parts of Wynyard Quarter. Too little regard is had to ensuring the streets are safe for women.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

There are not any RTS that are within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

My understanding is that St Marys Bay is an existing special character area. On this basis, I believe this character should be retained and recognised as a qualifying matter.

My property at 6 Dunedin St is graded 5. The site is narrow and some 330 sq m in area. The house was built in 1905 and my family has lived here for close to 30 years. We have preserved many original features such as the front entrance along the side of the house, matai flooring, a kauri staircase and plaster ceilings.

These features would be lost on intensification. There would be extensive excavations required and loss of the existing gardens on my property which form part of the corridor for birds from the St Marys Bay foreshore to the Catholic Bishop's residence and further. The effect on the natural environment of intensification requires to be considered in more depth. Its not just people that live in St Marys Bay.

The St Marys Bay and Westhaven loop is a popular walking route, especially in weekends. Part of the attraction for the walkers is the character homes in the streets of St Marys Bay. I know this because I can see people walking past my houses looking at the properties.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

I think all of St Marys Bay should be covered by the designation. It is not a large urban area. The character of the area would be lost if character homes become overshadowed by 6 storey apartments and terraced housing.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

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9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Storm and waste water separation is a significant issue for St Marys Bay. The topography of the area means that storm water overflows can destabilise the cliff face. There have been a number of occasions this summer where severe weather events have contributed to cliff subsidence clearly noticeable when walking along the foreshore.

The streets are narrow and there is daily congestion already in New St and the streets running off New St with school traffic. I have observed on numerous occasions school buses getting jammed in the t-intersection between Dunedin St and New St because of an inadequate turning arc. Adding to the resident vehicles parked on the streets, because there will be more cars than off-street carparks in the apartments, will add to the congestion.

The catchment area for St Marys College is Auckland-wide and many pupils arrive at school by car, either driven by a parent or the pupil.

The land values in St Marys Bay are such that any apartments etc will be constructed to a standard of finish and cost well beyond the financial reach of many Aucklanders. Apartments in St Marys Bay will not add to the housing stocks available for purchase by first or second home buyers. The apartment purchasers can be expected to have multiple cars, adding to the traffic moving in and out of St Marys Bay. Yes, they will probably have e-bikes as well, but not instead of cars.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across

areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

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#3287

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: craig brownie

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

none of st marys bay is within walkable distance of 1200 metres to the city centre

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

the closest rapid transport to st marys bay is Britomart not within 800m

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

none of st marys bay is within 400m of centre so beyound walkable catchment

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

should be expanded over entire st marys bay

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

should cover all st marys bay area

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

significant upgrade underway with storm water increased density will not be accommodated by the proposal

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

ST marys bay is bounded to the north by unstable former coastal edge. A suitable depth of protection is needed from the former coastal cliffs inland for at least 100m where intensification must be avoided to manage the hazard risk

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#3289

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: jill cory

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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We are proposing:

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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

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9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

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#3290

Government's new housing rules: What it means for Auckland

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Your details

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Name: Min Lee

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I think the walkable catchment should be 500m from the edge of the city centre. The city and areas around the city centre is very hilly and the distance and hill climbs involved in a 1200m from the edge of the city centre is pretty unrealistic.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

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Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

I think all the villas and bungalows built pre1920s should be a qualifying matter. The character and historic style of these houses in this area should be preserved and not be replaced by modern high risers. The history in these old suburbs should be saved for our future generations.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

The areas in red in Freemans Bay should be included as a qualifying matter because even if not high quality character, they are part of a historic suburb and contribute to the retention of Auckland's history and sense of place.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The existing infrastructure in Freemans Bay will not support intensification due to limited stormwater/sewage capacity.

Many streets in Freemans Bay are narrow causing access difficulties for Fire Services, ambulance vehicles. High rise buildings present a greater hazard for residents than low rise and this put apartment residents at risks.

It makes environmental and financial sense to prioritise development in other areas where existing infrastructure permits.

The extremely narrow street and footpath infrastructure of upper north Freemans Bay not appropriate for contractor/supply access for building apartment blocks. The six floor plus buildings could create wind tunnels and extreme street shading . Privacy issues created by apartment blocks facing each other across narrow distances would be extreme.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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- Stockade Hill Viewshaft
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10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Climate change.

Freemans Bay has green areas and parks which provide environmental and cooling benefits to the City Centre. Intensification will result in a loss of these benefits at a time when climate change requires their retention.

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#3293

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Jane McCormack

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Qualifying matters

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6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

I want to retain Aucklands special character areas

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

I strongly support retaining special character areas. These changes will change the face of suburbs that people want to live in, because of how they are.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

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Tell us why

Other qualifying matters

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10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3295

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Sally Aplin

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

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- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

The historic heritage and special character of Herne Bay West should be protected. This small area in Herne Bay contains a large number of significant heritage homes which collectively make up an area of historic housing not found anywhere else in Auckland and should be protected for future generations.

The proposed changes to the AUP and the way they are proposed to be implemented will have a major adverse effect on the established character of Herne Bay.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

The grading system is not justified and the method of survey, area groupings and the grading criteria are arbitrary.

For example Herne Bay Road and Mason Ave should be grouped in Herne Bay West as they are part of this community and of the same era, this would change the result of the averaging and would protect the streets in Herne Bay West.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Herne Bay's sewerage and stormwater already results in frequent discharges of raw sewage to the Herne Bay beaches. The proposed intensification will further overload the current infrastructure and will have a negative impact to the Herne Bay beaches d sealife.

Also, parking around beach access is already at a premium as the beaches are very popular with public. This will become worse with intensification as onsite parking is not required.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

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#3298

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Catherine (Katie) Kempe

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs. The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are NOT within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Marys Bay is beyond walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

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Dear Auckland Council,

I am very concerned about the new proposals being suggested for the re-zoning of the St Marys Bay area, not just as a neighbourhood resident but also concerned as a citizen and resident of New Zealand.

New Zealand is a very young country by global standings and protecting what representation we have of our heritage is so important to our people. To embrace the future and move forward, we must also acknowledge and protect the past, especially the architecture of the one of the earliest suburban developments of Auckland City.

St Marys Bay is one of the most iconic small suburbs in this country. She sits proudly on the hill scape, looking down towards the waters where the ships anchored and emptied their passengers and cargo. The harbour master's house is still there…

Buildings like most in this suburb, relics from early beginnings of Auckland, tell us not only were we have been and come from but also help as a guide to where we are going as a city. We need the foundations of a solid past to build our future on. Removing the character and large area of heritage enclave from our city will remove that sense of who we are. The heart and soul of this area, the essence around which we actually place so much importance. We need to protect it, build on it, but don't remove it.

The area resonates with eclectic pride, it showcases the diversity of backgrounds a mix of old and new families who have helped to create and add to a small community of like minded city dwellers who have pride in their neighbourhood. They care and look out for their neighbours, show a willingness to help in a time of need and keen to chat at whim about the challenges of life when time allows.

There is a vibrancy of soul, a beating of hearts and a sense of rhapsody that comes with residing in St Marys Bay. I live here with pride, I love and respect the heritage of my family who arrived here in the mid 1800's. I also look to the future of my family and I am shocked that I am fighting to keep what I have spent so many years teaching my sons to value and respect. Look forward to the future, but always remember and appreciate the hard work and efforts of those before you.

I understand and agree that there needs to be additional facility for more housing in this city. I also ask who is this accommodation for and at what cost?

Kind regards,

Catherine Kempe

St Marys Bay

#3305

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Noel INGRAM

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

No part of St Marys Bay is within a walkable distance of 1200 metres of the City Centre. In particular, those City Centre amenities which I tend to use most are all substantially more than 1200 metres walking distance from my home: the Ferry Building is 2.4 kilometres away, being a 30 minute walk; my physiotherapist in Queen Street is 2.5 kilometres away, a 32 minute walk; the restaurants and bars of the Britomart Precinct are 2.4 kilometres away , a walk of 30 minutes; the High Court and the High Court Library are 3.6 kilometres away, a walk of 40 minutes.

As for the route to be taken walking to and from those amenities, there are two available routes, neither of which is to be regarded as safe by night.

The most direct route for many City Centre amenities is via the St Marys Bay Foreshore Heritage Walkway, beside the motorway approach to the Harbour Bridge. That route is only suitable in daylight hours. By night there is no public lighting of the pathway, and the environment is potentially unsafe, as is evidenced by the work of graffiti artists frequently appearing overnight on the clear border wall between the pathway and the motorway.

The alternative route involves a walk past the former Victoria Street Market in Victoria Street West which at times is unsafe at night. Hospitality venues within the Victoria Street Market cater for celebratory functions- birthday parties, engagement parties, hen and stag parties. As they enter and depart from their celebrations, drunken and/or abusive revellers tend to frequent the street outside the Victoria Street Market.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest transit stop to St Marys Bay is either Britomart or the future Victoria Street station. Neither of those stations is within 800 metres of St Marys .

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

No part of St Marys Bay is within 400 metres of the City Centre. As a consequence, St Marys Bay is beyond the walkable catchment area.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Just as the Council recognises the importance of protecting, with residential heritage zones under its existing plan, older parts of the City with special architectural and other special character values, so too should the Council include identified residential areas of that category as a qualifying factor for the exclusion from intense residential development under the new zoning proposals.

In the case of St Marys Bay, it is not sufficient to proceed to undertake that special character identification process on a house by house basis. The significant character of St Marys Bay extends beyond its numerous Victorian and Edwardian houses set close together. Regard needs to be had for the physical setting of St Marys Bay.

St Marys Bay is a maritime residential area with predominantly Victorian and Edwardian houses set close together in a north-facing , sun-drenched bowl which offers stunning views of of the Harbour Bridge, Westhaven and and the Waitemata Harbour set against the wide horizon of the North Shore. That vista is enjoyed by residents and passers-by alike; pedestrians proceeding along the footpaths have views of the Bridge , Westhaven, and the Harbour from not only the major view shafts of New Street, St Marys Road, Dedwood Terrace and Seymour Street but also over houses and through gaps between houses on the various side streets. It is essential that any assessment of the special qualities of St Marys Bay takes into account not only the qualities of the houses but also the manner in which the replacement of any existing houses with six storey apartments and/or three storey will destroy the unique character of the area, including the physical link to the past provided by the numerous old houses and those vistas of the Bridge, Westhaven and the Harbour currently enjoyed by residents and by those passers-by.

If the current rule changes were being advanced by a private developer, the Council would closely scrutinise the protection of not only the aspect of the heritage housing but also the maritime vistas . That scrutiny of the Council ought to be no less exacting when it comes to the application of the Council's present proposed rule changes for St Marys Bay.

There is a further factor which the Council needs to bear in mind in relation to its proposed planning changes. As has been noted at the commencement of my comments within this section, under its existing plan the Council recognises the importance of protecting the heritage of the St Marys Bay area. The application of those protective measures has meant that in very recent times many property owners, my wife and myself included, have been put to the trouble and the substantial cost in ensuring that refurbishment/ rebuilding works on an existing dwelling meet the requisite heritage standards. With that effort on the part of owners and the associated costs incurred by those owners comes a legitimate expectation that the heritage protection which was applied to the improvement of those properties will continue. With the proposed abandonment of that heritage zoning under the proposed rule changes and with the proposed introduction of intensive development in St Marys Bay, there arises the issue of the entitlement of those disadvantaged owners for compensation for the removal or loss of that legitimate expectation, if, indeed, such legitimate expectation is capable of removal in the proposed manner..

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

While I support the limited extent to which the Council has identified portions of St Marys Bay as a proposed special character area, that identification ought to extend to St Marys Bay in its entirety. I advance that stipulation on the basis of those factors which I have discussed above, in my commentary in the earlier section upon the Council's proposal to to include identified special character areas as a qualifying matter. It is insufficient to proceed on the basis of a house -by-house heritage assessment; it is of critical importance that an holistic assessment approach is applied so as to consider the overall character of St Marys Bay including those unique maritime vistas and the manner in which the neighbourhood is linked to its past through those numerous Victorian and Edwardian houses.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater

infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

As is evidenced by the current programme to upgrade the stormwater/wastewater systems and the plans to separate those system, St Marys Bay has very significant infrastructure constraints relating to stormwater, wastewater and the overall road network. Even the overhead powerlines in parts of St Marys Bay appear to belong to some bygone era. Any proposed increase in residential density will not be accommodated within the current proposed infrastructure upgrading, a proposal which, in any event, seemingly has fallen into a state of suspension.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

St Marys Bay is bounded to the north by an unstable former coastal edge, a scarp, which presents a coastal hazard. The seriousness of the risk arising from that hazard was evident in the recent severe storm of March 2022 when the cliff face next to the St Marys Bay Foreshore Heritage Walkway suffered two slips. The more western of those slips occurred below apartments in Ring Terrace, with the slip coming within approximately one metre of the seaward boundary fence of the property.

The Council's planning change proposals ought to have taken into account as a qualifying matter that unstable coastal edge which presents a coastal hazard . The Council's proposals have failed in that regard.

I am advised that the coastal hazard requires a suitable depth of protection of at least 100 metres ; and within that protected area , in order to manage the risk of the hazard, intensified development must be avoided.

Important privacy information

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#3340

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Elizabeth Adams

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

As a resident of the area I know exactly what a walkable catchment is for the area.

Based on my own experience I know people will generally only walk from as far as

((location)) to go to the city centre

The proposed outer limit of 1.2 km completely fails to take into account local

topography and road crossings, and also the walking habits of the average

Aucklander.

It is unrealistic to suggest the average Aucklander will walk anything like the distance and hill climbs/descents involved in a 1.2 km catchment from the Western edge of

the city.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

These issues aren’t relevant to my area

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

These issues aren’t relevant to my area

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

These issues aren’t relevant to my area - but this would possibly be a more appropriate distance for walking

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

These issues aren’t relevant to my area - but this would possibly be a more appropriate distance for walking

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more)

within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

A great deal of work was put in under the Unitary Plan to identify special character areas requiring protection. The amount of land which would be made available for redevelopment by excluding certain special character areas is very small. Generally the special character areas which have been excluded have small section sizes, difficult topography and infrastructure constraints which make them unsuitable for re development. No accounting of the Historical Value is quantified in Councils suggestions for Special Character value. For example, one of the first wooden houses built in the area is found in Elizabeth St. It was built as the residence of Mr Michael Wood who created the original Brookville Estate in the 1850s. This comprised of the first 121 sections creating much of North Freemans Bay. Largely intact, this house is proposed sone THAB: ie; Six story plus apartment, and thus open to demolition.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

'The areas marked in red in Freemans Bay should be included as a qualifying matter for the following reasons :

- Even if not high quality character they are part of an historic suburb and contribute to the retention of Auckland’s history and sense of place

- It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high quality character areas

- Again, no accounting of the Historical Value is quantified in Councils suggestions for Special Character value. There are several properties in qualifying areas that are part of the Auckland Historical City Walks that are largely intact, which are now to be proposed as THAB: ie; Six story plus apartment, and thus open to demolition - removing our heritage

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining the history and character of areas such as Ponsonby Road is crucial to the sense of identity and place for the local community and Auckland as a whole.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The existing infrastructure in Freemans Bay will not support intensification due to

limited stormwater/sewage capacity. Freemans Bay will not be linked to the Western Interceptor and therefore overflows to the harbour will increase

Many of the streets in Freemans Bay present access difficulties for Fire Service

vehicles. High rise buildings present a much greater fire hazard for residents than

low rise and this will put apartment residents at risk.

Its makes environmental and financial sense to prioritise development in other areas where existing infrastructure permits. Limited resources require existing

infrastructure is put to best use.

The extremely narrow street/footpath of upper North Freemans Bay (like Wood Street) is not appropriate for contractor/supply access for building apartment blocks. The six floor plus buildings could see the creation of wind tunnels and extreme street shading which such narrow streets. Privacy issues created by apartment blocks facing each other across such narrow distances would be extreme.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Climate Change: Freemans Bay has significant vegetation and green areas which provide environmental and cooling benefits to the Central City. Intensification will result in a loss of these benefits at a time when climate change requires their retention.

Important privacy information

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#3345

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Richard Brayne

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

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Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3351

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Anthony Baird

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

More people are working from home so the CBD is not as busy anylonger so the concept of close to CBD does not have the same requirements

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

There are no rapid transit areas in Saint Marys Bay road and no plans for rail/tramlines or other services. Britomart is the nearest and is 3kms from the suburb

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

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Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are a significant properties of historic heritage value rated 6 and 5 of which 1 Melford St is. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps to create a heritage suburb . Auckland is lossing all 19C/early 20C character in the inner city with the proposed plans.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

This proposed increase in density will also impact emergency service vehicle access for fire, police and ambulance due to limited road access

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
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- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Mary's Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

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#3352

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: charlotte adams-drury

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

As a resident of the area I know exactly what a walkable catchment is for the area.

Based on my own experience I know people will generally only walk from as far as

500m to go to the city centre. The proposed outer limit of 1.2 km completely fails to take into account local topography and road crossings, and also the walking habits of the average Aucklander.

It is unrealistic to suggest the average Aucklander will walk anything like the distance and hill climbs/descents involved in a 1.2 km catchment from the Western edge of the city.

The edge of the city centre is an unrealistic measure for the western side of Auckland, due to the percentage of offices, retail (High St, Lorne St, etc) and the University of AUT, which are found to the east Queen St. A more appropriate line would sit at Queen St, which is 2000 metres and is just under a 30 minute walk from the intersection of Franklin Road and Ponsonby Rd, and thus too far.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

These issues aren’t relevant to my area

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

These issues aren’t relevant to my area

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

These issues aren’t relevant to my area

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

These issues aren’t relevant to my area

Qualifying matters

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6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

A great deal of work was put in under the Unitary Plan to identify special character areas requiring protection. The amount of land which would be made available for redevelopment by excluding certain special character areas is very small. Generally the special character areas which have been excluded have small section sizes, difficult topography and infrastructure constraints which make them unsuitable for re development. No accounting of the Historical Value is quantified in Councils suggestion for Special Character Value. EG; one of the first wooden houses built in the area is found in Elizabeth Str. It was built as the residence of Mr Michael Wood, who created the original Brookville Estate in the 1850s. This comprised of the first 121 sections creating much of North Freemans Bay. Largely in tact, this house is proposed zone THAB - SIX STORY PLUS APARTMENT, AND THUS OPEN TO DEMOLITION!!!

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are areas that should not be identified as a qualifying matter

Tell us why

'The areas marked in red in Freemans Bay should be included as a qualifying matter for the following reasons :

- Even if not high quality character they are part of an historic suburb and contribute to the retention of Auckland’s history and sense of place

- It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high quality character areas

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining the history and character of areas such as Ponsonby Road is crucial to the sense of identity and place for the local community and Auckland as a whole

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The existing infrastructure in Freemans Bay will not support intensification due to

limited stormwater/sewage capacity. Freemans Bay will not be linked to the Western Interceptor and therefore overflows to the harbour will increase.

Many of the streets in Freemans Bay present access difficulties for Fire Service

vehicles. High rise buildings present a much greater fire hazard for residents than

low rise and this will put apartment residents at risk.

Its makes environmental and financial sense to prioritise development in other areas where existing infrastructure permits. Limited resources require existing

infrastructure is put to best use.

The extremely narrow street/foothpath infrastructure of upper North Freemans Bay (like Wood St) is not appropriate for contractor/supply access for building apartment blocks. The six story plus buildings could see the creation of wind tunnels and extreme street shading with such narrow streets. Privacy issues created by apartment blocks facing each other ac ross such narrow distance would be extreme.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across

areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Climate Change: Freemans Bay has significant vegetation and green areas which provide environmental and cooling benefits to the Central City. Intensification will result in a loss of these benefits at a time when climate change requires their retention.

Important privacy information

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#3356

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Philip Cory-Wright

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

We live in St Mary's Bay. Whilst the city centre is walkable in theory, in practice it is not suitable as a daily commute. Downtown is 2.9km from our place. In addition, St Mary's Bay is on a hill so the return walk is steep and not suitable for most people for a daily commute (every second walk is up College Hill!). Victoria Park, which is deemed to be the edge of the city centre, is 1100m from our house, and is not "city centre". In my view, the "walkable limit" needs to consider "topography" and also be measured from where most people "actually walk to", rather than the outer edge (which in our case seems to include a park!).

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest stop for us is Britomart or the new Victoria Street Station which are both around 2km from our place.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

We have lived in St Mary's Bay for 30 years. When we renovated the house in 1993 we could have demolished the 1930s bungalow and started again but chose to embrace the wooden structure and renovate. This is the case with many of the houses in our street.

It is also a practical matter. Most St Mary's Bay section sizes are small (300m2). There is a community village atmosphere (Selby Square).

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

A significant feature of St Mary's Bay is the amenity value of the character houses. Many of the houses in our street have been assigned a character rating of 5 or 6. Our's has been assigned a rating of 4 (which we consider should be a 5). Rather than entering into individual disputes of ratings with individual properties, I would suggest Council considers special character areas using an overlay of ratings 4, 5 and 6 (rather than just 5 and 6). This gives an appropriate measure of conservatism to the special character sub-area ratings (and should avoid Council having to enter into prolonged and time-intensive disputes with individual property owners!). After all, a 4 rating still means the property has significant character.

Clearly it is undesirable within a special character suburb to adopt a "patchwork quilt" effect where houses in the same street have significantly different planning rules applied. Hence the test should be, holistically, is the street or the suburb one of "special character"? This is presumably the proposed 75% test. In my view, this should err on the side of conservatism (ie favour special character) because a decision to ignore special character will have major effects on everyone - the domino effect of intensification will probably result in all special character houses being replaced over time.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay residents are currently enduring significant disruption as a result of the project to separate storm and waste water (including us!). This is a difficult project because of the small section sizes and the steep topography. This separation process is only designed to deal with the existing usage and some future usage based on the existing AUP. It is not reasonable to put St Mary's Bay residents through this disruption again in the near future to accomodate a significant intensification which requires further major infrastructure upgrades.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

The St Mary's Bay coastline has been significantly modified by the Auckland Motorway. However, when considering the future effects of rising sea waters it is still a coastal hazard zone. So the cliffs from St Mary's Bay overlooking the motorway should still be treated as a coastal hazard zone and the 100m limit applied to any intensification proposed.

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#3371

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Christine Sewell

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I live in St Marys Bay. Our area is not within a walkable distance of 1200m to city centre amenities that residents use. From my home it is 2.9km to Britomart, our nearest public transport hub, according to google maps. To walk this distance takes at least 40-45 mins which is not convenient for many people trying to get to work etc. The nearest retail and entertainment facilities would be a similar distance (slightly closer but definitely not within 1200m). There is a walkable route into the city by the motorway but this is only useable during daylight hours. I certainly wouldn't use it at night. There have been women attacked and raped along that walkway. The lighting is inadequate and it is unsafe. Other return routes from the city centre to St Marys Bay involve steep streets which are unsuitable at night, and are unsuitable for elderly people or people with disabilities etc.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the city centre. This means St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay, there are over 200 properties of historic value and many are of community importance. I live next door to a house that was an original church manse for the area. These houses are very special and add to the character and significance to Auckland and St Mary's Bay. People purchased these homes based on their heritage value. I support creating Special Character-sub areas around clusters of heritage houses in St Marys Bay in addition to those already identified on the draft maps. To ignore the special character of St Marys Bay makes an absolute mockery of the consultation process that was used to create the Unitary Plan in the first place. What a different approach we are seeing now from AC and the Government! These changes must not just be forced through.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be applied to all of St Marys Bay, including all houses of Rating 6, 5 and 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this

as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater (which frequently overflows and pollutes the harbour - SMB wasn't included in the central interceptor as it was too complicated and expensive!), wastewater and overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. AC is well aware of this issue due to the consultation over the wastewater and stormwater system upgrade. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Character buildings in the central city need to be given special character status and not touched. Auckland is being ruined by greedy developers.

This whole consultation process is deeply concerning and inauthentic. AC is trying to rush these changes through with minimal time allowed for true community consultation at a time when people have been distracted with Covid-19 etc. It is all very shocking!

Important privacy information

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#3373

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Phil Aitken

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?**

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

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Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

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#3374

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Steph Hudson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Simple distance metric not logical Needs to be linked to infrastructure partic yet to be determined light rail stops and route. Also needs to be linked to infra to support more intensive housing. This looks rushed and poorly thought out to me

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

See above Simple distance metric not logical Needs to be linked to infrastructure partic yet to be determined light rail stops and route. Also needs to be linked to infra to support more intensive housing. This looks rushed and poorly thought out to me

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

See above. Link to trasnport clearer although needs to be more logically linked to second part of infra (to support intensive living)

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

See above. Link to trasnport clearer although needs to be more logically linked to second part of infra (to support intensive living)

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

75% threshold for NPS UD is arbitrary and not linked or scaled to expected benefit (ie make that threshold high where there is adequate trasnport infra and lower elsewhere)

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

See above - 75% threshold for NPS UD is arbitrary and not linked or scaled to expected benefit (ie make that threshold high where there is adequate trasnport infra and lower elsewhere)

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

This is critical. It links the likely benefit of the policy to the costs (ie sacrifice character to help emissions yes but cost has to to be linked to likelihood of success) heritage architect i spoke with doubted that any towers would be built in st Mary's bay for 15 years but that the area would fall fallow and in a state of disrepair due to uncertainty around neighbouring intensity.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Support in general . Iwi consultation around historic sites been done?

Important privacy information

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#3376

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: John McCartie

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

St Marys Bay is not within a walkable distance of 1200m to city centre amenities that residents use. To walk this distance takes at least 40-45 mins which is not convenient for many people trying to get to work etc. The nearest retail and entertainment facilities would be a similar distance (slightly closer but definitely not within 1200m). There is a walkable route into the city by the motorway but this is only useable during daylight hours. I certainly wouldn't use it at night. Other return routes from the city centre to St Marys Bay involve steep streets which are unsuitable at night, and are unsuitable for elderly people or people with disabilities etc.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metrres of the city centre. This means St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

St Marys Bay has more than 200 properties of historic value and many are of community importance. I support creating Special Character-sub areas around clusters of heritage houses in St Marys Bay in addition to those already identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be applied to all of St Marys Bay, including all houses of Rating 6, 5 and 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and overall road network. The upgrading of the stormwater/wastewater system and the planned separation is

based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. AC is well aware of this issue due to the consultation over the wastewater and stormwater system upgrade. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Character buildings in the central city need to be given special character status and not touched.

This consultation process and the extremely limited time provided for feedback is deeply concerning.

Important privacy information

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#3382

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Yvonne van Dongen

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

From where I live (lower Franklin Rd area) people do not walk to go into city the centre. It's too hilly and there are too many major roads to cross. There are other more suitable sites for intensification close to town - land between Beaumont Quarter and St Mary's Bay, Wynyard Quarter, old City Works depot bunded by Wellesley, Nelson and Cooks sts and vacant site cnr Victoria and Albert sts.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

This could work though I;m not sure.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Not sure this is relevant to my area.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

This would probably be a more appropriate distance for walking.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Developing special character areas would free up very little land for housing. Also many special character areas are difficult to develop due to small section sizes, topography and infrastructure requirements.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

The red areas in Freemans Bay should be included as a qualifying matter because 1) Even if not high quality they are part of an historic suburb and contribute to Auckland's history and sense of place. 2) Excluding these areas would adversely affect the integrity of the surrounding high quality character areas.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Happy that special character of areas like Ponsonby Rd is being recognised. This is crucial to the sense of identity and place for the local community and Auckland as a whole.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

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We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Freemans Bay infrastructure will not support intensification dur to limited stormwater/sewage capacity. Freemans Bay will not be linked to the Western interceptor and therefore overflows to the harbour will increase. Many narrow streets already present difficulties for the fire and ambulance services. High rise buildings present a much greater fire hazard for residents than low risk and will put apartment residents a risk. It makes more economic and environmental sense to prioritise development in other areas where existing infrastructure is put to best use.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Climate change. Freemans Bay currently supports many green areas and vegetation which provide environmental and cooling benefits to the central city. Intensification will remove these benefits at a time when climate change requires their retention.

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#3389

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Peter Don

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Weather age urgency make this suggestion impractical arriving at functions wet sticky and anxious about being late St Mary's Bay is more

Than a15 minute walk from the city for us

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

Same as previous answer Weather age urgency make this suggestion impractical arriving at functions wet sticky and anxious about being late St Mary's Bay is more

Than a15 minute walk from the city for us

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Same as previous answer Weather age urgency make this suggestion impractical arriving at functions wet sticky and anxious about being late St Mary's Bay is more

Than a15 minute walk from the city for us

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of ST MARYS BAY IS WITHIN 400 mths of city centre

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Not applicable to SAINT MARYS BAY

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Saint MARYS Bay uniqueness will only be protected if you protect all the

Area .0NCE you open the area up to high rise development the character

Will disappear over a number of years old houses need a lot of maintenance to keep them up to scratch .WITHOUT protection people

Will move out either selling or renting their houses and enventually some

Of the protected houses due to lack of maintenance will be demolished

And replaced by high rise in the short term it will be much more tempting

To sell your rundown home for development than maintain it

Have you looked at how heritage areas are preserved overseas

WOOLARAH in SYDNEY for example

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

There should be more protected residences protected

Like the two houses at 14&16 DUBLIN designed by award winning architect Andrew Patterson to be compatible with the existing street

Houses

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

The aim should be to protect the the area the affordable housing problem

Will not be solved by destroying SAINT MARYS BAY uniqueness

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

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9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Cost to up infrastructure in older areas to increase population is not

Justified

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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#3391

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Phoebe McCartie

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

St Marys Bay is not within a walkable distance of 1200m to city centre amenities. From my home it is over 2km to Britomart, our nearest public transport hub and takes at least 40 mins which is not convenient for many people. The nearest retail and entertainment facilities are not within 1200m. There is a walkable route into the city by the motorway but this is only useable during daylight hours. The lighting is inadequate and it is unsafe. Other return routes from the city centre to St Marys Bay involve steep inclines which are unsuitable at night, and are unsuitable for many residents.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

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4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metrres of the city centre. This means St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

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Qualifying matters

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Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

There are over 200 properties of historic value within St Marys Bay. These properties are very special and add to the character and significance to Auckland overall and of St Marys Bay. I support creating Special Character-sub areas around clusters of heritage houses in St Marys Bay in addition to those already identified on the draft maps. Please do not ignore the special character of St Marys Bay.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be applied to all of St Marys Bay, including all houses of Rating 6, 5 and 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater (which frequently overflows and pollutes the harbour), wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Character buildings in the central city must be given special character status.

Thank you for the opportunity to provide feedback - although the community consultation period is far too short.

Important privacy information

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#3393

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Deb SPENCE

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

Walking is healthy and environmentally friendly but it needs to be safe.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

As previously stated Walking is healthy and environmentally friendly but it needs to be safe.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

As previously stated Walking is healthy and environmentally friendly but it needs to be safe.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

Serious thought has to be given to adequate numbers of green spaces and paved outdoor spaces. Obliterating sun through the close proximity of tall buildings adversely impacts mental well being and increases heating costs also adversely impacting the environment.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

As stated above. Serious thought has to be given to adequate numbers of green spaces and paved outdoor spaces. Obliterating sun through the close proximity of tall buildings adversely impacts mental well being and increases heating costs also adversely impacting the environment.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

It is very important to maintain the character and history that Auckland has. There is so little, relative to other big cities in the world. The lack of attention to this during the 1970s and 1980s has already seen the demolition of so many beautiful properties. We cannot keep doing this and there are plenty of sites along the main arterial routes that can accommodate high rise apartments.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

Single housing zones seem appropriate but this does not seem to guarantee that homes with historical character will be renovated rather than demolished and replace with large concrete dwellings.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Again, I would like to see older character shops being retained and restored rather than being replaced with modern edifices.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

These are expensive to maintain and should not be overburdened.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

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- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

I fully support the preservation of character buildings in the city Centre and Queen Street Valley. Likewise maintaining sun penetration to public spaces is essential for healthy living.

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#3395

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Katie Holl

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Mary's Bay is within a walkable distance of 1200m to City Centre amenities which residents use (retail, entertainment, rapid transit/public transport hubs). The walkable route is beside the motorway and it's only suitable in daylight hours. It has no public lighting and is an unsafe environment for all residents. Other return routes from the city centre to St Mary's Bay involve steep grades, unsuitable at night for the population cohorts of St Mary's Bay

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Mary's bay is Britomart or the future Victoria street station. Both are not within 800m of St Mary's Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of St Mary’s Bay is within 400n of the city centre, which means it is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Mary's Bay there are over 200 properties of historic heritage value rates 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Mary's Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Mary's Bay collecting all houses of Rating 6,5 and 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planner separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Mary's Bay is bounded to the north by an unstable former coastal edge which present a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metre where intensification must be avoided to manage the hazard risk.

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#3396

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Ross Grover

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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- Auckland War Memorial Museum Viewshaft
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- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

For my own Hone you have rated it a 3 (17 Melford Street) has been rated a 3 which I would like to challenge. The house was built in the late 1800's, early 1900's and has been renovated in accordance with your heritage guidelines so should be a 6.

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#3398

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Brendan Drury

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

As a resident of the area I know exactly what a walkable catchment is for the area.

Based on my own experience I know people will generally only walk from as far as

500m to go to the city centre. The proposed outer limit of 1.2 km completely fails to take into account local topography and road crossings, and also the walking habits of the average Aucklander. It is unrealistic to suggest the average Aucklander will walk anything like the distance and hill climbs/descents involved in a 1.2 km catchment from the Western edge of the city. The edge of the city centre is an unrealistic measure for the western side of Auckland, due to the percentage of offices, retail (High St, Lorne St etc) and the University and AUIT, which are found to the east side of Queen St. A more appropriate line would sit at Queen St, which is 2000 metres and is just under a 30 minute walk from the intersection of Franklin Rd and Ponsonby Rd, thus too far.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

These issues aren’t relevant to my area

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

These issues aren’t relevant to my area

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

These issues aren’t relevant to my area

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

These issues aren’t relevant to my area, but perhaps this is a more realistic walking distance - taking into consideration hills and winter/rain and lack of walk way shelters

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

A great deal of work was put in under the Unitary Plan to identify special character areas requiring protection.

The amount of land which would be made available for redevelopment by excluding certain special character areas is very small.

Generally the special character areas which have been excluded have small section sizes, difficult topography and infrastructure constraints which make them unsuitable for re development.

No accounting of the Historical Value is quantified in Councils suggestion for Special Character value. For example, one of the first wooden houses built in the area is found in Elizabeth St. It was built as the residence of Mr Michael Wood, who created the original Brookville Estate in the 1850s. This comprrised of the first 121 sections creating much of North Freemans Bay. Largely intact, this house is proposed zone THAB: ie Six story plus apartment, and thus open to demolition.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

'The areas marked in red in Freemans Bay should be included as a qualifying matter for the following reasons :

- Even if not high quality character they are part of an historic suburb and contribute to the retention of Auckland’s history and sense of place

- It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high quality character areas

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining the history and character of areas such as Ponsonby Road is crucial to the sense of identity and place for the local community and Auckland as a whole

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The existing infrastructure in Freemans Bay will not support intensification due to

limited stormwater/sewage capacity. Freemans Bay will not be linked to the Western Interceptor and therefore overflows to the harbour will increase

Many of the streets in Freemans Bay present access difficulties for Fire Service

vehicles. High rise buildings present a much greater fire hazard for residents than

low rise and this will put apartment residents at risk.

Its makes environmental and financial sense to prioritise development in other areas where existing infrastructure permits. Limited resources require existing

infrastructure is put to best use.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how

they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Climate Change: Freemans Bay has significant vegetation and green areas which provide environmental and cooling benefits to the Central City. Intensification will result in a loss of these benefits at a time when climate change requires their retention.

Important privacy information

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#3405

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Mark Hardie

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Further to the above , I have lived in St Marys Bay now for several years , this is my second property i have owned in St Marys Bay, i brought this current property , 32 Dedwood Terrace because of the areas Historic character and its old nature in line with the rest of St Marys Bay, i want to challenge why 32 Dedwood Terrace is not considered a category 5 or 6 because this property was built in 1923. If multi story housing is built around it this will destroy the character of this property and the whole St Marys Bay area, i have friends from all over the world who have photographed the streets from the top to the bottom overlooking the Marina and Bridge with the character St Marys Bay homes , so changing this will destroy the whole history and character forever and what we have all been proud of being part of.

Important privacy information

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#3408

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Eileen Fisher

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I wonder whether you have considered where people are working and how difficult it is for parents to always walk to work with child care needs etc. Is also very hilly and narrow in parts.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

Possibly more suitable for walking

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

The one street on one street off approach is silly as an exempt area could be negatively impacted by light shading, traffic issues, poor infrastructure provisions etc. eg, Renall Street/Wood St. - if the latter has a 6 story Apt building on the corner, then the little houses will be overwhelmed. The are needs to be looked at as a whole.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

See above comment. - historic suburbs (eg Freemans By need to be preserved as a whole) to preserve the overall feel and integrity of the area.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Ponsonby Road needs to be preserved as a special character area.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

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By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

I am very concerned regarding the infrastructure of this inner city suburb (Freemans Bay), never mind the schools.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across

areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Considers that most historic and beautiful public views are protected, also the character buildings in the central city zone as well as light, green spaces

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#3411

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Emma Gleason

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

You can retain character while still supporting density and intensification - a well designed 3 to 5 story building should be able to fit in with the surrounding character of the architect wants it to

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are areas that should not be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think less areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Support in the interim but the infrastructure issues should be addressed and fixed to allow for intensification

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft

- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

I support the character buildings in the city centre - these are a great example of medium to high density and the council should be doing more to protect and preserve them. Too many sit empty. These have potential for regeneration and providing quality housing and improving the residential culture of the central city.

I don’t think preserving view shafts and views should be prioritised over creating housing in areas that need it and have access to transport and amenities - the latter is more important and urgent.

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#3416

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: David Tommas

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
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- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

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#3420

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Roz Tommas

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

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Tell us why

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Tell us why

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Tell us why

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5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

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Tell us why

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Tell us why

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Tell us why

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#3424

Government's new housing rules: What it means for Auckland

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Your details

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Name: Marion Jones

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?**

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?**

Tell us why

Intensification around town and local centres

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4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?**

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?**

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?**

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

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9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

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#3427

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Adam Parkinson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

While 1200m might be appealing to many, 1800-2200m is more realistic in encouraging those who can, to be further away and to walk. 21-25 minutes is a very acceptable walk for most - they are possibly already spending that time or more in their car commuting. This increase in walkable catchment supercharges achieving the benefits of density, provides many more options of all. The city centre is grounded by suburbs that should have more density, due to their proximity to the city centre itself, and excellent public transport option, so to not maximise density in those areas is illogical.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

Should be 1400-1600 m for met centre. 800 is laughable - most people will walk 800m from their car to the mall in Sylvia Park.

800m is not a reasonable distance, and most people cn easily manage a 20 minute walk and should be provided that opportunity. SCAs shouldn't get in the way of meeting the objectives of the legislation, and meeting our climate emergency imperatives.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

As above - should be 1400-1600m. 800m is wholly meek and unambitious, and won't encourage the sort of entity/housing that we all want and need. Bigger catchment distances will also support local businesses or even encourage new ones to start up, avoiding lengthy trips in cars to distant areas. They will also encourage more people to cycling/micromobility, especially when parking is removed to provide those safe separated options.

Shocked to read that areas with high bus priority are not included in the definition of Rapid Transit so please include those in the definition, otherwise it look like this is trying to gerrymander the map

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre

(such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

I support up zoning, but it needs to much further out than 400m, which is only a 4 minute walk. it should be 800m at the least. I live in the city centre and love the ability to do everything required within a 20 minute walk, or faster by bike. Everyone should have the opportunity for that - we call it the 15 minute city.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

While supporting the up zoning, against. the distances proposed are insufficient and should be higher 400-600m ideally Again, creates viable communities with support for community facilities, and businesses to thrive. the 15 minute neighbourhood in action

Qualifying matters

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6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

I worked for Heritage NZ for 10 years. I support heritage and this is done by our national and Council heritage processes of listing or scheduling identified heritage. This should continue. Heritage and Special Character are two different things. Special Character is clearly a lot more vague and has the potential to be used in very personal and non-transparent ways. The Government has not included SC as a qualifying natter for these reasons and the obvious reason that it can be used by the people owning in those areas who will often be in positions of privilege to protect and further their own interest under the nebulous Special Character Area category and its dubious methodologies. This SCA proposal seriously undermines the whole intent of the NPS UD - which is to provide density and options for many more people, in areas with good access to transit, jobs, businesses/shops and within walkable catchments. In proposing SCAs in some of the most qualifying areas in auckland for density, Council is proposing to seriously undermine of the Act, and protect the investments of the privileged. Instead of providing what the act intends. It is inequitable , exclusionary, and most likely racist.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Same as for previous question. We're in a climate emergency - every lever must be pulled. This is no time for exclusionary policies based on privilege, instead of logical policies that will actually reduce driving, carbon emissions, and cost of living.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

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9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

Infrastructure development is much more efficient in intensified areas and should take priority. The climate crisis also supports this approach. Government (National and Local) has the duty to plan for this and price it accordingly. With the climate emergency, investing in infrastructure upgrades to support development in existing urban areas - close to existing amenities and transport - is crucial to reduce transport and housing-related emissions.

Other qualifying matters

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10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

I support the protection of viewshafts of cultural and spiritual significance to mana whenua in Tāmaki Makaurau.

I live in the city centre. I would expect that the Auckland City Centre Master Plan (CCMP), which implements the compulsory Auckland Plan for this specific area, would have precedence in terms of defining relevant aspects of what “as much development capacity as possible” means for our city centre i.e. what is necessary and reasonable to ensure the Auckland Plan Outcomes are achieved. The NPS UD should reference these city centre plans and meet its aims and visions.

In terms of implementing Policy 3(a) of the NPSUD: Support

Sustainability and liveability, as encapsulated in the RMA definition of environment, needs to drive NPSUD implementation of policy.

fewer, simpler more flexible controls that can be targeted to an individual site as/if required.

Protecting sunlight, daylight to all city centre open spaces.

Protecing city centre amenity (as defined in the RMA) and retaining the ‘human scale’ of streets

Ensuring that tall buildings maximise sunlight, daylight and ventilation to enable all people and communities to provide for their social wellbeing, health and safety now and into the future.

Protecting local and regional views and the relationship between the city centre and the Waitematā Harbour

Protecting the historic heritage of the city centre and the outcomes already achieved by existing precincts that enable all people and their communities to provide for their economic and cultural wellbeing.

Ensuring city centre development around the Outcomes and Transitional Moves identified in the Auckland Plan with a major focus on mana whenua engagement and Māori Outcomes.

Requiring active climate change initiatives, such as the city centre Zero Emissions Area, in all city centre resource and building consents.

Important privacy information

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#3435

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Iain McManus

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

I'm empathetic to the idea of retaining some special character areas but:

1. I'm not convinced by what I've seen so far of the Council's case for including special character as a qualifying matter;

2. I'm not convinced that the Council has got the balance right in terms of the special character areas proposed to be retained in its preliminary response (in my opinion, too many low to average quality areas are proposed to be retained - see discussion on this under the question below); and

3. In the absence of changes to the standards within the Single House zone and special character overlays, the inclusion of special character as a qualifying matter does not adequately address the NPS-UD requirement to "achieve the greatest heights and densities directed by Policy 3 while managing the specific characteristics" of the character areas (see discussion on this below).

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are areas that should not be identified as a qualifying matter

Tell us why

In my opinion, Council's preliminary response retains a number of areas of low (or at best moderate) quality character, including areas where the character has largely been lost and areas where the character, while still reasonably consistent, simply isn't worth retaining.

In addition, Council's preliminary response retains character areas that shouldn't be retained given the proximity of those areas to key centres and rapid transit stops and the greater societal value that could be obtained by enabling intensification in those areas.

Furthermore, in the absence of changes to the standards within the Single House zone and special character overlays, the Council's preliminary response does not adequately address the NPS-UD requirement to "achieve the greatest heights and densities directed by Policy 3 while managing the specific characteristics" of the character areas (see discussion on this below).

I query the 66% threshold being applied to special character areas outside walkable catchments. It is not clear what the rationale is for setting the threshold at this particular level. In my opinion, a threshold of 66% is too low for an area to be considered high quality. This is evident in the outcome of the exercise, which has resulted in some areas being proposed for retention when they have limited and/or very inconsistent levels of special character value.

In addition, I query the adequacy of the Council's assessment of the special character areas given that Council has not reviewed rear sites within those areas, and the appropriateness of excluding vacant and rear sites from the calculation of the thresholds for "high quality" special character. This has resulted in some special character areas being retained even though the majority of properties within those areas do not exhibit high quality character (i.e. have not been scored at 5 or 6) and indeed may not even have character buildings on them at all. On the face of it, the exclusion of vacant and rear sites from the Council's assessment seems contrary to the Planning Committee's resolution, which does not provide any basis for excluding those sites, and seems designed to maximise the number of properties excluded from up-zoning contrary to the intent of the NPS-UD and to maximise the number of properties excluded from application of the Medium Density Residential Standards contrary to the intent of the Resource Management Amendment Act 2021.

I also query whether the Council's approach to calculating the threshold for high quality areas treats individual properties consistently, as in some areas the calculation has been undertaken across multiple streets and in other areas it has been applied on a street by street or part-street basis, resulting in some streets being retained as special character areas only because the next street over has very high quality special character lifting the average for the overall area.

In my opinion, the Council should be applying the calculation on a consistent basis, probably on a street by street basis, but perhaps on a visual catchment basis for long or winding streets. It is not good planning (and arguably not appropriate under the NPS-UD) for Street A to be retained as a special character area just because it has previously been included in a special character area with Street B and Street B happens to have a very high level of special character. Furthermore, treating Street A in this manner may lead to an inconsistent outcome with Street C elsewhere in the city where Street C has previously been identified as a single-street character area.

Given that the Council's own analysis has shown that the level of special character value is highly variable both within and between the currently identified special character areas, it seems difficult to justify using the boundaries of the special character areas under the current plan as the basis for calculating compliance with the thresholds for retaining a special character area under the NPS-UD, and Council should be looking at each street and/or area afresh to ensure that it is taking a consistent approach from one street to the next.

In my opinion, the Council needs to revisit its evaluations of the various special character areas to address the points above, otherwise there is a significant risk of the Council's analysis being overturned by the independent hearing panel.

In my opinion, the Council should also amend the standards applying within the Single House zone and the special character area residential overlays to provide for more intensive development than currently provided for, but less than would be provided for if the overlays were removed and the sites rezoned to MHU or THAB, to comply with clause 3.33(3)(b) of the NPS-UD and as a pragmatic middle course between those who seek to remove the overlays altogether and those who want the overlays retained in order to protect their existing amenity.

The current suites of standards within the Single House zone and the special character overlays would not have allowed many of the existing "character" buildings constructed in many of those areas if those standards had been in place at the time those areas were developed. Not many of the houses in Ponsonby, Freemans Bay, St Mary's Bay and Herne Bay for example would comply with the height in relation to boundary standard currently applicable to those sites.

Modifying the standards to better reflect the current scale of development already in these areas, and to provide for a reasonable level of further intensification, compatible with the character of those areas, would assist Council to satisfy the requirement in clause 3.33(3)(b) of the NPS-UD to "achieve the greatest heights and densities directed by Policy 3 while managing the specific characteristics" within the character areas.

It would reduce the resource consent burden on property owners within the overlays while enabling further intensification, particularly on sites that do not have character buildings, without destroying the character of the overlay areas.

This might reduce opposition to retention of the character overlays from those who want to see more intensive housing in centrally located areas while also satisfying landowners within the overlays who disagree with the restrictions imposed by the overlays but are also not keen to see their streets re-zoned MHU or THAB.

Modifying the standards within the Single House zone and special character overlays could be the pragmatic middle ground between two extremes – the grassy knoll between the rock and the hard place.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Haven't reviewed yet

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

At the moment, I don't support this as I don't believe it was the intent of the NPS-UD to give Council an easy out from providing infrastructure to enable intensification and I fear that if this is allowed as a qualifying matter, Council will have little or no incentive to address the infrastructure deficiencies in the identified areas.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how

they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3436

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Kiu Hei Chloe Yip

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

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Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are areas that should not be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think less areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
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- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

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#3439

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Rachel Terlinden

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

I think 15 minutes is a short walk and the city centre area should be extended further. Neighbourhoods such as Ponsonby, Freemans Bay and Herne bay are full of low density housing adjacent to the city centre and should be intensified as such.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

As above [I think 15 minutes is a short walk and the city centre area should be extended further. Neighbourhoods such as Ponsonby, Freemans Bay and Herne bay are full of low density housing adjacent to the city centre and should be intensified as such.]

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

as above, 800m is a small distance. People can walk further.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

Again, should be intensifying as much of these areas as we can so people can live in these areas and not have to spend hours each day commuting

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

as above. [Again, should be intensifying as much of these areas as we can so people can live in these areas and not have to spend hours each day commuting]

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Many of these houses are nothing special and not worth protecting over people's access to safe and liveable housing.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Other

Tell us why

I think the investment should be made in these areas to improve infrastructure in the long run

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3440

Government's new housing rules: What it means for Auckland

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Name: Suzanne Timpson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

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1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

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4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

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The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

It makes no sense to me that there must be a certain amount of houses in a specific category to enable that special character to become a qualifying matter. Also my apartment was built in 1970's by Group architect Ivan Mercep, that doesnt come under any special character but i believe these modernist group houses needed to be protected.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

All Special Areas should be included as that is the only fair way to proceed under the short time frames being forced by legislation on the process.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Herne Bay has a combined sewerage and stormwater system that already results in frequent discharges of raw sewage to the beaches. The proposed intensification, in terms of increased coverage and increased sewage volume, will further overload the current infrastructure. It will be years before this is upgraded. Intensification in the area should not occur until these services are seperated and the volume is able to be transferred to the treatment ponds without overflow to the beaches.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across

areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

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#3441

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: James Beattie

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** I don't know

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

Important privacy information

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#3446

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Ed Catherwood

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Most people do not work in the CBD so will still need to drive . it is more realistic to provide carparking near major bus and train stations

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

most people do not work in their local metro centre so will still need to drive. it is more realistic to provide carparking near major bus and train stations

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

most people do not work in their local metro centre so will still need to drive to work. it is more realistic to provide carparking near major bus and train stations

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

many surburban roads are unsuitable for high density housing. Also as high density housing does not provide sufficient carparking this will lead to few car parks available near to town centres thereby hurting local businesses

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

many surburban roads are unsuitable for high density housing. Also as high density housing does not provide sufficient carparking this will lead to few car parks available near to town centres thereby hurting local businesses

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

This is a misleading question.

The western part of Herne Bay contains mainly special character houses, and should be maintained as a heritage area rather than rezoned Medium Density. This undermines the purpose of the qualifying matter, and devalues the special character of the street and the credibility of the proposed rezoning.

The current subjective so called assessments (aka 'cherry picking') of certain houses and unseemly urgency in rushing through an evidently fawed process runs a major risk of reaching unsustainable conclusions.

This will ultimately be costly for ratepayers and Auckland residents

Surely important issues such as what constitutes a qualifying matter should follow a robust peer reviewed process. The process and decision making criteria should be published and actually align with Auckland Unitary Plan.

The way certain houses and sections of Marine Parade for instance have been 'cherry picked' seems completely arbitrary and unjustifiable. Marine Parade and surrounding streets should surely be grouped with Herne Bay Road and Masons Road, if not all of western Herne Bay. Why is the sub-area not contiguous? It very much appears like certain parts of streets and houses have not been selected via robust and justifiable reasons.

Also the rezoning of a small number of houses into Medium Density in western Herne Bay will not realistically lift the number of affordable homes available in Auckland. So what is the net benefit from these proposed changes?

In summary, the historic heritage and special character of western Herne Bay should be protected, and not be zoned Medium Density.

Consent should surely be sought prior to building 3 houses of 11m in the area. Current and past residents that invested in retaining this heritage for many years, including by renovating sympathetically. The proposed plan seriously risks destroying generations of significant heritage and special character. This ill considered rush job needs a major review, at least as far as western Herne Bay is concerned.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are areas that should not be identified as a qualifying matter

Tell us why

Refer answer to Q6 above. Additionally...

it is difficult to understand what this rezoning proposal to medium Desnity is trying to usefully achieve in western Herne Bay. It makes far sense to have higher density housing only on main thoroughfares such as Jervois Road, and eastern Sarsfield street.

There are many character homes and fabulous heritage properties to protect in the unique area of western Hern Bay, This proposal is a huge and sudden hange after generations of investment in protecting character of the area, and consistent protection of heritage homes.

The proposed sub-grouping seems highly subjective cherry picking. Would contiguous selection of the streets in western herne bay now breach the newly introduced 66% guideline? Also the grading system of 1 to 6 seems very subjective.

Intrastructure especially stormwater/sewage after heavy rain is also an issue (refer below).

These things requires a very robust review, not the proposed rush job.

More specifically, the current proposal would leave tiny pockets of neighbouring houses with completely different zoning. There seems no robust justification for selecting 1 and 3 Herne Bay Road as Medium Density, yet not neighbouring 5a/5b Marine Parade ? This needs an immediate review, with 1 and 3 marine Parade removed as Medium Density to be consistent with neighbouring property.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

I do not want to see special character and heritage of Herne Bay village destroyed

Instructure and parking is already an issue

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this

as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

Intrastructure in western Herne Bay

Intensification of the immediate area will place undue additional pressure on completely inadequate intrastructure, and cause major adverse effects on local residents.I

There are major issues with combined stormwater/sewage in Marine Parade. For instance, earlier this year there was major flooding following heavy rain. Water via stormwater pipes from streets uphill \ flowed strongly OUT of stormwater drains opposite 1 and 3 Marine Parade, rather than draining stormwater from marine Parade. This meant stormwater/sewage drain capacity became completely inadequate outside 1 and 3 Marine parade, so the street flooded and huge volumes of stormwater /sewage instead cascaded down our shared private driveway and duly flooded house at 5 marine parade and flowed throuugh our section at 5a Marine parade.

Additionally

The traffic volumes will get higher with greater density housing

Bus services are impractical to use given lack of useful routes, which is clearly demonstrated by existing low patronage.

parking will become more problematic. unless a realistic 2+ carparks are required with every new house build.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct

- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3448

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Katherine Errington

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

The walkable catchment should be 2400 metres (30 minutes) for the City Centre. A Business - Mixed Use Zone should be used instead of a Terrace Housing and Apartment Buildings zone.

In Auckland, many people are willing to walk further than 15 minutes to access jobs, services, opportunities and rapid transit.

Walking is an attractive travel mode within a 30-minute catchment of the city centre, since 30 minutes is a typical commute time for Aucklanders and it avoids the need to pay for parking or pay/ wait for public transport.

We can already see this in 2018 census 'travel to work' data which shows walking mode share above 10% (and often much higher) for these central suburbs.

This larger walkable catchment also better reflects the accessibility of the city centre by cycling/micro-mobility and the bus network, giving a wide range of options for low-emissions travel.

Special Character Area overlays should not compromise the development potential of the Walkable Catchments of the City Centre - this is crucial to enabling More Homes in the Right Places and climate-responsive development.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

Walkable catchments should be 1600 metres (20 minutes) for Metropolitan Centres in the isthmus (Newmarket, Sylvia Park), and 800 metres (10 minutes) for other Metropolitan Centres.

In Auckland, many people are willing to walk further than 10 minutes to access jobs, services and opportunities that the metropolitan centres provide.

Household Travel Survey data shows that the median walking commute in Auckland takes around 22 minutes, compared with the median driving commute of 23 minutes. This data covers 2011-2014 and it is likely that driving commutes have lengthened since then, due to development in remote suburbs and greater congestion.

Greater walkable catchments for Newmarket and Sylvia Park better reflect the accessibility of these centres by cycling/micro-mobility and the bus network, giving a wide range of options for low-emissions travel.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

As above [Walkable catchments should be 1600 metres (20 minutes) for Metropolitan Centres in the isthmus (Newmarket, Sylvia Park), and 800 metres (10 minutes) for other Metropolitan Centres.]

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

I support upzoning adjacent to town centres.

Upzoning to a distance of 800m - further than currently proposed by Council - should take place around all Town Centres defined by Council as ‘large + high accessibility’, as well as all other town centres on the isthmus.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

I support upzoning adjacent to town and local centres.

Upzoning to a distance of 400m - further than currently proposed by Council - should take place around all other Town Centres (not on the isthmus) which are small but have high accessibility.

Upzoning to a distance of 400m should take place around all Local Centres defined by Council as 'large + high accessibility', as well as all other local centres on the isthmus.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Special Character Area overlay should not compromise or limit development in Walkable Catchments

I support protection of listed Heritage, and high quality, continuous SCA outside of Walkable catchments

With the climate emergency, Auckland Council needs to enable More Homes in the Right Places. Special Character overlays in central suburbs - the areas with the greatest access to transport and existing amenities - are significantly limiting sustainable housing development and low emission neighbourhoods.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

The Special Character Area overlay should not compromise or limit development in Walkable Catchments

I support protection of listed Heritage, and high, quality continuous special character outside of Walkable catchments

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

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By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

It is the responsibility of the NZ Government, Auckland Council and its CCOs to deliver infrastructure in anticipation of future housing growth. It may be reasonable to have extremely limited areas qualified where it is impossible or extremely difficult to address long-term infrastructure constraints.

Wherever there is strong demand to live, and high accessibility, central and local Government agencies should endeavour to address infrastructure constraints to support development.

Intensification in existing urban areas is a more efficient use of infrastructure, compared to greenfield development. Prioritisation of infrastructure funding between greenfield growth and brownfield intensification needs to be considered.

With the climate emergency, investing in infrastructure upgrades to support development in existing urban areas - close to existing amenities and transport - is crucial to reduce transport and housing-related emissions. Auckland Council should minimise and avoid extensive greenfield development requiring new infrastructure in peripheral urban areas, locking-in higher emissions for households.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
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- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

Further analysis of these other qualifying matters is required by Auckland Council to provide evidence that these Matters meet the legislative threshold to be applied.

The NPS-UD sets out that Qualifying Matters need to have identified Specific Characteristics that makes the level of intensification required by the NPS-UD and MDRS inappropriate in light of the national significance of urban development. Heights and density more restrictive than the NPS-UD catchment or MDRS can only be imposed to the extent that it affects the characteristic in question. Site by site evidence is required for qualifying matters, which includes justifying the extent of the area that it's applied to, as well as the sites that it applies to.

I support the protection of viewshafts of cultural and spiritual significance to mana whenua in Tāmaki Makaurau.

Important privacy information

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#3452

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Priscilla Pollard

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

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#3453

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Your details

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Name: Carolyn Stone

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I live in St Marys Bay, none of which is within a 1200m walkable distance to the City Centre. I cannot walk down the hill or up the hill as it is too steep a grade, it has no public lighting in patches and is unsuitable to walk at nights

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street Station. Both are not within 800m of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within 400m of the City Centre, which means that St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic value rated 6 and 5. I support creating Special Character Sub-areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

The technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 4,5,& 6 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater, and the overall road network.

The upgrading of the stormwater/wasterwater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accomodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bound to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been.

This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

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#3459

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Roy Knill

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

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Special Character Areas

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

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- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

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#3460

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Bruce Gilbert

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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We are proposing:

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1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

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The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?**

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

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Tell us why

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Tell us why

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#3461

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Christiaan Pausma

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The St Marys Bay district is beyond 1200 metres to the city centre amenities such as entertainment venues, retail outlets, main transport hubs, restaurants and the like.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting an is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria St Station. Both are not within 800 meters of St Marys Bay

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the city centre. This means St Marys Bay is beyond the walkable catchment.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating special character sub areas around clusters of heritage house in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

I support identifying Special Category areas within the plan is essential. The areas identified as heritage properties in parts of St Marys Bay should be extended to all areas where there are buildings with historic heritage of grades 4 through 6.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is on the exisiting development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure planning.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former costal edge which presents a coastal hazard that not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 meters where intensification must be avoided to manage the hazard risk.

Important privacy information

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#3462

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Alister Hartstonge

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

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#3469

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Helen Geary

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I live in St Mary's Bay, which is not within 1200 metres of City centre amenities in Queen St, including retail, Aotea Centre, Civic Theatre, and rapid transit and public transport hubs.

The walkable route to the City centre is beside the motorway, and only suitable in daylight hours as there is no public lighting and it's not a safe environment.

Under the Unitary Plan there is already enough capacity for higher density housing without proposed upzoning.

Why should St Mary's Bay be doubly upzoned from mostly Single House Zone to Terrace Housing and Apartments? This is overkill.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

The closest rapid transit to St Mary's Bay is Britomart station or the future Aotea/Victoria St station, neither of which is within 800 from St Mary's Bay.

Under the Unitary Plan there is already enough capacity for higher density housing without proposed upzoning.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

There are 10 metropolitan centres identified in the Unitary Plan, with enough high density zoning around them already to allow for up to 900,000 dwellings. There is no need to introduce further intensification extra to the current Unitary Plan.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city

blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

There are 10 metropolitan centres identified in the Unitary Plan, with enough high density zoning around them already to allow for up to 900,000 dwellings. There is no need to introduce further intensification extra to the current Unitary Plan.

None of St Mary's Bay is within 400 metres of the City centre. This is beyond the walkable catchment threshold, so should not have any new THAB zoning. Why should St Mary's Bay be doubly upzoned from mostly Single House Zone to Terrace Housing and Apartments? This is overkill.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

There are 10 metropolitan centres identified in the Unitary Plan, with enough high density zoning around them already to allow for up to 900,000 dwellings. There is no need to introduce further intensification extra to the current Unitary Plan.

St Mary's Bay is a small historic suburb with special character that should continue to be protected as per the current zoning in the Unitary Plan.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

All existing Special Character Areas should continue to be qualifying matters. The entire St Mary's Bay suburb should have sub-areas of special character, collecting all houses rating 4,5, 6 according to the recent council assessments.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Why are there anomalies? - Mt Eden's Edenvale area is within spitting distance of the Mt Eden rail station, a walkable catchment is still single house zone, and a special character area, as is most of Kingsland, with access to a rail station. Yet St Mary's Bay, not with 1200m of a rail station loses most of it's Special Character designations, despite being one of the oldest and most historic inner suburbs. If walkability is the criteria for upzoning, this isn't logical.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has significant constraints with infrastructure, with no separation of storm and wastewater. The roads are narrow and congested with cars, as many residents have no off street parking.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

I support all the overlays above being qualifying matters.

St Mary's Bay has an unstable cliff edge to the northern motorway and this recognised coastal hazard should be added to the qualifying matters, and would put constaints on proposed intensification, as a 100 metre setback would be considered best practice.

Tree protection should be a qualifying matter. Intensification puts Auckland’s tree cover at increased risk. Stated council and government policy is to increase tree planting to mitigate climate change and reduce emissions.

Replanting is not a substitute as it takes decades for immature plantings to provide the wide benefits of large mature urban trees, which would be inevitably casualties on the proposed intensification.

Important privacy information

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Submission on Special Character Areas and National Policy Statement

Helen Geary, 7 May 2022

1. I am a St Mary's Bay resident and have been active in heritage advocacy in Auckland for over 25 years. I was on the Board of Civic Trust Auckland for seven years and had two terms on Auckland Council's Heritage Advisory Panel, and five years on the Character Coalition committee. I am currently the co-ordinator of Friends of Leys Institute, a community group with over 200 members, supporting the seismic upgrading of the heritage Leys Institute and Gymnasium.

2. I do have some sympathy for Auckland Council, which is compelled by legislation to increase high density housing in Auckland. The proposed plan change seems to be a "one size fits all" model and doesn't allow for heritage and special character considerations.

3. Auckland went through a comprehensive process in producing the Unitary Plan in 2016, when over 30% of residential areas were up-zoned to increase housing density. As a recent capacity analysis undertaken by council shows that the AUP provides for sufficient capacity for at least 30 years' development, there is no need to further rezone Special Character Areas for more intensification. There is room for up to 900,000 new dwellings with the existing AUP.

4. Special Character Areas only cover 3.6% of residential land in Auckland, which leaves plenty of other land for intensification.

5. Special Character Areas were created as although individual houses might not qualify as heritage, collectively they contribute to Auckland's unique identity, character and historic fabric.

6. Why decimate Auckland's historic wooden suburbs, which are one of the best-preserved collections of Victorian and Edwardian wooden houses in the world? There is simply no need for this destruction.

7. The proposed Plan Change should include all the Special Character Areas by including them as qualifying matters and exempt from proposed intensification.

8. I have issues with the way council has assessed and reduced Special Character Areas. According to eminent and highly respected heritage architect, Jeremy Salmond, in a commentary presented to a council committee in March: *"it is not clear in the assessment what consideration has been given such matters as urban structure, vegetation or landscape characteristics – matters which seem to me to be fundamental to our present understanding of special character areas."*

9. The council benchmark set for a Special Character Area to become a qualifying matter at 75% of buildings seems to be an arbitrary policy decision by council. This is contrary to the Unitary Plan, which in Schedule 15 says that, in addition to built form, the attributes that contribute to the character of an area include:
    a. "Historical context

b. Physical and visual qualities" as well as
c. "Streetscape
d. Vegetation and landscape characteristics"

10. Jeremy Salmond states "*This means protection of not just the buildings themselves, but also the historic forms and patterns of subdivision, historic forms and patterns of buildings and historic forms and patterns of streetscape*".

11. He further comments that development patterns over the years as a result of gentrification and renovation may produce "*an often quite high proportion of non-qualifying buildings within a Special Character Area*" but this "*does not necessarily diminish the values for which it has been defined*."

12. I now will comment on "qualifying matters", as itemised in the Have Your Say survey form.

13. It is clear that Aucklanders wish for special character and historic heritage areas to be considered as qualifying matters.

14. Lack of sufficient infrastructure is a serious concern with the proposed up-zoning, as Special Character Area are inner older suburbs, with aging and often inadequate infrastructure. A significant apartment complex recently proposed in Herne Bay on Jervois Rd did not proceed, as the local infrastructure could not sustain another 70 dwellings.

15. Inadequate infrastructure also applies to St Mary's Bay (with no separation of storm and wastewater), and Freeman's Bay. The proposed up-zoning to Terrace Housing and Apartments over much of these two suburbs is not sustainable with the present infrastructure.

16. Qualifying Matters should include all current tree protection measure in the Unitary Plan. Intensification puts Auckland's tree cover at increased risk.

17. Stated council and government policy is to increase tree planting to mitigate climate change and reduce emissions.

18. Replanting is not a substitute as it takes decades for immature plantings to provide the wide benefits of large mature urban trees, which would be inevitably casualties on the proposed intensification.

19. New nominations for scheduled trees should be processed as part of the plan change process.

20. This should include all current reserves, parks and open space – green space is essential in an intensified city to make it liveable (a stated council aim), especially as the new rules will reduce the amount of outdoor space on private land significantly.

21. View shafts for the Maunga and other landmarks should be protected as a qualifying matter.

22. Overlays such as the Waitakere Ranges Heritage Area should be qualifying matters.

#3480

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: William Rouse

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

My address in St Stephens Ave is more the 1200m from the city center, yet we are included in the catchment area that would see 6+ storey housing, destroy an iconic Auckland street that is a popular for walking, tree lined with Pohutukawa trees and many houses that are nearly 100 years old. The housing that would be built on these valuable sites would be very expensive and not deliver affordable housing. There are many elderly residents who have lived most of their lives in the street and many families that have lived in the St Stephens Ave and surrounds for 3 + decades. Multi storey high density housing placement on the basis of proximity to a CBD is now irrelevant as more people elect of able to work from home and or remotely. Destroying a heritage street on the basis that people are working in the CBD is a post pandemic falsehood.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

I support these additional qualifying matters, we should be attempting to retain the character of Auckland and its iconic streets. Having higher density multi storey housing based on proximity to a CBD or Transit system is increasing irrelevant as people elect to work remotely.

Important privacy information

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#3481

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Cara Warner

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Under the AUP Auckland already has enough capacity for higher density housing within walkable catchments and 1200 metres is too far in Aucklands weather and topography.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

Under the AUP Auckland already has enough capacity for higher density housing within walkable catchments and 800 metres is too far in Aucklands weather and topography.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Under the AUP Auckland already has enough capacity for higher density housing within walkable catchments and 800 metres is too far in Aucklands weather and topography.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Do Not Support any THAB development in Herne Bay. THAB

development is completely out of scale with existing historic and special character housing of Herne Bay; it would destroy the built continuity and integrity

of this historic early suburb. Furthermore THAB zoning is not legally required

near Local centres, such as Herne Bay shopping centre where community activities and services are incompatible with THAB intensification.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Do Not Support any THAB development in Herne Bay. THAB

development is completely out of scale with existing historic and special character housing of Herne Bay; it would destroy the built continuity and integrity

of this historic early suburb. Furthermore THAB zoning is not legally required

near Local centres, such as Herne Bay shopping centre where community activities and services are incompatible with THAB intensification.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

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Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government

is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Further loss of Auckland's built heritage and special character would irreparably damage our city's character and identity and is not necessary to enable

sufficient planned intensification, which is already contained in the AUP (900,000 new houses). Also the new identification methodology Council used is not sanctioned by AUP but methodology for existing SCAs, which only cover about 3.6% of residential zoned land, is sanctioned.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

'Examples of more areas which should be identified as Qualifying Matters in Herne Bay include; - all existing special character areas,

-Art Deco Apartment Block Buildings on Jervois Rd between Wallace St and Salisbury St,

-Lawrence St,

-Jervois Rd south side-Wharf Rd westward, north side Wallace St westward.

All above are unified residential historic and special character areas which are not

in walkable catchments and are unsuited to further intensification. Herne Bay has a Local centre only which is not suited to and does not attract further intensification.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

The historic/ special character shops/businesses between Albany Rd and Kelmarna St should be included as a Qualifying Matter as they are an integral

part of the Herne Bay shopping centre; the major part of which has been identified as part of an Historic Heritage Area.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Infrastructure that is already under pressure, including sewage and drainage, cannot support more intensification, which would also lead to increased environmental damage and health hazards.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Save existing public community assets that make Herne Bay & St Mary's Bay special. Please save the Ponsonby Toy Library, Ponsonby Plunket and Womens & families toilets at 19 Jervois Road. This site is loved by our community & is fully utilised by over 300 children. It is a beautiful green space with community rooms. DO NOT SELL as families of young children rely on these facilities & there is no where else like it.

Important privacy information

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#3483

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Victoria Ingram

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

You cannot walk to the city shops eg Smith and Caugheys and the Art Gallery or University in 20 mins.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

May be ok.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria St station. Both are NOT within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Marys Bay is beyond the walkable carchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

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Special Character Areas

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps. I believe there are many more than 200 properties which have been noted as having historic heritage value.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6,5& 4 as sub- areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastucture constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

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#3488

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Alastair Acland

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The character of St Mary's Bay has evolved over many years under strict consent processes. This proposed change risks the destruction of those efforts and potentially very damaging. Much damage was done to Auckland CBD back in the 1980's when the rules were relaxed and much of the historic character of the city was irretrievably lost. Don't let us repeat the same mistakes.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

as previous comment [The character of St Mary's Bay has evolved over many years under strict consent processes. This proposed change risks the destruction of those efforts and potentially very damaging. Much damage was done to Auckland CBD back in the 1980's when the rules were relaxed and much of the historic character of the city was irretrievably lost. Don't let us repeat the same mistakes.]

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest Britomart is more than 800 metres away as will the future Victoria Sr station.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

ST Mary's Bay is beyond the walkable catchment threshold

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

From what I can determine the special character designation is very subjective and narrow. Should be broadened to ensure the character of St Mary's Bay is retained

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

as per previous comments [From what I can determine the special character designation is very subjective and narrow. Should be broadened to ensure the character of St Mary's Bay is retained]

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

I expect the cost of the infrastructure upgrade to accommodate significant intensification must be considered thoroughly and may make such a change to the Unitary Plan too costly.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
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- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

It would seem no consideration has been given to date to the stability of the northern coastal borders of St Mary's Bay and the folly and not to mention the engineering costs to construct more intensive housing close to this border

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#3493

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Chris Burke

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

It will impact of the heritage areas of St Marys And Freeman's bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

The intensification should be carried out in new area specific places where infrastructure can be planned for and provided.

Intensification should not infringe on established places of heritage that don't have the infrastructure

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

If there is the required infrastructure in place to cater for the intensification

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

If the required infrastructure is already in place

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

To ensure an areas cultural and heritage is retained

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

I think it should cover the area of St Marys Bay in its entirety to include all houses rating 6, 5 and 4 as sub areas of special character

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Lack of storm water, sewer and traffic infrastructure

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has huge constraints with stormwater, sewer and traffic infrastructure

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across

areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

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#3494

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Peter Warner

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Under the AUP Auckland already has enough capacity for higher density housing within walkable catchments and distances too far for overall population in overall weather and topography.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

Under the AUP Auckland already has enough capacity for higher density housing within walkable catchments and distances too far for overall population in overall weather and topography.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Under the AUP Auckland already has enough capacity for higher density housing within walkable catchments and distances too far for overall population in overall weather and topography.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Do Not Support any THAB development in Herne Bay. THAB

development is completely out of scale with existing historic and special character housing of Herne Bay; it would destroy the built continuity and integrity

of this historic early suburb. Furthermore THAB zoning is not legally required

near Local centres, such as Herne Bay shopping centre where community activities and services are incompatible with THAB intensification.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Do Not Support any THAB development in Herne Bay. THAB

development is completely out of scale with existing historic and special character housing of Herne Bay; it would destroy the built continuity and integrity

of this historic early suburb. Furthermore THAB zoning is not legally required

near Local centres, such as Herne Bay shopping centre where community activities and services are incompatible with THAB intensification.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government

is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Further loss of Auckland's built heritage and special character would irreparably damage our city's character and identity and is not necessary to enable

sufficient planned intensification, which is already contained in the AUP (900,000 new houses). Also the new identification methodology Council used is not sanctioned by AUP

but methodology for existing SCAs, which only cover about 3.6% of residential zoned

land, is sanctioned.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

'Examples of more areas which should be identified as Qualifying Matters in Herne Bay include; - all existing special character areas,

-Art Deco Apartment Block Buildings on Jervois Rd between Wallace St and Salisbury St,

-Lawrence St,

-Jervois Rd south side-Wharf Rd westward, north side Wallace St westward.

All above are unified residential historic and special character areas which are not

in walkable catchments and are unsuited to further intensification. Herne Bay has a Local centre only which is not suited to and does not attract further intensification.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

The historic/ special character shops/businesses between Albany Rd and Kelmarna St should be included as a Qualifying Matter as they are an integral

part of the Herne Bay shopping centre; the major part of which has been identified as part of an Historic Heritage Area.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Infrastructure that is already under pressure, including sewage and drainage, cannot support more intensification, which would also lead to increased environmental damage and health hazards.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft

- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

'-Although HBRAI agrees with the need to provide new housing in Auckland it affirms that the Unitary Plan already contains provision to enable supply of 900,000 new homes; sufficient for around 30 years.

-HBRAI believes that current and future residents value local amenity values; the history and character of our suburb, which are all at risk from the government's MDRS planning rules.

-Therefore HBRAI strongly supports Qualifying Matters of Historic Heritage and Special Character Housing/Shops, and Infrastructure Constraints, which are exempt from the MDRS density rules. Also that more Special Character Housing/ Shops should be added to those already identified on Preliminary Response map.

-It believes Walkable Catchment distances should be shorter.

-THAB 6 storey development is out of scale with our environment and should not be applied around Herne Bay Shopping Centre which is classed a Local Centre on the Preliminary Response Map, or in the vicinity of our Historic Heritage/ Special Character Housing/Shops

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#3508

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Walter Rumsby

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

Should be the same as the city centre catchment.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

Should be the same as the city centre catchment.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

If 800m is a 10 minute walk, then 500m is only a 5 minute walk - should be 800m.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

If 400m is a 5 minute walk then 200m is less than 3 minutes walk. 500m seems more appropriate.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

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Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

The current proposed areas seem to be where rich people live (where the rich people haven't already knocked down the old house and built an expensive new house). This is just silly.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3509

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Miranda Lang

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Mary's Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit / public transport hubs.

The walkable route to the City Centre beside the motorway is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Mary's Bay involve steep grades, unsuitable at night for the population cohorts of St Mary's Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Mary's Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Mary's Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Mary's Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

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Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Mary's Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Mary's Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Mary's Bay collecting all houses of Rating 6, 5 and 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater / wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Mary's Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

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#3510

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Christina van Bohemen

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

I think that consideration has to be given to access by bike etc that effectively increases the possibilities for intensification . I think the control/limit could be wider and /or wider assessment used to consider the suitability of upzoning.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

I think that consideration has to be given to access by bike etc that effectively increases the possibilities for intensification . I think the control/limit could be wider and /or wider assessment used to consider the suitability of upzoning.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

I think that consideration has to be given to access by bike etc that effectively increases the possibilities for intensification . I think the control/limit could be wider and /or wider assessment used to consider the suitability of upzoning.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

I think that consideration has to be given to access by bike etc that effectively increases the possibilities for intensification . I think the control/limit could be wider and /or wider assessment used to consider the suitability of upzoning.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

I think that consideration has to be given to access by bike etc that effectively increases the possibilities for intensification . I think the control/limit could be wider and /or wider assessment used to consider the suitability of upzoning.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

I think that the assessment needs to be more rigorous and should be about more than whether the houses qualify according to the points system. What about context? streetscape, rarity/ vs access to the centres and central city?

7. **What do you think of the proposed residential special character areas that we have identified?** Other

Tell us why

I have not looked in detail (ie on the ground/in streets) but I suspect that the weighted unevenly toward special character /preservation of Victorian /Edwardian housing vs the rational to make more areas close to central Auckland available for intensification. We should be intensifying all along the arterials. I think that West Auckland is targeted unfairly over the central and eastern parts of the city of intensification. The near West - (Grey Lynn etc) could/should certainly see more intensification than what is proposed (Great North Rd

8. **What do you think of the proposed business special character areas that we have identified?** Other

Tell us why

I think that there is a lot of Ponsonby Road that should be built to 3-4 storeys. We need 3 dimensional precinct planning around all these centres to determine appropriate development envelopes/fit. That would allay the community's concerns and allow more nuanced approaches.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

I support the concept of density constraints where infrastructure, particularly transport infrastructure, is inadequate to support higher intensity of development. But that said, there needs to be more development of PT.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

We need 3 dimensional precinct planning around all these centres to determine appropriate development envelopes/fit. That would allay the community's concerns and allow more nuanced approaches.

Important privacy information

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#3512

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Rosemary Buxton

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?**

Tell us why

There is no average walker. To be inclusive I think it should be measured at a slower walkers pace I.e elderly, mothers with prams/toddlers, and disabled people in all weather conditions. St Marys Bay is not within a walkable 1200metres of the city's ammenities and involves steep hills.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

The edge of the metropolitan centre is meaningless. The city's amenities , that ratepayers use, are in the centre of the metropolitan area.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Again because 800 metres would not be a viable distance for mothers with pushchairs, the elderly and the disabled in all weather conditions. The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria St station both of which are not within 800metres of the heart of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

To be more in look the wider population who have walking difficulties ie mothers with children, elderly and disabled. St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

To be inclusive of all walkers ie disabled, elderly, and mothers with young children.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

St Marys Bay has over 200 properties of historic heritage rated 5 and 6. I support creating Special Character Sub-areas around clusters of heritage homes in St Marys Bay in addition to those identified on the draft maps. Without this there will be a loss of coherence in the area. An eg. is lower St Marys Rd where the eastern side is designated Two Storey Single Dwelling Residential Area and the Western side is mixed Housing Urban Zone. This lacks cohesion which would diminish the street.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

I support identifying Special Character Areas but to keep the historical value of St Marys Bay intact it is important to have cohesion which would be enabled by expanding the plan to include all houses rated 4 as well as 5 and 6.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

As an old superb St Marys Bay has significant infrastructure constraints (I have lived with them - a sinkhole on our street , exploding powerline outside our house , intermittent sewerage smells through the bay) .

The recent upgrades of the stormwater/wastewater systems and the planned separation is based on existing development capacity. Any increase in population density will not accommodated in the proposed infrastructure upgrade.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that had not been considered as a qualifying matter, as it should have been.

Important privacy information

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#3513

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Jodi Snell

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Mary's Bay is within a walkable distance of 1200m to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs. The walkable route to the city centre beside the motorway is only suitable in daylight hours. It has no public lighting & is in an unsafe environment. Other return routes from city centre to St Mary's Bay involve steep grades, unsuitable at night for the population cohorts of St Mary's Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Mary's Bay is Britomart or the future Victoria Street station. Both are not within 800m of St Mary's Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of St Mary's Bay is within 400m of the city centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Mary's Bay there are over 200 properties of historic heritage value rated 5 or 6. I support creating Special Character Sub-Areas around cluster of heritage houses in St Mary's Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

The technique should be expanded to the entire suburb of St Mary's Bay collecting all houses Rating 6, 5 & 4 as sub areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has significant constraints with storm water, wastewater & overall road network. The upgrading of storm water/wastewater & the planned separation is based on existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Mary's Bay is bounded to the north by unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where the intensification must be avoided to manage the hazard risk.

Important privacy information

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#3517

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Heidi Baker

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

St Marys Bay lies outside of 1200 m from City Centre amenities which residents use. These include retail, entertainment (Aotearoa Square, Town Hall, Spark Arena, Civic) rapid transit/public transport hubs (Britomart, future Victoria Street Station). The walkable route to the city is adjacent to motorway. There is one safe overdressing bridge. The lifts to this bridge are frequently out of order. It is only safe during daylight hours. There is poor/no public lighting. There have been sexual offenses committed against women. Children are not safe to walk these routes unaccompanied.

The idea that this is a feasible walking route is centered around 9-5 fit, workers. Many city workers and residents of St Marys Bay work shift work or evening hours. We are not all inner city daytime office workers. Such perceptions are racially and societally prejudiced. Our need to travel into the city during dark hours is a reality.

The return walk from the City Centre to St Marys Bay involves steep gradients if taken by the most direct route (College Hill or London St steps). The less steep path involves a route down around under bridge and up Curran Street. Considerably longer than 800-1200 m. Such routes assume fit, young, able bodied people. Safety is a major concern here at night time.

In the name of equity - Auckland must strive to be a city that can cater to people of all ages, disability, fitness levels and time/work/leisure commitments.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

Health and well-being - sun and light within homes, yards is essential for vit-D production & general well-being.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Britomart Station and future Victoria Street Station both fall outside of 800m of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town

centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 m of the City Centre. St Marys Bay is beyond the walkable catchment threshold for majority of residents.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Over 200 properties have been identified of historic heritage value rated 6 and 5. Many more property owners dispute their recent heritage classification. The reclassification of many homes is contradictory to previous Auckland City Council classifications which impacted renovations over previous years. Many homeowners – ourselves included, had to proceed through very restrictive guidelines to restore original homes from the area. These renovations were approved by Auckland City Council and Heritage planners as compliant (p2 R/LUC/2012/1480 - Mr Gary Glasgow - Council Conservation Architect). Proposed changes make a farce of such requirements and consents.

I support both a review of the classification process – with transparency. Upon what basis are decisions made? Do the classifiers review and consider the process homeowners took with council to restore their homes?

I support creating Special Character Sub- Areas around clusters of heritage homes in St Marys Bay in addition to those identified on the draft maps.

Now we risk having a 7 storey concrete monolith built adjacent to our home - the original servants quarters for the area.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6,5,4 & 3 as sub-areas of special character

A city Centre – lies at the centre of a perimenter/circumference. If harbour bound, this would be a semicircle. It appears these proposed changes are being suggested for St Marys Bay. Other suburbs, of equidistance or closer from city are being excluded eg.Freeman’s Bay, Parnell, Eden

Terrace, Grafton. This requires explanation. If transport hubs such as the motorway are a factor – is not the purpose of this whole proposal to minimize road transport? Where does government proposed people who drive on the very motorway in question park their car? Will we also lose our greenspaces and parks such as Pt Erin?

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints. These include but are not exclusive of – road network, stormwater, wastewater.

The recent proposed upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any increase in residential density will not be accommodated in the proposed upgrading. A return to beaches with e.coli counts above safe levels would be regression – not progress.

The roads of St Marys Bay were not built for our current car capacity. Many roads being narrow, winding and with poor turning areas. Further stress on these roads will impact accessibility of Fire, Ambulance and other essential services. Example- Percival Parade & Vine Street – no turning

circle on council roads at end of dead end street. Intensification in these streets, with multistory buildings and associated traffic – both pedestrian and road will be at central governments risk should a FIRE, MEDICAL emergency or ENVIRONMENTAL catastrophe occur.

ref - p 3 of 6 (FIRE PROTECTION GUIDE - AUCKLAND CITY COUNCIL AC 1826.2 "the means of escape from fire, protection of other property, sanitary facilities, structural performance and fire rating performance must be assessed to as near as is reasonably practicable"

p 1 of 3 FIRE PROTECTION GUIDE - AUCKLAND CITY COUNCIL AC 1826.7 " High consequences and complex design - Examples of High risk projects -

All buildings with single means of escape over 4 stories (non C/ASX design)

Safe, equitable and accessible HEALTHCARE delivery must not be ignored when considering infrastructure. This is the essence of the formation of the new co-leadership & governance - Health NZ and Maori Health Board. As an emergency doctor at ADHB – I can assure you our services and hospital capacity are already over run. Currently planning is for 80 000 presentations per year. In 2030 – 120 000 presentations. There are currently no plans to provide health care (person and infrastructure) for this population increase. These figures were not based on such densification, and so can be assumed to be a marked under calculation. Primary care capacity is also exhausted resulting in an increase and delay in emergency department presentations. NZ already has less GPs per 100 000 head of population (NZ Herald Editorial May 7th 2022) compared with Australia and numbers are falling.

The addition of 70k + residents to this catchment, alongside the dissolution of DHB boundaries will OVERRUN our HEALTH SYSTEM. Any such changes require a profound investment in health care BEFORE such a population increase – not as an afterthought or reaction to morbidity and mortality. Investment needs to be in staffing AND facilities.

A further pandemic alongside profound inner city dense population increase is unthinkable to those of us who currently work in New Zealand health care.

EDUCATION – primary schools within St Marys Bay = one. Secondary school children are zoned for Western Springs. Any other children are either driven across town or catch buses north, south or east. Before and after school activities require parents to transport their children on already congested roads. Without a major societal shift in children's uptake of opportunities, the need for travel by road will continue. Addition of 1000s of children to the area will only lead to more congestion, contradicting the city's emmissions commitment (Te Tãruke-ã-tãwhiri 2022)

Further road congestion will make access for ambulances, fire & other emergency services unpredictable and at times impossible. Essential services - water, sewage already under strain. Education facilities - access to primary school within walking distance.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded by many unstable cliffs to the north. Water runoff into our harbour is evident following storms. In summer of 2021 Herne Bay beaches had E.coli counts above safe levels *** % of days.

A suitable depth of protection needs to occur from the former coastal cliffs inland to avoid and manage significant geological and health risks. 1. Safety/access for first responders - our roads are already narrow/tight having been built pre-car era in many circumstances. Further road congestion will make access for ambulances, fire & other emergency services unpredictable and at times impossible. Should the council proceed with intensification & therefore increased congestion council & government take on the responsibility for any adverse outcomes from obstructed access.

There is something written in to this in council regulations around turning access etc. I'm aware as we live at end of Percival Pde and investigated previously. Access for vehicles to the end of our street is already VERY challenging & at times impossible. Any intensification along our street will risk peoples lives.

2. Essential services - water, sewerage. Already under strain - mitigation plans?

3. Education facilities - access to primary school within walking distance limited. Secondary schools even worse. Families will end up needing cars to move children across town safely, contradicting intentions of changes. Children have activities after and before school which buses do not service, and rarely < 11-12 yo children use buses so counter argument for public transport use will not stand. I trust govt intends for families to still live within our cities

4. Health & Well-being - sun & light within homes, yards is essential for vit-D production & general well-being. Rates of infection spread during COVID in intensely built up cities were evident. Italy,

London to name few. Our relatively less intensified living, access to outdoor spaces & homes with light has helped NZers during this time.

5. Heritage protection -

12 years ago we submitted plans & went through rigorous & costly architectural redesigns with Auckland city Council in order to comply with heritage regulations. We were not allowed a single dormer style window as it would “change the character of the area and our home”.

4 years ago we did landscaping & similarly face scrutiny.

Now - we risk having a 7 storey concrete monolith built adjacent to our home - the original servants quarters for the area. We have the old cast iron kettle and other relics found to demonstrate.

How will these buildings, built within the tight, narrow, congested & often dangerous streets of St Mary’s Bay not be a slight on the landscape?

We can only look forward to claustrophobic, darkened back yards & rooms, once filled with light & glimpses of sky.

I assume the council is considering compensation should such plans proceed? For the time, love & cost put in to these homes will be destroyed forever. Mental health outcomes of such stress for residents may well be fatal.

Cities such as San Francisco, Paris and others, while built up, have sought to protect their inner city heritage areas. Do we want Auckland to continue to be one of the world’s most liveable cities? Or a dark, dank & depressing city with poor outcomes in the event of medical or fire emergencies when first responders vehicles & crews are unable to safely get to their destinations as the entire infrastructure & roading was not set up to cope with such intensification?

Deaths & poor outcomes will rest on the conscious of councillors & government.

In the 1970s, the Hobart City Council, Australia proposed to dismantle the beautiful historic sandstone Salamanca Place in favour of multistory development. The people of the city fought and won this challenge. Imagine Hobart without its historic sandstone waterfront properties. Imagine Copenhagen without its heritage city centre.

Any panorama view of Auckland City, promoting it to the world often pans across St Marys Bay – with heritage buildings, harbour views and greenscapes blending with the central city skyline. The proposed changes will irreversibly destroy this – for our, our children’s, and their children’s’ future.

As Daniel Cowley, a recent graduate of Auckland Universities Masters in Architecture and Heritage Conservation says on the University website - "The profession needs people who are passionate and able to ensure the heritage values of these places continue for the present and future generations"

RIP AUCKLAND - if this is allowed to proceed.

Please find attached original drainage plans of our home signed 1916 - demonstrating workshop, corner shop and washing house. Our home was the original cottage of the area and used by maids and workers once larger homes were built. This is why it sits in an usual orientation to the street - so that those who came up the driveway did not "see" the servants.

In addition - we have retained the original gate posts on Shelly Beach Rd - no 61 (now incorporated into our property). This was complex to do with new gate systems but we felt so strongly about preserving the heritage of the area.

Important privacy information

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#3518

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Jayne Wear

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Walkable catchments to city centre need to be a practical distance. 1200 is too far from edge of city centre.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

Galatea St, Upton St and Bella Vista should remain as a heritage area, we are in a unique environment that must be preserved.

The method that has been applied is unjustifiable as to where boundaries have been drawn. We are a grade 5 house that went to considerable effort/expense to renovate to a required standard to protect the heritage.

The proposed changes and the way they are proposed will have a serious adverse effect on the established character of the area. Our area contains a large number of significant heritage homes which together, collectively make up an area of historic housing that cannot be found anywhere else in Auckland and needs to be protected for future generations.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

I request you remove the proposed MDRS zoning from Galatea Terrace, Bella Vista Road and Upton Street. Our houses in these streets represent a group of large early 1900 villas that are of a high quality which is not represented anywhere else in Auckland. The collective character of the streets should be protected by protecting all of the homes on these roads.

I do not believe the council's numeric methodology used to determine where the zoning should lie is correct. I would like to see a full justification of why it was applied in this way. All the surrounding streets form Herne Bay West.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Herne Bay has a combined sewerage and stormwater system that already results in frequent discharges of raw sewage to the beaches. To the extent that neighbours are concerned about children being in the water.

The proposed intensification, in terms of increased coverage and increased sewage volume, will further overload the current infrastructure. It will be years before this is upgraded. Intensification in the area should not even be considered (if at all) until these services are seperated and the sewage volume is able to be transferred to the treatment ponds without overflow to our beaches.

We pay a significant amount in rates however have to live with decades old sewage problems. The sewage smell from the corner of Upton St and Galatea is revolting and a source of ongoing issues particularly through the summer months.. Adding in intensified housing would be horrendous to an already below par situation.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

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#3522

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: dirk Hudig

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The 1200 meter from the CBD for a 15 minute walk does not take into account the majority of people and topography. Older, disabled, mothers with young children etc will not find this walk easy especially if hills or weather effects are considered. In addition the outer edges of the CBD may not be a very useful area for some of the required shopping especially if this has then to be carried up College Hill. The territory considered a walkable catchment should be less. In addition strip shops should be required to have awnings. The current tendency seems for shops without awnings. Awnings are a good protector and will aid pedestrian activity a necessity if the Council wishes to reduce traffic/carbon emissions. 800 meters would be more appropriate.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

Metropolitan centres must include the broadest possible shops/facilities to be included as a metropolitan centre. Walkable catchments should not be just measured as a circle. Topography must be considered. However in principle 800 meters from metropolitan centres is a good measure for THAB zones provided topography is considered and a reasonably flat walk is possible. Where access to these centres requires a circuitous route the 800 meters should apply to such a route to ensure access.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Access to shops, healthcare, other services, and work are essential to people. Where public transport is required to access shops and/or healthcare this may require further walking or other transport. The THAB zone at transport hubs should be flexible with maximum 600 meter (subject to acceptable topography) THAB zone (or less if the transport hub does not connect to a metropolitan centre or major shopping centre) within 10 minutes of the relevant transport hub.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

The zoning around these large centres which provide access to a broadest range of shops and services makes sense.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Having difficulty with description of this in relation to the earlier question about large town centres and extensive shopping malls. The services available in some of these areas are often limited. To consider an extensive THAB zone the centres should include a minimum of a supermarket, a department store or warehouse, cafes/food court, bank, healthcare, and some specialist retailers. If those services are available as a small town centre then a 200 meter THAB zone seems reasonable. However there should not be any THAB zone for local centres which do not provide the services above. In this case the Mixed Housing Urban is a good zone.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Council needs to proceed with caution before reducing any SCA area. I believe from inspection there are errors in the classification of existing homes near me with some unreasonably downgraded to under 5. Special historic homes are proposed to be excluded. In Wolseley Avenue Herne Bay is the home of W A Holman, the renowned architect of late Victorian/early 20 thC villas and Queen St/CBD landmark buildings. He is noted in Wikipedia and trained amongst others William Gummer. Auckland University have archived material of his work. Holman designed his own home in Wolseley Avenue as well as several magnificent villas in the area. His own home still has his old stables built on the roadside. Disappointingly it is proposed that this home be removed from the SCA. Wolseley Avenue has only one modern home amongst Victorian/early 20thC homes and should retain its SCA classification.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Lawrence Street in Herne Bay should qualify. It has a very good range of period houses.

Similarly Wolseley Avenue should be covered by the SCA

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

It is important that the character of remaining early shopping area should be retained. The Herne Bay Jervois Road shops between Ardmore Road and Kelmarna Avenue should be covered by the SCA

Infrastructure constraints

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This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Infrastructure deficits must be taken into account. This must apply to the Combined Sewer areas. These areas pollute the seashore from Mission bay to Whau. Millions of cubic meters of wastewater/sewage is discharged every year from Mt Eden (excluding soakage area) Mt Albert, Waterview, parts of Avondale, Western Springs, parts of Pt Chevalier, Westmere, Ponsonby, Grey Lynn, parts of Orakei, Newmarket, parts of mission Bay into the Waitemata Harbour. It is proposed to potentially quadruple the population in these areas and this will seriously exacerbate the problem. Improving the infrastructure to solve this was first planned in 1917 (see Auckland Council Records). many subsequent plans have evolved and none implemented.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

I Fully support this. We should be careful before removing or sullying the image of outstanding natural features or examples of historic importance. Other nations such as the UK, France, The Netherlands, and other Euro countries go to great lengths to protect their historic sites. We should tread slowly before allowing these places to be "developed". Once gone they are gone forever.

Important privacy information

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#3523

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Marg Slater

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The public transport is woeful to and from Westmere to anywhere. None of Westmere is 1200 metres to the City Centre.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

Westmere does not fit into this, we are not within 800 metres of the closest rapid transport stop

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Westmere does not fit into this, we are not within 800 metres of the closest rapid transport stop

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Westmere is not within 400 metres of the city centre - we are beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Westmer/Grey Lynn is known for its character bungalows and villas. I support creating Special Charcter Sub-areas in these suburbs.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded to the entire suburbs of Westmere and Grey Lynn as there are special character houses rating 6, 5 & 4.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Westmere has significant infrastructure constraints with stormwater, wastewater and the overall road network. Any proposed increase in residential density will not be accommodated in the current or proposed infrastructure upgrading. We have poo literally in Cox's Creek for goodness sake.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Westmere/Grey Lynn does not have the infrastructure nor does it have the school, public parks, facilities etc to accommodate higher density housing. Some parts of Westmere are bound by unstable coastal edge which presents a coastal hazard which has not been considered as a qualifying matter.

Think ahead stop with the knee jerk reactions.

Important privacy information

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#3525

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: James Snell

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Mary Bay is within walkable distance of 1200 meters to city center amenities which residents use. These include retail, entertainment facilities,rapid transit/public transport hubs. The walkable route to the city center beside the motorway, is only suitability daylight hours. It's has no public lights and has proven to be unsafe. Other return routes from the city center to St Mary's Bay involve steep grades unsuitable at night for the population cohorts of St Mary's bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

The closest rapid transport stop to St Mary's Bay is Britomart or the future Victoria Street station. Both are NOT within 800 meters of St Mary's Bay. And that's before it starts raining all winter in Auckland.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transport stop to St Mary's Bay is Britomart or the future Victoria Street station. Both are NOT within 800 meters of St Mary's Bay. And that's before it starts raining all winter in Auckland.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of St Mary's Bay suburb is within a 400 meters of the city center. This means StMarys is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Mary's Bay there is over 200 properties of histrionic value rated 6 and 5 . I support creating special character sub-areas around clusters of heritage house in St Mary's Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of st Mary's may collecting all houses of rating 6 5 &4 as sub areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?**

Tell us why

St Mary's bay has significant infrastructure constraints with storm water and waster and the overall road network.

Trucks often can't event collect the rubbish each week the roads are already so congested.

The upgrading of the storm and waste water system and the planed separation is based on the existing development capacity.

Any proposed increase in residential density will NOT be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Mary's Bay is bounded to the north by a unstable former coastal edge which presents a coastal hazard and has NOT been considered as a qualifying matter as it should have been.

This means it a suitable depth of protection is needed from the coastal cliffs inland for at LEAST 100 meters where intensification MUST BE AVOIDED to mange the hazard risk.

Important privacy information

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#3527

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Diane Hudig

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Do not support

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft

- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

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#3531

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Ben Jones

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

Makes sense! We must support the city centre with affordable, dense housing on its fringes.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

A 15-minute walkable catchment, or 1200m, is more realistic and in line with actual practice. It also aligns with Auckland Council's own ideas of the "compact city". Metropolitan centres are some of our best places to live and must be supported with affordable, dense housing.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

A 15-minute walkable catchment, or 1200m, is more realistic and in line with actual practice. People are willing to walk and cycle to rapid transit, and the catchments should reflect that. More affordable, dense housing around our rapid transit corridors is key, and the more the merrier. "Rapid transit stops" should also be redefined to include frequent public transit corridors, which have frequent and accessible public transport but may not qualify as "rapid transit" corridors in their current condition. For instance, Three Lamps has multiple frequent bus services with similar characteristics as a "rapid transit stop"; however, it does not qualify as a rapid transit stop.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

I think the catchment could be larger for intensification around town centres, perhaps 800 metres. 400 metres seems negligible.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

"Special Character Areas" are a barrier to dense, affordable housing in some of Auckland's best places to live. They encompass some of the most critical areas in the city for intensification. "Special Character Areas" are subjective, arbitrary and abstract and do not reflect actual heritage areas. Instead, they protect the interests of its anti-housing residents, acting in self-preservation. "Special Character Areas" hinder progress and perpetuate our housing crisis.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are areas that should not be identified as a qualifying matter

Tell us why

Ponsonby, Grey Lynn, Kingsland, Mount Eden, Grafton, Parnell. These are all highly desirable places to live, reflected by their property values. This is not because of their "special character", but because they have access to the best economic opportunities, amenities, and public transport. They are in close proximity to the City Centre and other employment hubs. Yet, their lack of affordable, dense housing means people cannot live there. It is critical that these special character areas are removed to allow people the opportunity to live in these places and experience these privileges.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#3540

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Geoff Taylor

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

You do not define what you mean by a "Metropolitan Centre". This could be anywhere.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

As above. -You do not define what you mean by a "Metropolitan Centre". This could be anywhere.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

As above. -You do not define what you mean by a "Metropolitan Centre". This could be anywhere.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** I don't know

Tell us why

The wording you use is unclear above.

7. **What do you think of the proposed residential special character areas that we have identified?**

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?**

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct

- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

In short, I do NOT want more intensification in Auckland. It is unnecessary. What is needed is to encourage business and people to leave Auckland and relocate to other towns in NZ. The aim is to stop Aucklands population from increasing further, indeed to see it reduced to around 1.3m people. This, at a stroke removes the need to spend billions of $ on more infrastructure. Central govt. should offer big tax breaks to business and individuals to move out of Auckland. It is not healthy for such a large percentage of a countries population to live in one city. Why can't you dimwits see this?

Important privacy information

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#3548

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Gillian Ching

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

There are many hills in the city centre, and in general, Aucklanders do not like to walk far to get to anything, including public transport.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

This is a more reasonable and achievable distance

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

This is a more reasonable and achievable distance

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

These are residential areas with beautiful older style houses which add to the character of the city as a whole

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

This is closer to the city centre and more appropriate

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Special character areas should be preserved - they enrich the city as a whole

7. **What do you think of the proposed residential special character areas that we have identified?** I don't know

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Decrease the chance of major disruption in the city. It's been disruptive enough over the last few years, and this has subsequently had a negative affect on businesses in the city

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how

they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Character buildings in City Center and Queen St Valley Precinct should be preserved as well as sightlines, to keep the character of the city

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#3550

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Alan Barber

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre. The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Aotea station. Both are further than 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Heritage areas are what give Auckland City it's soul. Without them, Auckland will be just like any other medium sized city in the world and will never hope to be a 'world class' city. There are over 200 properties of historic heritage value rated 6 and 5 in St Marys Bay. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. There are literally only three two way roads into/out of the suburb and it's difficult enough getting out of St Marys Bay during rush hour as it is. The upgrading of the

stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

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#3552

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Clive Fuhr

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Other

Tell us why

The topography surrounding the city centre is variable. For example access from Freemans Bay to the top of Nelson Street is up a steep hill and crosses motorway access roads. Some fringe areas have more convenient access than others. In addition the edge of the city centre is currently fringe development with limited relevance. I live within the 1200 m zone, but it takes me over 30 minutes to walk to the down town area. The areas that adjoin the central city such as K Road/Symonds Street, Victoria Park, St Mary's Bay/College Hill, Wynyard Quarter, and Parnell should be the focus for accessibility. Auckland city centre is relatively limited in terms of the amount of employment it houses. Covid has reduced it from pre pandemic levels. Focus on an attractive urban form not arbitrarily cramming in density.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

See answer to previous question -The topography surrounding the city centre is variable. For example access from Freemans Bay to the top of Nelson Street is up a steep hill and crosses motorway access roads. Some fringe areas have more convenient access than others. In addition the edge of the city centre is currently fringe development with limited relevance. I live within the 1200 m zone, but it takes me over 30 minutes to walk to the down town area. The areas that adjoin the central city such as K Road/Symonds Street, Victoria Park, St Mary's Bay/College Hill, Wynyard Quarter, and Parnell should be the focus for accessibility. Auckland city centre is relatively limited in terms of the amount of employment it houses. Covid has reduced it from pre pandemic levels. Focus on an attractive urban form not arbitrarily cramming in density.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Generally this is a distance that encourages people tom leave their car at home and walk to the transit connection point. However, hills and the ease of navigating the relevant local environment should also be taken into account.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town

centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

However, the rules for development for this zone need to be reviewed. The housing being built on narrow jointly owned access ways is producing problematic environments that will be a source of resident dispute and dissatisfaction. Terraces with road access is a superior typology.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

See previous answer -However, the rules for development for this zone need to be reviewed. The housing being built on narrow jointly owned access ways is producing problematic environments that will be a source of resident dispute and dissatisfaction. Terraces with road access is a superior typology.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Special character areas are important to preserve an iconic architectural form. Internationally protection of such housing is common (San Francisco, Newport). It is some of the best and largest areas of preserved late19th and early 20th century housing in the world.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

However, I am opposed to the boundary of the light rail overlay on the western side of Western Park in Freemans Bay. This triangle (Hepburn Street, Beresford St/Western Park) has a high proportion of older colonial houses and in the remote likelihood that this area has access to light rail, why would you up-zone one side of Hepburn Street and not the other. It feels that the boundary has been drawn in an arbitrary manner with no real thought. Please remove the overlay in this area.

There will not be a light rail station in this location. The eastern and norther sides of Western Park already allow more dense development.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Development should be focussed in those areas that have the infrastructure to accommodate such growth.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

A number of the view-shafts are somewhat arbitrary, but in principle, maintaining outlook and appreciation of the city's form in important. Do we want Hong Kong style intensification. I doubt that we need that type of development given the enormous amount of land still available for development.

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#3555

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Lesley Christensen-Yule

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

It would be more reasonable if Queen Street be recognised as the Western edge. Despite long being seen as the centre of the city, most of the city is focused on the other (Eastern) side, Auckland University, AUT, Art Galleries, boutique retail in High St and Lorne streets, businesses in Wakefield, Symonds Streets. Given that Franklin Road is a hill that many people avoid walking up, the idea that most people will walk from Queen Street up to the top of Franklin in 15 minutes is unworkable. Change the boundary to Queen Street and adjust the walkable catchment.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

Please take into account that all type and ages of people live in our city. Not everyone is young and fit. Do young city plannners consider this?

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Please take into account that all type and ages of people live in our city. Not everyone is young and fit. Do young and physically-able city plannners consider this?

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

Of course we need shops, services and activities for our towns and local centres. But these must not be developed at the cost of choosing function over form. Good design has always been a combination of both form and function. Adding blocks of functional services may not achieve the community usage desired if form, beauty and good design are ignored.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

Many people choose to live in small towns, even moving away from the CBD in order to do so. The reason being, that they don't want to be part of high density housing areas. People connect with neighbours when they aren't forced too closely together. And given the pandemic world we now inhabit, people need distance not closeness.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government

is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Our house scores a 6 in Arthur Street. Our neighbouring property scores zero because it is not an ancient villa such as ours but it is architecturally important, being a Pip Cheshire house. Regularly art and architecture students gather in the street to sketch and photograph the 2 properties as examples of beautiful and meaningful housing. Under the new proposals we could both be torn down and replaced with apartment blocks. "Special character" needs to be redefined.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Your own summary of findings points our that Freemans Bay North contains residential areas dating back to the 1860s and that " this area has one of the highest concentrations of Victorian housing in Auckland...period housing in this area retains a high degree of integrity.

Just because an arbitrary scoring system has determined that we need a 75% pass rate to avoid extinction, doesn't mean it is right. Don't allow these important homes of our history be relegated to possible destruction. Certainly 67% is two-thirds of the buildings in the area. Who decided it need to be 75%? If it weren't so incredible sad and frightening it would be a joke.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Of course we support retaining areas of character and history. Only philistines (unthinking councillors?) wouldn't. Just make sure you don't destroy the areas right next to them or these will impact on the heritage areas too.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

We live in Arthur Street. It's narrow. Access for large vehicle is already difficult. We see trucks sometimes having to back out of the street when they can't get through. Whenever a contractor works on a house, it is hell for neighbours having to negotiate access to their own homes. WE don't need the construction of multistory buildings.

Also properties are narrow. Building multistory buildings will destroy privacy, create shade over outdoor areas and backyards and create wind tunnels.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct

- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

The way to create healthy, happy, and vibrant communities within a city is not to put people closer together but to give them space to breathe and play.

And perhaps even more importantly than ever, we are living in a pandemic world and will be for quite some time to come. Social distancing is a new norm. High density housing however, loves a pandemic. It is beyond dispute that a major reason for the spread of Covid world-wide has been high density housing with humans living too closely together. This is not the time to ramp up high-density housing anywhere.

Important privacy information

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#3557

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Amy Kitto

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

As a resident of the area i know exactly what a walkable catchment is for the area. Based on my own experience I know people will generally only walk from as far as Vic Park to go to the city vientre. The proposed out limit of 1.2km completely fails to take into account local topography and road crossings and also the walking habits of the average Aucklander. It is unrealistic to suggest the average Aucklander will walk anything like the distance hill climbs/descents involved in a 1.2km catchment from the Western edge of the city. The edge of the city centre is an unrealistic measure for the western side of Auckland due to the percentage of offices, retail (HIgh Street, Lorne St etc) and the university nd AUT which are found to the east of Queen Street. A more appropriate line would sit at Queen St, which is 2000m and is just under a 30 min walk from te intersection of Franklin Road and Ponsonby Road, and thus too far. There are other more suitable sites for intensification closer to town et land between Beaumont Quarter and St Mary Bay College, Wynyard Quarter, old City Works Depot bounded by Wellesley, Nelson and Cook Streets, Vacant site Cnr Victoria and Albert Streets.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

These issues aren’t relevant to my area

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

These issues aren’t relevant to my area

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

These issues aren’t relevant to my area

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

These issues aren’t relevant to my area

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

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Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Auckland is generally known worldwide as an ugly city. One of the few beautifying factors is our unique amount of Edwardian heritage villas being built in such a high density as they are in the greater Ponsonby area. Please don't take away one of the only beautiful things about this city and make it even more ugly.

Further, the no accounting of the historical value is quantified in councils suggestion for special character value. For example, one of the first wooden houses built in the area is found in Elizabeth St. It was built as the residence of Michael Wood, who created the original Brookville Estate in the 1850's. This comprised of the first 121 sections creating much of North Freemans Bay. Largely intact, this house is proposed zone THAB and thus open to demolition.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

The areas marked in red in Freemans Bay should be included as a qualifying matter for the following reasons:

Even if not high quality character they are part of a historic suburb and contribute to the retention of Auckland's history and sense of place.

It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high quality character areas

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining the history and character of areas such as ponsonby road is crucial to the sense of identity and place for the local community and Auckland as a whole

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The existing infrastructure in freemans bay will not support intensification due to limited stormwater/sewage capacity. Freemans Bay will not be linked to the Western INterceptor and therefore overflows to the harbour will increase. Many of the streets in Freemans Bay present access difficulties for Fire Service and ambulance vehicles. High rise buildings present a much greater fire hazard for residents than low rise and this will put apartment residents at risk. It makes environmental and financial sense to priorities development in other areas where existing infrastructure permits. Limited resources require existing infrastructure is put to best use.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

Freemans bay has significant vegetation and green areas which provide environmental and cooling benefits to the central city. Intensification will result in a loss of these benefits at a time when climate change requires their retention

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#3573

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Grant Campbell

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The City Centre amenities that I use are further than 1,200 meters from my home in St Marys Bay. Also, walking into the City Centre after sunset is unsafe and therefore not suitabl for older residents. The steep grades are also a concern.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

See my comments above with respect to 1,200 meters. -The City Centre amenities that I use are further than 1,200 meters from my home in St Marys Bay. Also, walking into the City Centre after sunset is unsafe and therefore not suitabl for older residents. The steep grades are also a concern.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both of these are not within 800 meters of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

No part of St Marys Bay is within 400 meters of the City Centre. Therefore, the St Marys Bay catchment is beyond the walkable distance threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

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Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

St Marys Bay includes over 200 properties of historic heritage value 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

I strongly believe that the Special Character designation should be extended over the entire suburb of St Marys Bay. It should include all houses of rating 6, 5 and 4 as sub areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The existing stormwater, wastewater and road network in St Marys Bay all suffer from significant capacity constraints. The proposed increases in residential capacity will not be accommodated in the existing or planned future upgrades of these infrastructure assets. The Bay will be ripped apart to upgrade this infrastructure, it will be a disaster !!!

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay has a unstable former coastal edge across its northern boundary. This presents a coastal hazard which has not been considered as a qualifying matter as it should have been. As a result of this, a suitable depth of protection is required from the former coastal cliffs inland for at least 100 meters where intensification must be avoided to manage this hazard risk.

Important privacy information

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#3581

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Gerard Johns

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

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- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

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#3582

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Sarah Johns

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

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#3584

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Jessica Miles

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

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2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St mary's Bay suburb is within 400 metres of the City Centre. This means St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

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6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6,5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

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Tell us why

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separation is based on the existing developmental capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

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#3591

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Michelle Mckean

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Please add Westmere

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

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9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

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#3592

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Stella Johns

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

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2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

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4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

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Tell us why

Qualifying matters

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Tell us why

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7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?** Other

Tell us why

Infrastructure constraints

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Too shorter amount of time to respond.

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#3603

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Your details

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Name: Roman Amor

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

Walkable catchment should be at least 3km - about 30 mins walking.

Special Character Area overlays must not get in the way of the development of walkable catchments of the City Centre, more density is urgently needed.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

Should be about 2km, 20 mins or so.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

Should also be 20 mins

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

We should upzone all areas within several kilometres around town centres.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

Should be more like 1km, to properly allow new modes such as ebikes and e scooters to dictate how far people will travel rather than cars

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

If we really care about the character of an area, all the houses within it should be heritage listed, otherwise this is simply a ploy to appease the rich and keep housing unaffordable for all else

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

There is totally no reason whatsoever that these bad houses should limit the amount of high density housing we develop. If not heritage listed, we MUST NOT apply further protections.

Either make the houses heritage listed, or allow density

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Again. “Special character” is not a thing. Protect heritage housing, but do not pretend in order to make a worse city

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

It is literally the job of the council and government to provide and support the infrastructure required to support the housing needs of our city.

We should be prioritising densification instead of allowing costly green fields development to bankrupt our city

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

I support certain viewshafts to continue being protected where it has SIGNIFICANT CULTRAL significance. Otherwise this is just a ploy to get around the governments laws!

Important privacy information

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#3607

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Graham Kohler

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

For all the above there is already enough capacity for increased housing density in the AUP. Also the distances are too far for overall population in overall weather and topography.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

I do not support any THAB zoning in Herne Bay as it is not within a walkable catchment and as it has a Local Centre it does not require THAB zoning under Policy 3 (d) of the NPS - UD.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

The special character areas are critical to maintenance of the city's identity and history. And its beauty. The new assessment criteria to establish the character areas is flawed.

The criteria under the AUP was carefully constructed and struck a proper balance.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

For the reasons set out above. More areas that were identified in the AUP should be protected not less. For example the Art Deco apartment blocks on Jervois Rd from Wallace Street to Salisbury Street, Lawrence Street, and Jervois Rd from Salisbury Street westward.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

The block of shops on Jervois Road from Albany Road to Kelmarna Road should be protected. These buildings are an integral part of the adjacent historic heritage area shops.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The existing infrastructure in Herne Bay is already under pressure and would not be able to handle further pressure from intensification.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

I think all matters listed should be additional qualifying matters.

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#3608

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Larissa Park

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
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These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

do not support any THAB in St Marys Bay as its completely out of scale with existing character housing and would destroy the integrity of this historic suburb.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Loss of Aucklands special character in areas such as in St Marys Bay is not reversible and therefore must be retained.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Lees Institute, Bishops Palace, parts of St Marys College are all significant historical buildings and must be protected from intensification

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Already plenty of pressure on infrastructure - drainage and sewage can't cope with more intensification which would lead to increased environmental damage and health issues

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

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- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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#3616

Government's new housing rules: What it means for Auckland

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Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Pei Jing Chew

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

The walkable catchment should be 2400 metres (30 minutes) for the City Centre. A Business - Mixed Use Zone should be used instead of a Terrace Housing and Apartment Buildings zone.

Special Character Area overlays should not compromise the development potential of the Walkable Catchments of the City Centre - this is crucial to enabling More Homes in the Right Places and climate-responsive development.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

Walkable catchments should be 1600 metres (20 minutes) for Metropolitan Centres.

Special Character Area overlays should not compromise the development potential of the Walkable Catchments of the Metropolitan centres - this is crucial to enabling More Homes in the Right Places and climate-responsive development.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

'- I support upzoning adjacent to town centres.

- Upzoning to a distance of 800m - further than currently proposed by Council - should take place around all Town Centres defined by Council as ‘large + high accessibility’, as well as all other town centres on the isthmus.

- This will support the development of 15-minute neighbourhoods centred around town and local centres, enabling residents to access everyday services and amenities, by walking, cycling and micro-mobility, living lower carbon lifestyles.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

'- I support upzoning adjacent to town centres.

- Upzoning to a distance of 800m - further than currently proposed by Council - should take place around all Town Centres which are small but have high accessibility.

- Upzoning to a distance of 800m should take place around all Local Centres defined by Council as ‘large + high accessibility’, as well as all other local centres on the isthmus.

- This will support the development of 15-minute neighbourhoods centred around town and local centres, enabling residents to access everyday services and amenities, by walking, cycling and micro-mobility, living lower carbon lifestyles.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

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The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

'- Special Character Area overlay should not compromise or limit development in Walkable Catchments

- I support protection of listed Heritage, and high quality, continuous SCA outside of Walkable catchments

- With the climate emergency, Auckland Council needs to enable More Homes in the Right Places. Special Character overlays in central suburbs - the areas with the greatest access to transport and existing amenities - are significantly limiting sustainable housing development and low emission neighbourhoods.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

'- The Special Character Area overlay should not compromise or limit development in Walkable Catchments

- I support protection of listed Heritage, and high quality, continuous special character outside of Walkable catchments

- With the climate emergency, Auckland Council needs to enable More Homes in the Right Places. Special Character overlays in central suburbs - the areas with the greatest access to transport and existing amenities - are significantly limiting sustainable housing development and low emission neighbourhoods.

- Old homes were not built to modern standards of warmth and dryness, nor weather tightness. Replacing older homes and villas with modern apartments will radically improve quality of life for residents, offering warmer, drier and healthier living environments.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

'- The Special Character Area overlay should not compromise or limit development in Walkable Catchments

- I support protection of listed Heritage, and high, quality continuous special character outside of Walkable catchments

- With the climate emergency, Auckland Council needs to enable More Homes in the Right Places. Special Character overlays in central suburbs - the areas with the greatest access to transport and existing amenities - are significantly limiting sustainable housing development and low emission neighbourhoods.

- Business zones need flexibility to adapt in order to provide for the needs of a growing local population. This includes providing for local shops and services, as well as apartment-style housing above.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this

as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

'- It is the responsibility of the NZ Government, Auckland Council and its CCOs to deliver infrastructure in anticipation of future housing growth. It may be reasonable to have extremely limited areas qualified where it is impossible or extremely difficult to address long-term infrastructure constraints.

- Wherever there is strong demand to live, and high accessibility, central and local Government agencies should endeavour to address infrastructure constraints to support development.

- Intensification in existing urban areas is a more efficient use of infrastructure, compared to greenfield development. Prioritisation of infrastructure funding between greenfield growth and brownfield intensification needs to be considered.

- With the climate emergency, investing in infrastructure upgrades to support development in existing urban areas - close to existing amenities and transport - is crucial to reduce transport and housing-related emissions. Auckland Council should minimise and avoid extensive greenfield development requiring new infrastructure in peripheral urban areas, locking-in higher emissions for households.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

'- Further analysis of these other qualifying matters is required by Auckland Council to provide evidence that these Matters meet the legislative threshold to be applied.

- The NPS-UD sets out that Qualifying Matters need to have identified Specific Characteristics that makes the level of intensification required by the NPS-UD and MDRS inappropriate in light of the national significance of urban development. Heights and density more restrictive than the NPS-UD catchment or MDRS can only be imposed to the extent that it affects the characteristic in question. Site by site evidence is required for qualifying matters, which includes justifying the extent of the area that it's applied to, as well as the sites that it applies to.

- I support the protection of viewshafts of cultural and spiritual significance to mana whenua in Tāmaki Makaurau.

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