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 7 (4243-5961)

Sub #	First name	Last name	Organisation name	Local board	Volume
4243	Philip	Mayo		Waitematā	7
4248	kim	scarlett		Waitematā	7
4253	Jodi	Mitchell		Waitematā	7
4259	David	Blacktop		Waitematā	7
4265	Graham	Debney		Waitematā	7
4266	Diane	Dodson		Waitematā	7
4277	Anna	Sanders		Waitematā	7
4278	Bridget	Simpson		Waitematā	7
4279	Michael and Catherine	Heron		Waitematā	7
4280	Roger	Fairgray		Waitematā	7
4284	Carl	Maitland		Waitematā	7
4287	Chantel	Clayton		Waitematā	7
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4295	Ian	Chapman		Waitematā	7
4297	Anna	Lawrence		Waitematā	7
4298	Hannah	Steedman		Waitematā	7
4303	Kendell	Bird-Ritchie		Waitematā	7
4310	Elena	Grant		Waitematā	7
4314	Blair	Johnston		Waitematā	7
4315	James	Bourke		Waitematā	7
4316	Bruce	Smaill		Waitematā	7
4318	Emma	Moriarty		Waitematā	7
4319	Gabriela	King		Waitematā	7
4321	Sally	Barron		Waitematā	7
4322	R	R		Waitematā	7
4323	Campbell	Larsen		Waitematā	7
4324	James Spencer Fyfe	Nicholls		Waitematā	7
4333	Lisa	Mein		Waitematā	7
4334	Jon	Rennie		Waitematā	7
4345	Sandie	Corlett		Waitematā	7
4351	Tricia	Austin		Waitematā	7
4353	Liberty	Johnston		Waitematā	7
4366	Tamara	Andina Viera		Waitematā	7
4371	Cameron	Wallace		Waitematā	7
4377	Patrick	Castle		Waitematā	7
4385	Anthony	Blyth		Waitematā	7
4388	Graeme	Quigley		Waitematā	7
4390	Margaret Anne	Harkness		Waitematā	7
4408	Ben	Waymouth		Waitematā	7
4418	Martin	Heinzel		Waitematā	7
5446	Michael	Flood-Smith		Waitematā	7
5448	Sarah	Cockerton		Waitematā	7
5450	Joshua	Mano Ngawhau Gilbertson		Waitematā	7
5463	William	Cunninghame		Waitematā	7
5483	Jack	Cundy		Waitematā	7
5498	Peter	Jones		Waitematā	7
5499	James	Liddell	Auckland War Memorial Museum	Waitematā	7
5517	Drew	McCartie		Waitematā	7
5522	Peter	Murphy		Waitematā	7
5528	Russell	Walmsley		Waitematā	7
5535	Pauline	Hillyer		Waitematā	7
5538	Barbara	Hill		Waitematā	7
5540	Julienne	Brown		Waitematā	7
5542	Jana	Makar		Waitematā	7
5543	Joachim	Hackshaw		Waitematā	7
5549	John Patrick	Bourke		Waitematā	7
5550	Joy	Reid		Waitematā	7
5556	Peter	Mclennan		Waitematā	7
5563	TREVOR	Hackett		Waitematā	7
5564	David	Irwin		Waitematā	7
5571	Rachael	McMahon		Waitematā	7
5573	Daren	Manks		Waitematā	7
5576	Harry	Cundy		Waitematā	7
5578	Eve	de Castro-Robinson		Waitematā	7
5580	Jade	March		Waitematā	7
5581	Emma	Hoyle		Waitematā	7
5584	Bill	Mathews		Waitematā	7
5588	Christine	Hart		Waitematā	7
5595	Rin	Smeaton		Waitematā	7
5597	ROBERT	HEYWOOD		Waitematā	7
5600	David	Duncan		Waitematā	7
5603	Greg	Nash		Waitematā	7
5607	Trevor	BROWN		Waitematā	7
5608	Mark	Henley		Waitematā	7
5609	Jack	Brown		Waitematā	7
5612	CAROLYN	BROWN		Waitematā	7
5613	Nigel	Milton		Waitematā	7
5624	Rudy	Pausma		Waitematā	7
5628	Mark	Dowling		Waitematā	7
5629	Bill	Endean		Waitematā	7
5637	Sam	Abbott		Waitematā	7
5639	John	Isbey		Waitematā	7
5648	Dougall	Kraayvanger		Waitematā	7
5652	Janet	Grant		Waitematā	7
5655	David	Paviour		Waitematā	7

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5662	Sophie	Anderson		Waitematā	7
5678	Timothy	Gardner		Waitematā	7
5691	David	Elder		Waitematā	7
5692	Chris	Morton		Waitematā	7
5694	Gillian	Coop		Waitematā	7
5698	Colinda	Rowe		Waitematā	7
5700	Philip	Harrison		Waitematā	7
5702	Mischa	Gildenhuys	Dilworth Trust Board	Waitematā	7
5704	Darryl	Brigham		Waitematā	7
5707	Kelly	McEwan		Waitematā	7
5709	Paul	Mead		Waitematā	7
5717	Marian	Kohler		Waitematā	7
5719	Rosemary	Lees		Waitematā	7
5726	Philip	Bramley		Waitematā	7
5730	edward	bennett		Waitematā	7
5736	Julie	Maling		Waitematā	7
5746	Cheryl	Adamson	Parnell Business Association	Waitematā	7
5747	Ross	Inglis		Waitematā	7
5750	Ross	Corlett		Waitematā	7
5765	Helen	Campbell-Smith		Waitematā	7
5767	THOMAS	LOO		Waitematā	7
5768	Helen	Lynch		Waitematā	7
5770	Mark	Hornabrook		Waitematā	7
5781	Cambel	Ferguson		Waitematā	7
5791	ivanica	vodanovich		Waitematā	7
5793	Olivia	Donaldson		Waitematā	7
5794	Graham	Wall		Waitematā	7
5795	Clare	Jacobson		Waitematā	7
5805	Matthew	Easton		Waitematā	7
5808	Tommy	Lowe		Waitematā	7
5811	Roderick	Inglis		Waitematā	7
5819	Nicole	Buxeda		Waitematā	7
5826	Mariette	Van Ryn		Waitematā	7
5831	Freemans Close Commons Committee	Freemans Close Commons Committee	Freemans Close Commons Committee	Waitematā	7
5832	Karen	Peterson		Waitematā	7
5835	Keith	Maddison		Waitematā	7
5841	Gary	Deeney	Positive Planning Limited	Waitematā	7
5846	Sophia	Hornabrook		Waitematā	7
5852	Roderick	Joyce		Waitematā	7
5853	Suzanne	Downs		Waitematā	7
5857	Jeff	Fearon	Fearon Hay Architects	Waitematā	7
5866	Shelley	Armstrong		Waitematā	7
5882	Isaac	Maunsell		Waitematā	7
5883	Sean	molloy		Waitematā	7
5888	Kevin	Old		Waitematā	7
5891	Shelley	Groeneveld		Waitematā	7
5894	Chris	Bentley		Waitematā	7
5897	Jan	Davies		Waitematā	7
5906	Katrina	Hobbs		Waitematā	7
5912	Kate	Meyers		Waitematā	7
5914	C J	Wong		Waitematā	7
5917	Anthony	Acres	Vector Limited	Waitematā	7
5918	Simon	Gray		Waitematā	7
5923	Jessie	Joyce		Waitematā	7
5934	Carole	Davies		Waitematā	7
5938	David	Peel		Waitematā	7
5941	Dawn	Bertasius		Waitematā	7
5943	Mike	Osborne		Waitematā	7
5946	Darryl	Gregory		Waitematā	7
5957	Katie	Gray		Waitematā	7
5961	Lukas	Adam		Waitematā	7

#4243

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 Mayo

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

Lack of infrastructure to support.

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

Inadequate 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

Inadequate infrastructure.

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 closer to be contained.

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

Should be closer, lack of infrastructure to 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?** Support

Tell us why

Character areas provide a historic link and a diversity of built form.

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

St Mary's Bay should be included and the western end of Herne Bay.

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

Tell us why

Important historical link and creates diversity of built 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

Current infrastructure is inadequate, particularly stormwater and sewage. Infrastructure before intensification occurs.

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)

All of the above are important.

Important privacy information

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#4248

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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: kim scarlett

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?**

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

Many of the character properties have been graded low in your findings report which is simply not true. Many of those properties add significant character to the area you are naming Freemans Bay North. There are plenty of other sites that remain undeveloped closer to the city instead of destroying the classic environment of this area. sites likt old city works depot, nelson and cook streets, vacant site on vic and albert stree, and the land behind Beaumont Qarter and St Marys Bay College.

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

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?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Again there are significant character properties in this area - both in number and in historical value. Under the proposed zone rule changes it will allow these properties to be demolished.

Further more to allow apartment type blocks to be built into these character zones, will change the look, feel and culture of the 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

on the Freemans bay north zone, the areas marked in red should all be included as character and identified as 'qualifying matter'

as already said, even though there is a mix and some are not qualifying the contribute and remain part of the historic suburb that new zealanders and overseas visitors to Auckland know and love. You would adversely affect that by allowing significant change to the protection of that character with the zone changes you are proposing.

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.

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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

Freemans Bay already suffers from lack of infrastructure and so intensification in this area will bring many areas to critical. Stormwater & sewage alreay overflow into our waterways and with this area not being linked to the Western interceptor this would increase these overflows.

Our streets are very narrow with no room to develop/widen to support increased volume. Carparking remains critical levels despite metering of the area.

A concern of ours is the change in the flows of wind - this area has both a high ridge and sweeping gully and and already we have experienced changes the flows due to construction on Ponsonby road of taller buildings.

As the properties are already so very close together in this zone, the building of apartment blocks would add significantly to the privacy/noise issues we already expericence.

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
- 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 - we are short of this type of space in the city as it is and any reduction in this would impact on wellbeing and environment that we have been told the country is trying to increase or improve on.

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#4253

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

Name: Jodi Mitchell

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

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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?** 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?** Support

Tell us why

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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 do not think 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 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

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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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#4259

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 Blacktop

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 distance is too far. I don't think people generally walk from further the bottom of Franklin Road/College Hill into the CBD.

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

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

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

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

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

Significant work was undertaken under the Unitary Plan to identify special character areas. They were identified for a reason, and those reasons have not changed. I understand that the amount of land that would be opened up for development by re-designating these areas is small.

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 that all of the Freemans Bay North SCA area should be a special character area, The demarcation of this area will not protect the special character areas identified. For example, my street, Georgina Street has one half of the street in a special character area and half not. Georgina is a small, narrow street, where houses do not have off-street parking. If one side of the street is not protected the practical impact is that the houses with special character on the other side of the street will not be protected. At the every least all of Georgina Street should be a special character area, although it would be more appropriate for all of Northern Freemans Bay to be a special character area given it is one of the oldest parts of Auckland,

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

I think it is critical to think carefully about the practicalities of what is proposed. Again, my street, Georgina Street in Freemans Bay is very narrow. Already when tradespeople are working, the street becomes congested. On rubbish days, the rubbish collections block the streets while doing their collections. Critical services - such as police, fire, and ambulance, services would have to navigate these challenges in the event of an emergency today.

While the situation is manageable now, and we accept this as part of living in this historic neighborhood, the situation would become untenable should housing be intensified on the street.

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

For small and narrow streets, considerations of privacy need to be carefully considered.

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#4265

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 Debney

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

From my experience people don't walk to Elizabeth St in Freemans Bay from the city as it takes too long and it is too hilly. and there are a lot of major intersections to wait at. We are close to the Franklin Rd Ponsonby road intersection and it takes about 30 mins to walk to Queen St, High St which is the center of the city. There is no logic that closer neighborhoods are not included in this intensification plan. More suitable areas are Beaumont Quarter, Wynard Quarter, Wellersley, Nelson and Cook Sts.

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

Tell us why

Better distance and more realistic walking times to city center.

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 an issue for Elizabeth St residents. But if it was an easy flat walk, it needs to be considered.

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 can't be a blanket rule as this needs to be a case by case situation to be assessed.

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

It can't be a blanket rule as this needs to be a case by case situation to be assessed.

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

Special character areas should be protected and they require protection. There is only a small percentage of special character areas in Auckland and these should be protected. Our neighborhood has very narrow streets and would be completely unsuitable for intensity housing. Also the sections a very small and unsuitable and not feasible to develop.

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 part of a historic suburb, and need to be preserved to continue to contribute to Auckland's history.

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

Tell us why

Character areas such as Ponsonby is crucial for Auckland city. Protect local identity and history.

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

Must be taken into consideration. Infrastructure in Elizabeth St and Freemans Bay will not support high density housing. Road access is very limited at the moment to emergency services and it is not high density, if it was high density housing, there would be a serious risk to human life with increase fire risk due to lack of easy accessible streets. Need to look at non character areas where infrastructure exists. Wood St and Elizabeth street also have very narrow footpaths, there is no space for required access for all services if apartment blocks were built. Our streets are narrow, if high rise were built, extreme shading and wind tunnels would be created, lowering the quality of living conditions in these character 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.

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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)

Freemans Bay - has several beautiful green areas and parks. These need to be protected as they have significant benefits for people's mental health and wellbeing. They are also an environmental agent that assists in cooling the city and need to be protected to slow climate change.

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#4266

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 Dodson

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 Mary's Bay is within a walkable distance of 1200 metres to City Centre amenities including retail, entertainment facilities, rapid transit/public transport hubs.

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

Neither Britomart nor the proposed Victoria St stops are 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.

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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 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?** 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.

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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

As one of the original "suburbs" in Auckland St Marys Bay has many historic heritage rated properties. These should be retained without the possibility of multi-story apartment blocks being thrown up next door.

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

Tell us why

This identification should be expanded to try and retain a little bit of historic Auckland.

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 already. There is no way it would cope with increased residential 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:

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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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#4277

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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: Anna Sanders

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?** Do not support - I think it should be closer

Tell us why

10 minutes seems reasonable enough to discourage car useage.

Londoners for example walk 0.61km to get home. Some more some less.

More would be good for health reasons !

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

Tell us why

To reach transport seems reasonable but not sure what a " metropolitan centre"

will consist of - meaningless if there is nothing to go there for - eg cultural opportunities, green space, recreation, amenities - cafes etc.

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

Tell us why

Frustrating if weather is bad. If it is meant to be integrated then long walks shouldn't be needed - eg bus station and trains co-ordinated.

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

My reply is conditional. Auckland has insufficient open space, trees, parks as opposed to sporting facilities - the gardens in terraces are cramped or non existent which developers are able to get away with. Many of the existing developments are depressing and poorly resourced. TREES - MORE TREES.!!!

Again - accessibility to what ? Not inspiring so far.

A "village" concept with a discernible centre would be desirable but is almost entirely missing except for a handful of expensive older areas.

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

There is lack of clarity about the demographic of all this.

What research has been done as to who will be living in the high density apartment blocks ?

Most are not family sized - so what happens when families grow ? They won't be able to afford to move to houses - is the intention that non residents can buy these properties ? As happens now despite the "regulations"which appear to be totally ineffective.

Will they be for rental - or be permitted to be sold for this purpose ?

Increasing density for speculative purposes which is rampant in NZ and very destructive should be avoided.

Those areas NOT currently in the "qualifying matters" classification should be so that increased density is avoided on aesthetic grounds if nothing else.

Again - OPEN SPACE is always an issue - please learn from other countries - where planning is more sophisticated - and housing density is handled often with a lot of imagination - always a problem in NZ where new development mostly results in hideous sprawls of bungaloid houses all crammed together with no gardens and no privacy - THE MYTH OF SPACE ! AS FOR THE "TOWNHOUSE"

with the driveway running up the side, no gardens, noise and lack of privacy...

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

Already these areas have been negatively impacted by inappropriate development of a height and volume which is not sensitive to their essential quality. I do not support greater intensity in these areas.

If the essential matter is housing people - the people needing such housing cannot afford to buy it in these areas intensified or not - all greater development will do is provide expensive accommodation for people who want to be close to the amenities of upmarket town centres - in other words this will not meet a housing NEED which should be met with good social housing which is not getting a mention in any of this.

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 are few areas of the city which have any character left after decades of demolition, poor planning and unbridled "development" tree destruction and lack of open space provision.

eg Mt Eden, Ponsonby/Freeman's Bay, Parnell, St Heliers , Kohimaramara, Devonport, Herne Bay, parts of Epsom, Remuera and the heritage "fragments" left of other areas.

They should be brought in to the plans as a "qualifying matter."

If not, there will be the usual plonking down of blocks overshadowing smaller properties and looming over the area.

They will bring in speculators - empty properties left for outsiders to visit as and when, or let out for vacations.

As to "affordability" .....

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

There should be sensitivity to commercial development of any bulk or size which impacts on residential areas whether "heritage" or not. There are already many examples of bad placement. Mixing up light industrial in any residential area is controversial - learn from the many bad examples there already.

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

Good idea. Incorporating these factors could limit negative development.

Entirely logical !

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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#4278

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: Bridget Simpson

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 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. 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 further

Tell us why

No Answer

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

It makes sense with access, closeness and similar structures

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 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?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

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

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 are narrow with barely adequate off-road parking and on-street parking at present. 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.

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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 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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#4279

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 and Catherine Heron

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.

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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?** 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?** Other

Tell us why

In our view the whole existing character area in the Auckland Unitary Plan (AUP) should 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.

In particular, we think at least the homes on Marine Parade, Galatea, Upton and Bella Vista should remain protected. Our home (38 Marine) has not been included and yet it is a classic of its type (Palm Springs style, mid-century architecture). Please see photos of the house on the architects website:

https://www.stevenslawson.co.nz/projects/herne-bay-3/#

Other homes on Marine Parade have been included, which seems illogical, given the unique characteristics of many. We have spent considerable time, effort and money, upgrading the property in 2016-2017, in keeping with its original style and meeting the then Council requirements. We used leading architects (Stevens Lawson) and spent approximately $1.5m on refurbishment and expansion to do so. Subjecting this property to the MD rules would inevitably mean that our home would be demolished by developers and three three-storey townhouses would replace it. Those would block surrounding neighbours views and light, and be to the significant detriment of the neighbourhood.

The method used (desk-top) is frankly arbitrary and unjustifiable, and the boundaries used for the assessment have a significant effect on the outcome when averaging across sites.

In our view 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 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.

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

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 outside qualifying areas. It is a lose – lose situation and will not promote the NPS-UD.

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.

When one looks at high-quality cities globally, including Sydney, San Francisco and others, areas such as Herne Bay West have been retained as special character and blanket reclassifications have not occurred in this way.

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 our property on Marine Parade (and others on the same side), also 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 high quality houses which is not represented anywhere else in Auckland. Our house is a unique mid-century (Palm Springs style) house - built in 1958. It is a classic of its kind and iconic in the neighbourhood. It is absolutely the type of house which should be preserved and not dwarfed by 3 story modern townhouses.

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.

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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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. We ourselves have had difficulties and have experienced multiple wastewater and sewerage problems in the area over the last 10 years, including flooding, sewerage and stormwater mixing, foul odours and beach closures.

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. More and more cars are entering the area for daily parking and this will no doubt get worse.

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. This is particularly so to access to and from the downtown city area, where you currently need to take two buses to be able to get to and from Herne Bay/downtown CBD. We will not be assisted by the CRL and intensification will make this issue worse as the roads will become more clogged.

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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#4280

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: Roger Fairgray

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?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 Meters to the City Centre amenities that residents use (e.g. retail, entertainment, rapid transit/transport hubs). The most walkable route to the city runs alongside the motorway and it not lit so only suitable during daylight. it is isolated and potentially very unsafe at night. Steep stairs are required to actually access most of St Marys Bay from this walkway. Access up College Hill is via a lengthy steep hill

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 in Future Victoria St bot are well over 800m from 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?**

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

Within St Marys Bay there are over 200 properties of historic heritage values rated 5 or 6 . I support creating Special Character Sud-Areas around clusters of heritage houses in St Marys bay in additional 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

I feel all of St Marys Bay should be a special character area and include houses rated 4 5 and 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.

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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

St Marys bay has significant infrastructure constraints with stormwater, wasterwater and the overall road network. The upgrading of the stormwater/wasterwater system and the planned separation is based on the existing development capacity. Any potential 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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- 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)

Regarding St Marys Bay it 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 but should have been. This means that a suitable depth of protection is needed from the former Costal Cliffs inland for at least 100m where intensification must be avoided to manage the hazard risk

Important privacy information

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#4284

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: Carl Maitland

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 Freemans Bay, I don't believe people will walk that far to reach the city. 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 person. 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

This does not apply to me as a resident of Freemans Bay

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 does not apply to me as a resident of Freemans 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

This does not apply to me as a resident of Freemans Bay

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 does not apply to me as a resident of Freemans 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.

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

'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)**

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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#4287

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: Chantel Clayton

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

Support - Though not at the expense of character homes made of quality materials. Develop Business sites first.

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

Tell us why

Support - Though not at the expense of character homes made of quality materials. Develop Business sites first.

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

Tell us why

Support - Though not at the expense of character homes made of quality materials. Develop Business sites first.

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?** Support

Tell us why

'This feedback relates to the character overlay from 43-159 Crummer Road, Grey Lynn, and the cross streets from Sussex to Coleridge Street - up to (south) Great North Road (which has had the character overlay removed in the NPS-UD Map Viewer). This feedback also includes 1- 620 Great

North Road, which sit within the walkable catchment around the CBD and the light rail corridor catchment along Great North Road.

Points listed below will also relate to the character overlay over Arc Hill.

DEVELOP THE BUSINESS ZONES FIRST

Continue the overlay that protects character homes in these areas as they meet the criteria as a qualifying matter. Currently, this character area (listed above) has 3 Business zones within close proximity, the majority of which sit well below the potential height limit of 13+ stories - the majority of these sites along 1-620 Great North Road have between 1-2 stories.

These are Business - Mixed Use (4 stories), Business-Town Centre (up to 4-8 stories), and Business-Local centre zone (13m +). When the Business zones have been more than 70% developed, then reassess the need to lift protection.

LIGHT RAIL

In addition, continue the overlay that protects character homes' in this area until the light rail corridor route is decided and ground is broken (as successive governments may overturn decisions).

CAMPAIGN

It is understood that property owners in the Business zones cannot be forced to develop their sites. Therefore, increase rates in the Business Zones that sit within the CBD walkable catchment. Most notably on vacant (land banked) properties to reflect the rates apartment developments may pay e.g., an example where a rate hike could encourage development is Countdown at 144-152 Williamson Ave, which is mostly carparks and could accommodate 100+ dwellings.

Christchurch city council is currently proposing a rate increase on vacant lots in their city. https://ccc.govt.nz/the-council/haveyoursay/show/495

Additionally, campaign to the owners of these commercial properties to develop. Hold information evenings between developers and owners of these sites.

The 3 Business zone sites will accommodate more dwellings faster than individual sites in the character areas being broken up piecemeal. Auckland Council should protect the intergenerational and successful communities (in character homes) and shift the pressure to the owners of the commercial sites who have ownership for financial gain.

MATTER OF NATIONAL IMPORTANCE

If development in Businesses Zones is not forthcoming Auckland Council should approach the Minister for the Environment to decide whether the lack of housing within the walkable catchment of the CBD is a matter of national significance. As housing can be removed for motorways, surely during a housing crisis underdeveloped or vacant lots could be purchased for intensification as a matter of national importance.

PLANNING AND CHARACTER

Before lifting the special character overlay have a robust and multidisciplinary assessment of the character area under consideration for rezoning including: Landscape and visual assessments, Heritage assessments, and planning assessments.

Continue the overlay that protects character homes on the north side of Crummer road, this will keep the block intact as character homes should be viewed as a collection.

Continue the overlay that protects character homes in Arch Hill as some of these streets have historic heritage e.g. Cooper Street.

Character homes in Grey Lynn accommodate multi-generational families. Because these homes can hold many people the character areas should not be considered as a THAB zone. The reason is that townhouses may not necessarily accommodate more people, just more lounges, bathrooms, and increased impervious surfaces. Allow greater flexibility for homes in Grey Lynn to expand.

Is it the Council's (or central Govt.) intention to further reduce the character areas when these developments are complete and there is still demand for housing? Should Auckland Council consider other areas for intensification as a new 'CBD' e.g. push development in Manukau.

Other large cities have more than one CBD - Sydney is currently proposing three CBD's https://www.planning.nsw.gov.au/plans-for-your-area/a-metropolis-of-three-cities/a-metropolis-of-three-cities. Additionally, Point Chevalier has already begun introducing apartments and THAB buildings, and broken up collections of character housing, therefore intensification should continue areas already effected by rezoning.

PRECINCT PLANS

When the character areas are intended to be rezoned /removed, a robust precinct plan, informed by a multidisciplinary assessment should be put forward to meet with or improve on what these character areas already offer, these include:

- Materiality of exceptional quality and design to make up for the loss of character housing, such as the loss of homes made from kauri and other native timbers, and copper infrastructure (currently building cladding only has to last 15 years and is formed from components which will never breakdown to be an organic product)

- Have a tree canopy strategy to replace the loss of a significant amount of established trees, and schedule the existing large native trees

- Have laneways and areas that focus on walkable/human-scale design to replace the embedded community and sense of place that has been firmly established in Grey Lynn for generations.

-Developments should include a minimum 6 stories, with retail/business and awnings on bottom floors, where applicable e.g along Great North Road.

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

Include 43-159 Crummer Road, Grey Lynn, and the cross streets from Sussex to Coleridge Street - up to (south) Great North Road. Include the historic streets in Arch Hill e.g. Cooper Street.

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 single large specimen trees, both native and exotic (where applicable).

Include groups/corridors of trees or significant vegetation in urban areas as a qualifying matter

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#4288

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 Roberts

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

because your information is not clear enough.

The proposed intensification is just too dense it does not allow for people to breath.

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

Tell us why

There is plenty of growth with the current unitary plan.

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

Tell us why

Because there are many rapid transit stops and it is just too much intensification. Not enough sewage infra structure.

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

It is too general and not enough thought has gone into it.

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 is not the sewage infrastructure for so many toilets.

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?** Other

Tell us why

I think the special character areas need to be preserved as they are what makes parts of the city unique and special.

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

Tell us why

All existing special character areas should be preserved.

These houses make an area interesting for people when they walk through their neighbourhood. and do not create ghastly wind tunnels.

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

Tell us why

Could not find what you are asking about.

Need to print maps or have larger maps visible for consultation.

it is too much of a proposal to be so general.

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

the infrastructure for stormwater and sewage has not been improved to protect the environment.

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)

Yes they all need to be protected.

especially Auckland war memorial museum view shaft.

And many other water views from streets.

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#4295

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: Ian Chapman

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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- 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 think the proposed high rise areas are much more extensive than necessary

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

Again I think a reduced area would still provide ample space for development without so much impact on the cities existing character

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

Tell us why

I think it makes sense for these transport hubs to be the key zones where development is maximised. This then strongly supports sustainable transport as well as efficient living and infrastructure.

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

Maximising people around activity centres 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?** Support

Tell us why

Maximising people around activity centres makes sense.

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

I strongly support this. The character areas on your map are very small in relation to the whole city but at least will mean some of the original character of the city is preserved even if the low rise character of the city as a whole will essentially be destroyed over time.

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 do not know all the character areas. But I do think that Devenport and Northcote point should both remain character areas. They are very beautiful heritage areas of the city visible easily by many people daily from the road and the water.

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

Tell us why

I am relieved to see you are trying to protect some of the character even in high activity business 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

Yes please don't allow excessive infrastructure costs to be a consequence of the broad brush of this Plan

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 preservation of viewshafts

I think high quality character buildings should be preserved wherever they are in Auckland. But the Queen St zone is so degraded overall that there is no point in trying to keep buildings to preserve that overall character, but purely for the unique heritage value of the individual building.

Preserving built form controls for sunlight for public spaces would be great for a liveable city

Important privacy information

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#4297

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: Anna Lawrence

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 the 1.2km zone fails to take into account local topography and road crossings nor the walking habits of Aucklanders. It's totally unrealistic the average Aucklander would walk anywhere near the distance or hills involved in the 1.2km catchment from the Western edge of the city. Most of the foot-traffic falls to the eastern side of the city with higher concentration of offices, retail and the University / AUT.

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

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

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

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

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 amount of land made available be excluding certain special character areas is very small

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 in Freemans Bay should be included as a qualifying matter because

- even if not high quality character they arena par of a historic suburb and contribute to the retention of Aucklands history and sense of place

- it's not possible to exclude those areas with out adversity attention 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 like Ponsonby Road is critical to the sentence 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 storm ware/sewage capacity. We're not linked the Western Interceptor and therefore overflows to the harbour will increase which is not acceptable.

Most streets in Freemans Bay present access difficulties for emergency services, high-rise buildings with lots of residents, put everyone at greater risk should emergency services be needed.

It makes environmental and financial sense to prioritise development in areas with exiting infrastructure permits population growth or can be much more easily adapted to cope with population growth.

The extremely narrow streets and footpaths of upper North Freemans Bay (eg Wood Street, Elizabeth Street, Georgina Street, Ryle Street, Gunson Street, England Street, Ireland Street, Costley Street, Arthur Street) are completely inappropriate for contractors / suppliers/ builders to access to construct / build apartment blocks.

Six floor plus buildings would create wind tunnels and extreme shading as the streets are so narrow.

Privacy issues created by apartment blocks being so close together (due to the narrow streets) 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 green areas which provide environmental and cooling benefits for the City Centre. Intensification will result in a loss of these benefits and a time we need most need to preserve them.

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#4298

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: Hannah Steedman

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

High rise areas are much more extensive than 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 closer

Tell us why

needs reduced area - would still allow ample space for new development without impacting existing character

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

Tell us why

Maximises use of public transport and intensification in these areas

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

makes sense to maximise intensification in these areas

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

makes sense to maximise intensification in these areas

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

I strongly support this. The character areas on

your map are very small in relation to the whole

city but at least will mean some of the original

character of the city is preserved even if the low

rise character of the city as a whole will

essentially be destroyed over time.

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 do not know all the character areas. But I do

think that Devonport and Northcote point should

both remain character areas. They are very

beautiful heritage areas of the city visible easily

by many people daily from the road and the

water.

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

so that you don't allow excessive infrastructure

costs to be a consequence of the broad brush of

this Plan

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)**

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#4303

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: Kendell Bird-Ritchie

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

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?** 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.

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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

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:

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- Local Public Views 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)**

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#4310

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: Elena Grant

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:

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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

None of St Mary's Bay is within a walkable distance of 1200m of the city centre amenities which residents use. This includes retail, entertainment facilities, rapid transit public transport hubs. The walkable route to the city beside the motorway is only suitable in daylight hours. It has no public lighting and is unsafe. Other routes from the city to St Mary's Bay involve steep grades. Unsuitable at night for the population 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 St 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. 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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'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 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 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?**

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 storm water,v wastewater and road network. The upgrade of the stormwater, wastewater system and the planned separation is based on the existing develop ment 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 formal 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

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.

#4314

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: Blair Johnston

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 believe that walkable catchments should be defined primarily relative to public transport availability and access to employment. 'The edge of the city centre' relates to a somewhat arbitrary zoning definition rather than access to any actual significant amenity. The edge of the city centre zone may in itself be outside of a walkable distance from transport provision and the majority of employment provision given the scale of the City Centre. 800m or 10 minutes walk would be a standard measure of accessibility - in my view this measure would be more appropriately utilised from the edge of the city centre. Given that walkability is defined by average human walking speeds I see no supportable rationale for differentiation between the city centre and metropolitan centres or rapid transit stops. 1200m is likely to be inappropriate given the topography surrounding the city centre which will limit walkability in practice.

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

I don't believe a blanket approach to good urban form is appropriate. Each town center should be independently assessed relative to transport accessibility, infrastructure, and appropriate development capacity. It makes little sense that the Town Centres themselves are zoned for lower density & height than the surrounding residential areas - given they are by definition the most accessible and benefit from the best infrastructure - yet this appears to be the 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?** Do not support - I think it should be closer

Tell us why

I don't believe a blanket approach to good urban form is appropriate. Each town center should be independently assessed relative to transport accessibility, infrastructure, and appropriate development capacity. It makes little sense that the Town Centres themselves are zoned for lower density & height than the surrounding residential areas - given they are by definition the most accessible and benefit from the best infrastructure - yet this appears to be the proposal.

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

I support the inclusion of 'special character' as a qualifying matter, however I believe the methodology proposed to redefine and reduce the special character areas is flawed and highly subjective. The definition of the sub-areas and the 75% criteria for retention as a SCA qualifying matter appear to be almost totally arbitrary - simply amending the sub-area definition results in alternative outcomes. I do not see the retention of character housing as necessarily in conflict with the aims of a compact and accessible city, and I believe there are better ways to enable similar housing supply outcomes than the methodology proposed (development prioritized along corridors etc). Generally speaking, the development pattern (lot sizes), topography, and infrastructure provision (vehicular and 3 waters) within the previous Special Character Area Overlay limit the suitability of these areas for intensification of the scale proposed.

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 support the inclusion of 'special character' as a qualifying matter, however I believe the methodology proposed to redefine the special character areas is flawed and highly subjective. The definition of the sub-areas and the 75% criteria for retention as a SCA qualifying matter appear to be almost totally arbitrary - simply amending the sub-area definition results in alternative outcomes. I do not see the retention of character housing as necessarily in conflict with the aims of a compact and accessible city, and I believe there are better ways to enable similar housing supply outcomes than the methodology proposed (development prioritized along corridors etc). Generally speaking, the development pattern (lot sizes), topography, and infrastructure provision (vehicular and 3 waters) within the previous Special Character Area Overlay limit the suitability of these areas for intensification of the scale proposed.

Within our local Freemans Bay neighbourhood - narrow streets with small lot patterns containing a significant proportion of assessed high value special character are excluded from the SCA, yet properties along College Hill - a major arterial road with predominantly commercial uses is proposed to be retained as special character. Clearly the objectives of the legislation would be better enabled by unlocking development along this corridor (where viable development outcomes actually exist), while retaining character protections within the finer grained residential streets (where the commercial viability of development is limited in reality). This would unlock

greater housing supply outcomes than the current proposal and achieve a supportable balance between housing supply and urban form.

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

I believe Auckland Council should retain autonomy in determining the priority of infrastructure upgrades and transport provision to unlock development capacity. Generally speaking, the development pattern (lot sizes), topography, and infrastructure provision (vehicular and 3 waters) within the previous 'Special Character Area Overlay' limit the suitability of these areas for intensification of the scale proposed.

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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#4315

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 Bourke

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 catchment area is too wide, in particular to the west of the city centre. All of St Mary's Bay and parts of Freemans Bay are further than a 15 minute walk to the city centre and have steep topography and/or unlit pathways that are not suitable for walking at night (eg St Mary's Bay pathway alongside 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

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 should be considered only within a 5 min walk of rapid transit stops - approximately 400m.

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

The Unitary Plan has protected and preserved our heritage and character buildings (sometimes at considerable expense to owners who have upgraded and developed these buildings) and it seems completely wrong to now give no regard to special character and historic suburbs going forward.

All existing special character areas should be a qualifying matter to preserve and maintain the character and history of our city for generations to come.

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 of St Mary's Bay and Freemans Bay that have been identified as a qualifying matter do not capture the full extent of the special character in the areas. I propose that some of the classifications are revisited and that the qualifying matter is applied over the whole suburb of St Mary's Bay and Freemans Bay.

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

Preserving 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. More of our buildings should be protected and preserved.

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 is a key enabler to growth. If the supporting infrastructure is not in place - and in central city suburbs we know it is not (eg stormwater and sewerage separation project in St Mary's Bay), then intensification is not feasible and is in fact, irresponsible.

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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#4316

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 Smaill

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 a walkable distance (1200 meters) of the City centre amenities which we or other residents use. It is within easy walking distance of the Ponsonby "Village" and the waterfront up to Viaduct Harbour.

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 nearest rapid transit stops to St Marys Bay are the Britomart station and the Victoria Street station currently under construction. Both are more than 800 meters away from 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

St Marys Bay is an acknowledged heritage area. It includes a large number of Victorian and Edwardian houses many of which have (or should have) heritage value ratings of 5 and 6. These are concentrated within a relatively small area and the introduction of multi-story apartments will destroy the integrity of an area that adds considerably to the character of the city as a whole. 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 approach 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. This should also be extended to other areas such as Freemans Bay and Ponsonby. The preserved 19th century and turn-of-the century housing in Auckland adds to the character of the city and should be preserved as it would be in comparable cities elsewhere in the world.

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 separation expected to start this year 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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#4318

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 Moriarty

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 more suitable sites for intensification around Wynyard quarter, old city works , bounded by Wellesley, Nelson and Cook streets. using all vacant sites in the city. Streets around Victoria Park and Stanley 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 could be a more suitable 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 is not relevant to my area but it seems like a more plausible idea 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?** 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

It is so important to keep the heritage character of Auckland. This is what everyone yearns and loves when they travel overseas. It will become a very soulless city if it becomes a city of apartment blocks. We will never be able to get back any character or history if it is demolished.

Not even Sydney, Melbourne or any other country with historical buildings like we have are trying to decimate their city like this. Some of these houses are made of Kauri and hand sawn.

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

We don't want Auckland to be a Hong Kong or Singapore with high rise appartments everywhere and no character

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 some of the buildings on Ponsonby Road is crucial for the sense of identity. We do not want to become another Singapore etc. Sydney, Melbourne, London, New York etc are able to maintain the character. we should 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

Infrastructure in the areas around Freemans Bay will not be able to cope with the increase of population. Due to sewage/water and waste water, narrow streets for fire and ambulance.

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 to retain greenery and space within the city with parks, trees and drainage even within personal properties for the increase of climate change. There will be a very big pressure on the area if we do not have areas that will be able to drain excess water.

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.

#4319

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: Gabriela King

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 on Ireland Street, FREEMANS BAY, a beautiful historic street close to the city centre. Having this area close to the city gives the city centre character and history that once lost can never be replaced. There are many other areas close to the city that need to be built up before such a sacrifice should be made.

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

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

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

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

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

A great deal of work was put in under the Unitary Plan to identify special character areas requiring protection.

We live on one of these streets - Ireland Street, FREEMANS BAY. In 2013 we renovated our house to the exact special character requirements in a row of 5 villas with special character. All these houses are on extremely small 200m2 sections. This character housing is what makes Auckland a beautiful city. Wiping these areas out when we have worked so hard to maintain this character would destroy Auckland's beauty and character as a city.

Once destroyed it cannot be rebuilt.

The amount of land which would be made available for redevelopment by excluding certain special character areas, such as Ireland Street, 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 anyway.

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, beauty and sense of place

- It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high quality character areas

- Once destroyed they can never be rebuilt.

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)

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

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.

#4321

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: Sally Barron

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

1.2 km is a distance that most people will not consider walkable especially considering the steep hills and poor pedestrian network around central Auckland

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

800 meters is more reasonable walking distance but this depends on providing more adequate pedestrian footpaths

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

Tell us why

800 metres is more reasonable walking distance but this will again depend on more suitable walking networks

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 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

‘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 into the Unitary Plan to identify special character areas requiring protection. The amount of land which would be made available by excluding special character areas is very small. Generally the special character areas which have been excluded have small section sizes, challenging topography, and infrastructure constraints which make them unsuitable for intensive development.

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 freeman's bay should be included for the qualifying matter for the following reasons.

1. They are part of a historic suburb and contribute to the retention of Auckland's history and sense of place.

2. It is not possible to exclude these areas without adversely affecting the surrounding 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

Existing infrastructure in Freeman's Bay will not support intensification due to limited storm water/sewerage capacity.

Many of the streets in Freeman's Bay present access difficulties for fire service vehicles. High rise buildings present a much greater fire hazard for residents and this will put apartment residents at risk.

The streets are narrow and steep and present access and parking issues currently and will not cope with greater 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)**

Climate Change

Freeman's Bay has significant vegetation and green areas, intensification will result in a loss of these benefits at a time when climate change requires their attention.

Important privacy information

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#4322

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: R R

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

We need better public transport options.

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

We need better public transport options.

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.

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 need to protect the areas with historic character.

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

We need to protect the areas with historic character.

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

We need to protect the areas with historic character.

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

We need to protect the areas with historic character.

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

We need to protect the areas with historic character.

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:

- 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.

#4323

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: Campbell Larsen

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

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?** 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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#4324

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 Spencer Fyfe Nicholls

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

InSt Marys Bay, The runnel/Spring st pensioners homes could be recreaated in multistorey

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

Tell us why

The viaductbbasin developments already have high rise homes and mix well with the Marine activities

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 stop time for a RT vehicle would be shorter If we are using the RT to get to the airport hence you will carrying baggage for many 800m would be too long

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

With Ebikes and scooters commuting 400m no problem.However housewives going home from New World smket would need buses

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

The old kauri villas of St Marys Bay, Freemans Bay are must be special character areas also church precincts all of the later 1800's. Later additions of eg garage for cars should not make a difference. home owners doing a renovation is a time when council could 'suggest' the unsightly garage be' tidied'

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

Tell us why

Sorry have not seen maps

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

Some commercial areas eg early picture theatres and hotels should be a qualifying matter

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

Areas of St Marys Bay,Herne Bay still with combined sewage cannot have an increase of density. Cliffs to the harbour edge have had stability issues over

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)

Auckland Heritage takes tourists/visitors on walkabout tours. Check with their lists. There is a view shaft along the Quay? another from top of MtEden Do not let these be lost unless with very good reason

.....Supporting Info This writers home is 1890 villa on upper st Marys Rd. its a rare 2 storied . and is sited below the road level because originally there was a marked dip in the road, this filled in 1920.30's. This home has now been renovated and strengthened from foundations up to the Seismic and windage standards applicable to 2010 extending its life again

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#4333

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: Lisa Mein

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?** Support

Tell us why

The city centre should be reinforced as the civic, cultural, and commercial hub of the Auckland region and therefore we strongly support intensification within a walkable catchment of 1.2km. This needs to be exercised with some variation in height limits to protect key viewshafts and sunlight into public open spaces which will become even more vital for increased population around the city centre.

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

Tell us why

800 metres is typically considered a 10-minute walk and that seems an appropriate area around a metropolitan centre to intensify. Furthermore metropolitan centres are often well served by public transport and therefore likely to additionally have several areas of intensification surrounding them.

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

Tell us why

10 minutes is generally well accepted as a walkable catchment for trains and rapid transit. Further than 10 minutes and people are more likely to use a car.

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

This could be extended in some instances, but would enhance the viability of town centres around Auckland with additional residential development

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

Cottages, villas and bungalows are a significant part of New Zealand's architectural and housing history dating back to the late 1800s. These are a defining characteristic of many Auckland suburbs and are worthy of recognition and retention as a qualifying matter.

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

Tell us why

This appears to have been fairly well consolidated through a robust methodology. The method to refine this to have taken a balanced approach to ensure a large area of intensification enabled around walkable catchments while retaining what many people value in the built heritage of Auckland. We assume the 2-storey in the legend corresponds with the 8m currently allowed in the single house zone.

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

We strongly support this as a qualifying matter and consider it requires urgent attention. We are very concerned at the potential impact of the MDRS in particular on our already straining water, wastewater and stormwater infrastructure and the long-term impacts of such on our natural environment. Please ensure this is addressed and taken into account in the next iteration of the plan 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)

Please also include Volcanic Viewshafts, albeit these could be further consolidated so not necessarily from roads at high speeds and greater consideration given to views between Maunga .

Important privacy information

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#4334

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 Rennie

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?** Support

Tell us why

I support the distance and the use of modifying factors.

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

Tell us why

I support the distance and the use of modifying factors.

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

Tell us why

I support the distance and the use of modifying factors.

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

People living in town centers is a positive improvement, bringing 24 occupation/activity into the town centre, reducing travel and greenhouses gasses.

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

as noted above. -People living in town centers is a positive improvement, bringing 24 occupation/activity into the town centre, reducing travel and greenhouses gasses.

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

I support the inclusion of identified character areas, and the studies that have been done to consider where these should be.

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

Tell us why

I support the principle of retaining special character areas, but also endorse the work undertaken to refine where they are. ie. that existing Special Character Areas have not just been carried across without due consideration.

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?** Other

Tell us why

I don't think that this should preclude intensification of existing urban areas (ie it should not stop development in locations in centres that have infrastructure that has been poorly maintained), but would be good to limit extension of the Rural Urban Boundary into arable farmland where there is no 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:

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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 support the 'Other Qualifying Matters' stated above as I believe these came from the Unitary Plan process, which in general was carefully considered and debated.

In additon:

1. Qualifying matters must include all current legal tree protection elements in the Unitary Plan so that these trees continue to require consent for removal / pruning under the new rules.

2. This includes Schedule 10 (Notable Trees), Significant Ecological Areas rules, Riparian Margin rules and rules that protect coastal Pohutukawa.

3. The scope of the Plan Change to enable these changes to the Unitary Plan must also include correction to any identified errors in Schedule 10.

4. The scope of the Plan Change to enable these changes to the Unitary Plan must also include the addition to Schedule 10 of any new nominations for scheduling that have been received by Auckland Council.

5. The new MDRS housing rules will enable permitted development of all Single House Zone properties with up to 3 new dwellings. This intensification will inevitably encourage the removal of any trees that remain legally unprotected. This will be a disaster for the urban forest and for climate change amelioration, resulting in the permitted removal of many thousands of trees. It is therefore essential that the current (few) legal protections in the Unitary Plan for urban trees on private land are retained and that the opportunity is taken to identify and schedule new qualifying trees that have been nominated. New nominations should be encouraged as part of the plan change process.

6. Qualifying matters must include the Historic Heritage Schedule.

7. The scope of the Plan Change to enable these changes to the Unitary Plan must also include correction to any identified errors in the Historic Heritage Schedule.

8. The scope of the Plan Change to enable these changes to the Unitary Plan must also include the addition to the Historic Heritage Schedule of any new nominations for scheduling that have been received by Auckland Council.

9. Qualifying matters must include all current reserves, parks and open space. It is essential that as much public green space as possible is retained in an intensified city to make it liveable, especially as the new MDRS rules will reduce the amount of outdoor space on private sections significantly.

10. View shafts for the Maunga and other landmarks must be protected as qualifying matters so that current rules regarding building height are retained and not increased in these areas.

11. Housing density and height should be retained as current rules allow on Historic Character scheduled properties and around public open space and not increased, to enable those special parts of our city to retain their character and open space provisions.

12. Overlays such as the Waitākere Ranges Heritage Area must be included as qualifying matters so that intensification and increases in height are prevented in this special area as this would be a breach of the Waitākere Ranges Heritage Area Act.

13. I support the proposed walkable distances of 15 mins (1200m) to the city centre and 10 mins (800m) to metropolitan centres and train / busway stations within which development of up to 6 stories may be enabled, providing that the qualifying matters protections listed above are enabled.

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#4345

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: Sandie Corlett

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 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 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 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 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.

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 storm water, wastewater and overall road network. The upgrading of the stormwater/wastewater system and planned separation is based on existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure up grading.

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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#4351

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: Tricia Austin

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 particulalry concerned about the lack of consideration of a number of matters in the identification of a so-called walkable catchment in North Freemans Bay. 1.2 km is far too blunt a measure which completely ignores local topography, road crossings and personal safety. In addition the edge of the City Centre zone is not appropriate - as there are so few destinations / activities in the Western part of the zone that are likely to be of interest to pedestrians walking from Freemans Bay. A more appropriate measure for a walkable catchment would be the centre of town - such as Queen Street.

In terms of more details of the factors present or absent in the proposed walkable catchment: Section 5.5 of "Understanding and Implementing intensification provisions ..." (MfE /M HUD, 2020) states that land form (eg hills...) and connectivity (eg road crossings) affect walking distances. Section 5.5.3 refers to topography, severance, connectivity, passive security, mobility needs and traffic light controlled intersections affecting the size of the walkable catchment.

Topography: In the case of Wood Street (Freemans Bay North) walking from the CBD to Wood Street involves climbing up either College Hill or Franklin Road or steep local streets such as Costley Street. This is unrealistic. One aspect of this is the average walking speed will be reduced (when walking up hill). So that it will make considerably more than 15 minutes to walk from say Drake Street to Wood Street. But more to the point, the route chosen (from Wood Street) to Auckland Centre or vice versa) is much more likely to be either along Ponsonby Road and then over Hopetown Street, or along Ponsonby Road to the end and then along K Road...

Both of these distance are considerably longer than walking between College Hill / Franklin Road to Drake Street. They are both likely to be a 30 + minute walk ...but this is the way that I and many other residents walk, in order to avoid the steep slopes that have been identified within the "walkable catchment"that AC has produced.

Severance / connectivity / lack of pedestrian (controlled) crossings and traffic light controlled intersections: Whilst AT has reduced the traffic speed in the area of Freemans Bay North - pedestrian infrastructure - such as pedestrian crossings are lacking, given the volume of traffic that passes through and along the edges of this neighbourhood - for example College Hill only has one light-controlled pedestrian crossing along its length. Walking up College Hill and Franklin Road involves additional distances walking in order to reach a controlled pedestrian crossing. It also involves any pedestrian having to overcome the traffic light controlled intersection adjacent to the Birdcage - and then under the Victoria Park Viaduct, where the pedestrian route is often hindered by traffic moving from Victoria Park to Union Street. Both of these intersections take a significant time to cross - with a light-controlled crossing (time as it works through its cycle) and without any light-controlled crossings.... time as pedestrians have to wait whilst vehicles attempt a turn to Union Street often time-consuming in heavy traffic.

Anyone with a disability walking in this "walkable catchment" will find numerous obstacles (including lack of appropriately designed crossings) that will lengthen the distance of their trip. The lack of infrastructure in some places plus the very steep slopes will significantly increase the journey time for anyone with a disability. This partly because on a flat surface, walking speeds

for people with a disability are slower than the average. For example, whilst an average adult walks at 1.22m/s (Dumbaugh, 2008), people who use crutches travel at 0.81m/s (Oxley, Fildes and Dewar, 2004), manual wheelchairs between 0.43 to 0.80m/s (Sonenblum et al, 2012), and guide dog users 1.05m/s (Stafford & Baldwin, 2018). The notion of a 15 minute walkable catchment has to be reconsidered for people with a disability (up to to 25% of the NZ population has a disability of some kind). But this slower walking speed is made much more significant for a pedestrian traveling from the CBD to Wood Street, once the steepness of the slopes in Freemans Bay North are factored in. And I note that, at the moment, Freemans Bay North has a number of elderly residents (more likley to have a disability) including those who currently live in the many pensioner flats

Passive security, The pedestrian route from Victoria Street to (and up) College Hill is significantly lacking in passive surveillance for almost all of its length. At the Victoria Park end after dark there is no activity in the park (and hence no passive surveillance) .. and the VP Market has very limited activity - and has high brick walls (and enclosed buildings) that limit the opportunities for any surveillance. Moving up the lower slopes of College Hill the street is lined by businesses - with almost no residential activity (except for some limited possibilities from upper floor apartment buildings) and hence limited surveillance after dark. The villas etc on the upper slopes of College Hill are almost all occupied by businesses, and are closed in the evening /after dark - with no passive surveillance. The New World presents high solid walls to College Hill and to all of the other streets on all of its sides ... again limiting surveillance after dark. The preponderance of commercial activity in the various buildings adjacent to the New World and lining much of Franklin Road up to Napier Street limits passive surveillance. As a result, I would not recommend the lower slopes of College Hill or Franklin Road as safe routes for any pedestrian after dark. And I should add that I have worked on safer urban design / planning, safety assessments and CPTED guidelines since 1990 in New Zealand - including providing assessments and guidance for all of the legacy councils in the region and for the Ministry of Justice (for its CPTED Guidelines, 2005).

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

800 metres from the "edge" is not appropriate - it should be replaced by 800 metres from the centre - in line with the way that walkable Catchments are identified and implemented in almost every relevant city that Auckland compares itself with.

In addition, a much finer grain assessment should be undertaken (to identify and take into account by reducing the 800 m as appropriate): topography, connectivity and severance; the needs of people with disabilities, passive surveillance etc etc

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

Tell us why

This is more realistic as it relates the walking distance to a more finite point. But as above there has to be a much finer grained analysis that is taken into account (by reducing the 800 metres) including: topography, connectivity, severance, passive surveillaace and the needs of people with disabilities. The needs of people with disabilities is very significant as PT may be the only possible form of transport for some individuals ...

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?** 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?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

The existing character areas were identified after a long process of work between the council and the community and incorporated into the Unitary Plan. The area of land that is covered by special character areas is very small. And the area of land (that even under the current draft proposal may be special character) is considerably smaller. What these special character areas have is a significant contribution to our understanding of our history. Mark Todd (Ockham Development) referred to the Taonga of these special character area suburbs - Ponsonby, Grey Lynn, St Mary's Bay and Freemans Bay. A process of incremental redevelopment will destroy these special areas and delet part of our past forever.

But more to the point, redevelopment of these areas at a higher density will not result in affordable apartments being delivered. This is because of the very high land values and the likely costs of 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:

From the front page of the AC Summary of Findings: "This area has one of the highest concentrations of Victorian housing in Auckland". Enabling redevelopment of sites within Freemans Bay North will destroy the special character of all of the remaining dwellings. These dwellings are part of a historic suburb and significantly contribute to our understanding of the historical development of Auckland. Many of the dwellings in Freemans Bay North are clearly visible in the 1908 Auckland City maps (from the ectoral roles) - available in the Council's archives. We can see how each dwelling contributes to the overall sense of place. This is reinforced by the underlying urban form of this area - the narrow streets, the fine grain of the grid, and the more than 90 degree corners (as the grid is squeezed into the triangle of the suburb down the steep slopes. This is a strong part of the special character of this area. It is also clear that it is not possible to exclude this area without adversely affecting the overall character of the upper slopes of Freemans Bay - which does include areas currently identified as high quality character areas. As one example, redeveloping Freemans Bay North as 6 story apartment buildings would result in visual domination of those buildings within the suburb (that do have strongly defined historical status - such as Russell and Renall Streets) and in those streets adjacent to this suburb, such as Ponsonby Road.

The assessment of the special character of Freemans Bay North has excluded consideration of a number of important factors.

1. By concentrating assessments only of individual sites (one by one) the overall special character of eg a small group of dwellings is ignored. Example the three villas at 65, 67 and 69 Wood Street all have similar fronts, similar roof lines, similar masses on their sites and together provide a strong character definition to the western side of the street, which can also be identified in the 1908 City electoral role maps. Yes, all three have had minor additions in the form of small dormer windows, but these in no way detract from the overall composition that these contribute to the street. A similar sense of character can be identified in the set of 3 dwellings (Californian Bungalows) at 17, 19 and 21 Wood Street. And I note that the unfortunate aluminium windows on the front of one of these has been removed and is being replaced by a much more sympathetic front, in line with the character of the area.

2. By concentrating assessments only on the buildings that front onto the street, rear dwellings are ignored - even though in some cases they are historic, and well maintained and full of "special character area" status. This approach also completely ignores the importance oif. the dwellings at 57 Wood Street, designed by Claude Megson - which architecturally require all 4 townhouses to be viewed as one ... especially as the rear dwellings (in this set of 4) significantly contribute to the special character of the street. The dwellings at 57 Wood Street have been the subject of articles in the NZ architectural press and feature as a case study (one of 4 case studies) in a book on the architect's life work. They are referred to collectively as the Crocker Townhouses - see the extract below:

Extracts from: Giles Reid looks back at some of Claude Megson’s best work in his book, "Claude Megson: Counter Constructions"

Source: https://www.yourhomeandgarden.co.nz/real-homes/home-tours/claude-megon-architect

Claude Megson is a remarkable Auckland architect who has all but disappeared from history. His work was widely exhibited and published during the 1960s and 1970s and won numerous awards.

He was written about in the same company as nationally important figures Ian Athfield and Peter Beaven. He taught and influenced several generations of architects at Auckland University, from the mid-1960s until his death from cancer aged only 57, in 1994. He built up a substantial body of domestic architecture, including a number of remarkable medium-density homes that are almost as intricate as cities in their conception.

Cocker Townhouses, Freemans Bay

The Cocker Townhouses were built for brother and sister Bill and Finola Cocker over a very long gestation from the early until the late 1970s. Bill died many years ago but Finola still lives in her townhouse. Bill was an avid collector. When he was alive, his house was stacked with works by Ralph Hotere and Richard Killeen. I remember exciting him about the furniture of designer Humphrey Ikin. By the next visit, he had bought one of Ikin's coffee tables, under which he stored more art.

The building is the product of clients wanting both a degree of retreat from the city and to give back to the area. It freely converses with the language of its neighbouring villas and yet also asserts its own modernity.

The townhouses' construction is extraordinarily intricate: white painted weatherboards, timber doors and projecting balconies, slate roofs and metal gargoyles. There is even a watch tower, accessed through a smuggler's hatch after a vertical climb. It gives one of the best views of the city's skyline.

We focussed on an interior restored with great care by architect Ken Crosson, who had been a keen student of Megson's. The spaces are small and intimate; in this regard you might say they are characteristically Megson. The idea of large-scale sheet glazing and the open plan was alien to his thinking. The interior radiates warmth and civility. Wherever you sit or rest, you are always in contact with either garden or sky.

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

Tell us why

Strongly support retaining the history and character of areas such as Ponsonby Road - for understanding of our history and our sense of place. BUT, it is important that the business street is not viewed as a facade ... if the adjacent suburbs are redeveloped nad their historic / heritage / special character is destroyed. The business special character area and the adjacent residential special character area mutually reinforce each other. If one is redeveloped (and to a 6-story height) it will negatively impact on the business 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.

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

For Freemans Bay North the existing infrastructure will not support redevelopment at the scale enabled by this proposal. The streets are too narrow and many of the corners are too tight (less than 90 degrees plus v narrow streets at intersections) will make large construction trucks unable to reach sites. I have already experienced cement mixer trucks getting stuck on Wood Street - unable to move along Russell Street or turn down Costley Street without asking people to move their parked cars. Emergency vehicles (such as Fire Trucks) would find it very difficult to access properties in this area if redevelopment happened at any scale. We already have issues with ambulances not ebing able to reach some dwellings and fire trucks having to take off wing mirrors of parked cars in order to speed through to dwellings at risk.

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 am concerned that when I have copied this page - that some of the text that I have written in the various boxes appears to disappear.

No word limits for the boxes have been given

If there are obvious gaps / missing pext please contact me for teh full respinse:

pm.austin@auckland.ac.nz

Important privacy information

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#4353

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: Liberty Johnston

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 Freemans Bay North and regularly walk in to the city and the surrounding city limits (namely Tepid Baths, CityWorks, Wynyard Quarter, Commercial Bay) and while I love the walk, it is definitely greater then a 15min walk for most people, and given that this walk includes a steep walk either up College Hill or Victoria Street I think that the Walkable Catchment should be 800m at most.

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

Tell us why

Encouraging the use of public transport / cycling / walking and less motor vehicles in the central city has been something I have supported for a very long time, but I don't believe a blanket approach to good urban form is appropriate. Each town center should be independently assessed relative to transport accessibility, infrastructure, and appropriate development capacity.

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

Tell us why

I think that given the amount of infrastructure that has already been allowed in some of these areas, they should be well utilised with significant residential housing, encouraging people to use public transport to commute into the central city.

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 think that this needs to be evaluated on things such as public transport availability and existing infrastructure rather than being a blanket approach where some neighbourhoods will be compromised with insufficient existing resources available.

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 think that this needs to be evaluated on things such as public transport availability and existing infrastructure rather than being a blanket approach where some neighbourhoods will be compromised with insufficient existing resources available.

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

I strongly support keeping Special character areas. These areas have been carefully maintained and the rules of the Unitary Plan strictly adhered to for a number of years, ensuring these neighbourhoods have high historic significance which is very hard to come by in Auckland now. I encourage Auckland Council to do everything possible to protect these areas, and to even reconsider the current guidelines to include more houses which may have architectural significance or specific planning significance (like the Freemans Bay townhouses) so that these areas may be preserved for years to come.

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 don't support the arbitrary nature in which the council has come to the conclusion on 75% in some areas and I think more categories need to be added to ensure some existing properties which have significant value to the area (such as the existing Freemans Bay terraced housing and other older apartments of architectural significance be included in the same 1-6 scoring as a pre 1900 dwelling)

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 struggle to support the methodology in which this has been assessed.

Freemans Bay North, which has narrow streets with small lots and has a significant proportion of assessed high value special character has been excluded from the SCA, yet College Hill - a major arterial road with predominantly commercial uses is proposed to be retained as special character.?? Surely development along this corridor while retaining character protections within the smaller residential streets would achieve a better balance and build on what is currently in place.

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

I think that there are many areas which have the ability to incorporate additional or add to existing infrastructure within the proposed NPS-UD, but I think that areas that do not have enough support currently, or are currently constrained should have an overlay similar to the Special Character Area to give the option of protection.

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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#4366

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: Tamara Andina Viera

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?** 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?** 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?** 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

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.

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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

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
- 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)

Height controls should be retained in the City Centre. In particular retain the 50m control in the Waterloo Quadrant, Mt Eden Cres, Beach Road, Anzac Ave Area. Retain provisions which keep our local views linking the city with the harbour and protecting our views to the maunga. Maintain the height control plane. Maintain access to light, sun and views to the Harbour.

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#4371

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: Cameron Wallace

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 NPS-UD places a clear focus on accessibility and supporting a reduction in GHG emissions. The City Centre benefits from a significant concentration of amenities, employment opportunities, and education opportunities unique in the Auckland and NZ context. The walking catchment for the City Centre should focus on overall journey time as a relative measure against the rest of Auckland. In other words, a 30 minute walk to the City Centre is still better than a 10 minute walk to Paerata Train Station followed by a 40 minute train into the City. A more appropriate catchment would therefore be 2.4km. Development in this area would also have significant benefits in terms of infrastructure provision as this is already provided for pedestrians, and only a handful of short corridors would be required to be upgraded to provide segregated cycling infrastructure to support further intensification and a reduction in private vehicle use.

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

NPS Policy 1 still requires consideration of accessibility relative to other areas in Auckland. Some metropolitan centre are still more accessible and provide access to more services than others. There should be differences in the walking catchments of each metropolitan centre informed by more detailed analysis. For example, I would expect Newmarket to feature an extended catchment compared with Papakura.

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, consideration needs to be given to how each stop performs relative to one another and what destinations are available from that station. There are several bus and or rail rapid transit stations that benefit from access to multiple/ more frequent services. Examples include Newmarket, Panmure, Parnell, Puhinui. These should all feature catchments greater than 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 further

Tell us why

Catchments used should be benchmarked with those used under Policy 3b and 3C. there will be instances were a town centre has better accessibility than a metro centre and/ or rapid transit stop and this should be reflected with an increased walking catchment of at least 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

The minimum catchment adopted for any town centre or large local centre should be 400m/ 5-min walk. This reflects international and NZ research that people are more likely to walk than to drive at this 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 do not think special character areas should be a qualifying matter

Tell us why

Special Character Areas are essentially a form of visual amenity control. This needs to be balanced against NPSUD Policy 6 and the overall package of objectives and policies which highlight the importance of urban development - especially in areas with good accessibility or in high demand.

The methodology used to derive the new special character assessments is also significantly flawed and has been developed to derive a per-determined result. The broad areas included in area assessment often have very little relationship except general proximity meaning that the perceived quality/ appearance of a house several streets/ 10 min walk away can impact on the development rights of someones house.

Regardless of the above, if the SCA's are retained, this should not impact on the underlying zoning. The SCA's should apply on top of at least the revised MHU zone and could be used to help inform detailed design considerations to ensure more intensive forms of development compliment any SCA values.

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

SCA assessment in Ponsonby specifically and deliberately exclude buildings to generate a favourable result to suit Council's preferences. This includes the exclusion of rear lots, and the exclusion of adjacent/ adjoining properties not already in a SCA. The assessments also do not pick up approved resource consents which seek substantial change to SC buildings.

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?** Do not support

Tell us why

This deliberately sets to create a chicken and egg situation and also rewards Council (including legacy Councils) with inaction in infrastructure maintenance and investment. The NPSUD establishes which areas should accommodate the most growth and infrastructure should follow this.

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 support the sunlight into public places control within the City Centre. Council should look to adopt this for other key pieces of open spaces in Metro Centres in particular.

I opposed the Museum Viewshaft. The origin point is inaccessible to the general public and it significantly constrains development in the City Centre in an area with minimal existing development. Quay Park represents one of the most significant brownfield development opportunities in New Zealand and would form the logical next area for development following build out of Wynyard Quarter. The viewshaft is already heavily compromised by vegetation growth and the port operations.

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#4377

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: Patrick Castle

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.

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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.

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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

I think some identified special character areas at the margins should not be qualifying matters and ought to be re classified to achieve the objectives of 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 areas that should not be identified as a qualifying matter

Tell us why

I believe St Stephens Ave from Gladstone Road to Point Resolution should be a special character qualifying matter however i strongly believe the streets to the west of St Stephens Ave including

Bridgewater Road and Taurarua Street should not comprise part of St Stephens qualifying matter due to their physical orientation toward the city of Auckland and their proximity to it consistent with the intent and purpose of the NPS-UD . Conversely i believe streets to the east of St Stephens Ave should be part of the St Stephens

qualifying matter for the opposite reasons.

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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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.

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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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#4385

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 Blyth

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

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 (note the assault of a female jogger along this walking path in the early hours in September 2018, also note the ongoing weekly tagging along the motorway glass walls, this is definitely not a safe pathway outside daylight hours). 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 (including myself with my pending hip replacement).

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 of 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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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.

For example James T D Lloyd designed and built a number of special character houses in the early 1900s including at 64 Shelly Beach Road (this house should have a historic heritage rating 6 as should other James Lloyd designed houses). These special character houses need to be a qualifying matter to protect them and the houses around them to preserve the special character of these sub-areas.

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 coastal edge with presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This is evident by the recent high rains (in March/April 2022) which caused a number of significant slips onto the pathway beside the motorway and the falling of significant trees across the pathway. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 200 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

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#4388

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: Graeme Quigley

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

Given Auckland's changeable climate and the lack of covered walkways, I very much doubt that people will walk 15 minutes. In any event, in Parnell East where we are I know it is a 35 minute walk to the CBD, and 25 minutes to Newmarket. Its also much more than 10 minutes to the nearest train station.

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 reasons as the previous answer - people wont walk that distance in the winter, in rain, and without any covers or weather protection.

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 reasons as questions 1 and 3. -Given Auckland's changeable climate and the lack of covered walkways, I very much doubt that people will walk 15 minutes. In any event, in Parnell East where we are I know it is a 35 minute walk to the CBD, and 25 minutes to Newmarket. Its also much more than 10 minutes to the nearest train 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.

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

I would support terrace house and apartment development directly adjacent to the main arterial routes ie Parnell road. There are prime areas down the eastern side of Parnell Road that are currently lying vacant, only used for carparking. These are natural candidates for intensification. They all lie within 50 - 100 meters from Parnell Rd. There is no need to extend the zone any further away from Parnell Rd.

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 my answer to the previous question - such zoning should be restricted to running along the main road ie (in our neighbourhood) Parnell Rd.

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

The Government's direction is flawed and risks doing serious damage to Auckland as place to live. Every major city in the world has strived to retain its character neighbourhoods and there is no reason for Auckland to depart from that model.

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

We live in Parnell. We are horrified by the proposal that the well-balanced scheme consulted on and laid out in the Unitary Plan would just be cast aside, when the changes effected under the plan are only just beginning to deliver outcomes. The AUP should be allowed to operate as intended over the next 10 years. The position can then be reassessed, if needed.

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 proposal contains some serious errors and displays a misunderstanding of the character of Parnell as a neighbourhood. The proposed rezoning along St Stephens Ave, Glanville Tce, and Awatea Rd is strongly opposed. The whole area has so far retained its single character house feel, with many beautiful old homes. These should all be retained. In particular, the proposal to upzone one side of Awatea Rd makes no sense at all.

The Queen Victoria school site is a historic heritage place and its future zoning was litigated under the AUP, with the result that it was zoned for medium density. This should be retained. The NPS is subject to historic heritage so it is clear that a fundamental error has been made in upzoning this property.

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

Ignoring the ability of the city's infrastructure to handle intensification will negatively affect the liveability of the city. The reality in Parnell that the only train station is difficult to get to and in a location that is not safe at night, and the water and waste water infrastructure is old and already overloaded (leading to pollution of the bays surrounding the suburb). No-one wants this to get any worse.

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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- 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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#4390

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: Margaret Anne Harkness

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

High rise buildings result in loss of character of an area and also a feeling of being unsafe, after dark particularly.

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

For where I live, there is no rapid Transit station and it wouldn't be an appropriate area for it.

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, where I live, 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.

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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 Mary's Bay has a lot of heritage buildings, and they need to be protected.

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

Tell us why

As above -St Mary's Bay has a lot of heritage buildings, and they need to be protected.

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 had recent problems with stormwater and wastewater, which are undergoing upgrade. High rise buildings would significantly strain these, as the planning is for the current residential 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
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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)

The northern border of St Marys Bay is a cliff edge with the sea, and seems unstable. Only recently a tree toppled down from the cliff. It would appear to be most unsuitable for high density, high rise buildings,

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#4408

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 Waymouth

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 current Unitary Plan there is ample capacity for increased density in housing within walkable amenities/ catchments, the proposed distance of 1200m is too far for the overall population due to weather, topographical and aging population considerations

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 current Unitary Plan there is ample capacity for increased density in housing within walkable amenities/ catchments, the proposed distance of 1200m is too far for the overall population due to weather, topographical and aging population considerations

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 current Unitary Plan there is ample capacity for increased density in housing within walkable amenities/ catchments, the proposed distance of 1200m is too far for the overall population due to weather, topographical and aging population considerations

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

I don't support any terrace housing and apartment buildings in Herne Bay

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

I don't support any terrace housing and apartment buildings in Herne 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?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Additional reduction in Auckland's built heritage and special character would irreparably damage our city's character and identity. The Auckland Unitary Plan allows for 900,000 additional new houses, therefore there is no need for further any further intensification planning. The new identification methodology Council used is not permitted by Auckland Unitary Plan, however the methodology for existing Special Character Areas, which relates to only 3.6% of residential zoned land, is permitted.

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

1) Under sections 77I and 77J of the RMA, the following properties should be in the "Two-Storey Medium Density Residential Area":

a) 10 Wairangi St

b) 5 Stack St

c) 1 Stack St

d) 1 Wairangi St (southern portion of 3 Wairangi St)

e) 58 Wallace St

2) The reasons for this are because the following qualifying matters apply:

a) Special Character Areas Overlay

b) Notable trees overlay

c) Historic heritage overlay

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 historical and special business character area between Albany Road and Kelmarna Street should be included as a Qualifying Matter. This area forms an integral part of the Herne Bay shopping centre which forms a major part of an Historic Heritage Area already identified.

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

Existing infrastructure that is already under pressure. For example, the sewage and drainage infrastructure cannot support any additional intensification without significantly increasing further environmental damage and community 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.

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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)

No

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#4418

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: Martin Heinzel

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

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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

Edge of CBD is not a useful starting point for measuring walkable distance, no one walk to the edge only. If anyone goes to the city centre, it's usually to Queen St, Britomart, cinema or Central library. I am a fit person but don't walk there, it's up an down the hills so not very enjoyable to walk, especially not with kids. I don't believe average Aucklander will walk from Ponsonby to 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

500m from the CBD edge is more realistic, or 1000m-1200 from city centre/Queen St woudl make better sense

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

200m

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

100m

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 identified heritage character areas are special and should not be sacrificed, the "gained" area is rather small but building 6 stories houses will have massive impact on lives in the neighborhood.

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
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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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#5446

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 Flood-Smith

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 comment on St Marys Bay in particular (of which I am resident). No area of St Marys Bay falls within a walkable distance of 1200m to the City Centre amenities including entertainment venues, retail outlets, public transport hubs.

The only walkable routes to the City Centre avoiding steep gradients is via a walking path adjacent to the motorway. This path has inadequate lighting, is largely hidden from public view, and is considered unsafe outside of daylight hours. Other routes offering a safer environment with lighting have steep gradients unsuitable for a large proportion of the local population that may be considered elderly.

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 St Marys Bay district is beyond 800m of the nearest city centre rapid transit station at Britomart and will also be beyond 800m of the station being constructed in 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.

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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 400m of the City Centre. This means that even with the distance set at 400m, 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

St Marys Bay has in excess of 200 properties currently showing a historic value rating of 5 or 6. Subject to review of individual property ratings it is suggested that this number could be higher.

The effort and cost incurred to preserve the historical integrity of these properties that create the charm and character of St Marys Bay should not be undermined by 'blanket coverage' densification initiatives.

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 support identifying Special category areas within the plan. This technique should be expanded over the entire suburb of St Marys Bay including all housing with ratings 4 through to 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 is undergoing significant upgrading work to Stormwater and Sanitary Sewerage infrastructure. Works completed to date and planned for the future are based on current population densities and do not allow adequate capacity for significant population growth. The road network is currently barely adequate to accommodate the existing population and struggles to provide adequate access for utility and service vehicles (rubbish trucks). Population densification will only serve to exacerbate this problem with no feasible/cost effective option to increase road infrastructure capacity.

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 cliff. The cliff is formed by sedimentary rock susceptible to failure in a cross-sectional circular slip plane. The potential for failure is significantly increased by burden load on the cliff top. It is suggested then that an additional 50-100m ridgeline protection zone be included as a qualifying matter.

Important privacy information

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#5448

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 Cockerton

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 1200m 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 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 transport 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 the St Marys Bay suburb is within 400m 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.

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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

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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- 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 of at least 100metres where intensification must be avoided to manage the risk,

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#5450

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

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Your details

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Name: Joshua Mano Ngawhau Gilbertson

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

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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?** 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.

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?** 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

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Tell us why

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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

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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.

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Tell us why

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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)

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.

Council have provided documents dating back to the 1800's that has forged the boundaries of our property and builds which is indicative of this area. Understandably given St Marys bay is one of the oldest and most historic parts of Tamaki Makaurau this should be protected as part of our tikaga. It would be a travesty to lose this.

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#5463

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 Cunninghame

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?** 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?** Support

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?** 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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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 border lines are random. If i look at our area widening the catchment to include nearby areas would lift the average qualifying character houses to > 66% required. There are just too many character homes in this area: if you allow 3 story high rise, we will lose more of these homes to developers who will end up crowding out the area and making living and maintaining character homes significantly less attractive for home owners.

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. Our area - Bella vista, marine parade ,Galatea, herne bay roads - are full of character homes , enough to qualifying for exemption across the aREA.

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

MY UNDERSTANDING IS THAT we are living and have to live for some time in th future under current plans with a combined waste water and sewage drainage system. Their has been a huge effort to try and clean up some beaches in Auckland but Herne Bay is still vulnerable to raw sewage being put into th harbour. Intensifying the area will only make this problem worse, making these wonderful inner city beaches cesspools of bacteria after a good storm , and endangering the kids who swim in these areas. It is a poor reputation and. outcome for a city that prides itself on the attractions of its harbours if effectively promotes further pollution through this intensification process.

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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#5483

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: Jack Cundy

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?** 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

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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 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.

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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

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?** 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?** 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.

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#5498

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

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Name: Peter Jones

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 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

1200m is too far. Saint Marys Bay is beyond this 1200m mark from city centre amenities which residents use, including retail, entertainment hubs and public transport hubs. The key walkway adjacent to the motorway is an unsafe environment during the hours of darkness.

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 Saint Marys Bay is Britomart (and the future Aotea Station). These are not within 800m of St Marys Bay yet SMB is included.

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. This means that Saint 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.

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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 Saint Marys Bay there are over 200 properties of historic heritage value rated 5 or 6. More modern construction and additions are sympathetic to the character and scale of these heritage dwellings and contribute to the overall special character of the suburb.

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 should include the entire suburb of Saint Marys Bay including the New Street precinct (Hospice, convent, Bishops Residence and adjacent housing).

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

Significant infrastructure constraints (stormwater, wastewater, roading) exist in St Marys Bay. Even the current and planned upgrades are based on existing housing density. Any proposed increase in residential density can 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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#5499

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

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Name: James Liddell

Name of organisation/business: Auckland War Memorial Museum

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?** Other

Tell us why

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

Tell us why

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

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?** 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?** 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.

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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?** Other

Tell us why

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

I write on behalf of Auckland War Memorial Museum.

The Museum strongly supports the retention of existing Unitary Plan Museum viewshafts and the policies and objectives underpinning these viewshafts as set out in the Unitary Plan. (https://unitaryplan.aucklandcouncil.govt.nz/Images/Auckland%20Unitary%20Plan%20Operative/Chapter%20D%20Overlays/3.%20Built%20Heritage%20and%20Character/D19%20Auckland%20War%20Memorial%20Museum%20Viewshaft%20Overlay.pdf).

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#5517

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Your details

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Name: Drew 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

I live in St Marys Bay. This area is not within a walkable distance of 1200m to city centre amenities. It is 2.7kms to the nearest transport hub - Britomart (a 40 min walk), and a slightly shorter distance to the nearest retail and entertainment facilities. There is a walkable route into the city by the motorway but this is only useable during daylight hours. At night, the lighting is inadequate. Other return routes from the city centre to St Marys Bay involve steep inclines which are unsuitable at night, and are unsuitable for elderly people and many others.

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.

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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

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. These houses are very special and add to the character and significance to Auckland and 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.

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 into the harbour), wastewater and its 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 simply not be accommodated in the proposed infrastructure upgrading. This must be considered as a qualifying matter.

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 need to be given special character status and not touched.

AC's consultation process over these changes is woefully inadequate and deeply concerning.

Important privacy information

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#5522

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 Murphy

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

Intensification of the inner city achieves the goal of ease of walking to work centers while preserving the character nature of suburbs like St Mary's Bay/ Freemans Bay/ Ponsonby. I spent $165,000 on architects, planners and like reports for Council when renovating my Freemans Bay villa before pulling a single nail out f the existing structures because Council wanted to protect the character of my neighbourhood, which Council is now literally planning to destroy. My architect was required to draw the facade of every single house on both sides of the full length of my street as it was in 2009 when I applied, and as it was in 1940 because Council thought character was that important. The only character suburbs I can think of not affected by the proposed rules are Devonport and Herne Bay. IS retention of that alone what Council perceives as protecting the character of Auckland. PLEASE do not destroy what makes inner city surburbs what so important to the soul 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

Intensify the inner city but leave the surrounding area livable for those who chose housing which is not high rise.

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 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?** Support

Tell us why

Makes more sense to have distributed intensification supported by local facilities such as schools, shops, recreation facilities. Makes more sense to build affordable housing options in areas with lower land values. It makes no sense to build apartments for rich people where land is expensive - THAT IS NOT NZ's HOUSING PROBLEM.

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 comments above - this makes logical sense when work from home is an increasing option and affordable housing is not.

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

Retain the character that forms part of the soul of Auckland. If you don't you repeat the errors of the 1980's in destroying character city buildings in favour of characterless low quality high rises e.g. Chase Corporation buildings of the era. If you destroy character you can never get it back. This error is a permanent and irrecoverable mistake.

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 character f a neighbourhood is the sum of all its parts. I have lived in Ponsonby for 40 years and chose tis area to live because of its character and particularly its Victorian villas, and concrete/stone retail outlets.

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

Tell us why

See above - the character f the stores on Ponsonby Road is a very important element of the pleasure of living in this 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

Many of the streets that surround me have narrow or limited access. I have personally watched a house burn in Wood Street as the fire crew stood either side of an engine to try (unsuccessfully) t guide it through the parked cars. Increasing height of buildings increases sun shading and has adverse wind impacts - walk the central city to experience. Storm water ad sewage service in our area have been a perennial problem not fixed now and exposed even more so if proposed intensification is permitted.

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)**

Increasing small recreation areas are important to the character and soul of a neigbourhood. Retaining and increasing small park space enhances livability, complies with a need for permeable surfaces to retain and detail water flows and is good for teh environment.

Important privacy information

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#5528

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: Russell Walmsley

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

800m for both,

diference makes no sense

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.

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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

I have always lived in and around Three Lamps and St Marys Bay.

These areas have a number of historical an architectural buildings of note - like the old Post Office, the Leys Institute, former Harbourmasters House, Bishop of Aucklands residence. Building above these would destroy the character of the little hitory we can still see in our relatively (on a world stage) young city.

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

To protect character of the above areas there needs restriction of height for a wider adjacent area than one street, or just 5 houses down a street, which seems to be what has been done.

e.g from Shelley Beach Rd to College Hill.

I also dont understand how Seymoor square is deemed less character than, say, Islington St in Ponsonby.

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

Tell us why

cant find this business special character designated 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

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)

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#5535

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: Pauline 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 closer

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 closer

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.

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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 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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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.

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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

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.

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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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#5538

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: Barbara Hill

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

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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

This is not truly a walkable catchment area for the majority of people as seen in reality, especially once the Auckland hill climbs kick in up to Ponsonby, Freemans Bay & Herne Bay for example - this should be reduced and measured from Queen St, not the edges 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

At least more realistic than 1200m

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

Tell us why

Makes sense for ease of transport & less than 1k of walking, 500m better but more logical

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

Think it depends on the level of residential areas if they can manage both the required infrastructure for increase people & the loss of parking for residents that will be a detriment to the very businesses themselves that you are trying to build around. This would make sense really only if a RTN is there so there is no reliance on visiting by cars and/or residents can travel this way to home & back - but if cars/buses required to this "town centre" than you cannot look to push Terrace/Apartment style housing on top 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?** I don't know

Tell us why

Think it depends on the level of residential areas if they can manage both the required infrastructure for increase people & the loss of parking for residents that will be a detriment to the very businesses themselves that you are trying to build around. This would make sense really only if a RTN is there so there is no reliance on visiting by cars and/or residents can travel this way to home & back - but if cars/buses required to this "town centre" than you cannot look to push Terrace/Apartment style housing on top of 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?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

This was already decided in the Unitary Plan to identify special character areas requiring protections. Many of the homes in these areas have historic value built 100yrs ago and are being maintained already at great cost, they also already have small section sizes & limited "mass housing" capability by being knocked down & replace with no-character homes when there is available land for this build already. This is also not exactly environmentally friendly to push the replace at all costs. In addition you cant change the rules halfway in. Many areas now marked in Orange in Freemans Bay have proven history to them built in the 1900s and testament to NZ culture and history & yet will be destroyed.

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

Retain Aucklands history and your own imposed rules these last decades. Utilise land already made available & improve public transport - you don't see London & Paris losing the beautiful homes & parks close to the city - they have built incredible public transport cost affordable for commuter transport networks to enable housing to still be minutes away on the tubes, be London.

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

Importance to retain your history as a people & country matters. Retaining the history of places like Ponsonby Road is important to Auckland identify and place for local community at the ground level vs being dwarfed in apartment towers

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

Areas with existing infrastructure constraints should not be included, they cannot support this level of intensification due to limited stormwater/sewage capacity, but also parking and access to emergency vehicles is already limited. As a city, we must prioritise development in areas that can already sustain and/or offer the level of desired intensification and population wanted - both environmentally & financially - but also logically.

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)**

Please retain the green areas which provide environmental & cooling benefits - but also enjoyment to local & visiting communities - imagine New York without central park or London without Kensington Park - again be more like London with several parks for communities to enjoy & run events in to increase tourism and trade and add value to people lives and increase ease of ability

to visit inner city park & historic lifestyles without destroying it. Retail all green areas - do whats right for the planet & the humans, animals & birds that share it & protect parks wherever possible

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.

#5540

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: Julienne Brown

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.

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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?** 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.

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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

Auckland housing needs to retain its special character - the funny old bungalows, the stucco buildings, the villas, the houses with some style and design. The new build apartments that have already been built do not inspire confidence in any lasting design for the future, or even the present.

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, we need to retain character homes to avoid a mass construction of bland boxes with limited outside access

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

Auckland needs to work on its infrastructure - we need to ensure clean water for our present and future generations

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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#5542

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: Jana Makar

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 it should be extended further to up to 30 minutes of walkable catchment, as the benefits offered through that extra area of liveable, sustainable, community-oriented infrastructure and housing would have significant long-term benefits for the area. More people walking and using micro-transit services means less congestion and less pollution. More people walking means better and safer designed streets. More people walking means more vibrant and busy retail and shopping areas (as people walking by are more likely to stop rather than someone zooming past in a car). I currently live a 30-minute walk from work in the CBD (up Nelson, over Victoria, up Wakefield). I recognise I'm lucky in many ways because I have 'regular' working hours (9-5) and I'm physically capable of walking up and down hills and for 30 minutes. If anything, that's all the more reason for improving the walkable catchment space within this area -- anyone should be able to safely walk 30 minutes to their CBD job or local public transport options. Improving the infrastructure and design of these areas wouldn't just benefit the walking commuters, it would benefit ALL people using these areas, which is a long-term and wider reach return-on-investment. Ideally, Special Character Area overlays should ENHANCE and STRENGTHEN, not compromise, the development potential of the central city's walkable catchment. That is what would add "special character" to a neighbourhood, as well as enable a future-focused and climate-adaptive approach to neighbourhood 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

Similar to the answer above, I think it should be further (at least 15-20 minutes) from the edge of metropolitan centres. Creating this space within that distance opens up more doors for more people to access cycle ways, public transit, and micro-transit options, which also makes the area more attractive to live and would increase desirability and sustainability of more people living in the central city (which is good for local businesses!)

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

Auckland Council research (Wilson, 2013) shows that many rapid transit stops have a walkable catchment larger than 800 metres, and that walking is often the dominant mode up to around 2000 metres. Since 2013, there have also been network improvements which will have incentivised walking more so this would be an opportunity to further leverage that investment as well as respond to growing demand from not only an increased walking population, but an overall increased population as a whole. I count myself very lucky to have multiple rapid transit options within a 10, 15, and 20-minute walk from where I live. All of these distances are accessible and

encourages me to make use of public transit as alternative modes of travel. We need to be opening more doors for more people to have these sorts of alternative options available to them, otherwise we're giving them no other choice but to use a vehicle. Related to that, it would be ideal to see Business - Mixed Use Zones used more in the first 200 metres of the walkable catchment of Rapid Transit stops.

This would serve to create new hubs of business and community activity centred around these rapid transit stops, which would complement existing Town Centres by enabling residents to more easily access daily needs through walking, cycling and other low-carbon mobility options.

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 further

Tell us why

Again, I feel Council is being too conservative and short-sighted here.... expanding and extending this distance will do more to leverage existing infrastructure investments in long-term ways, as well as create more sustainable, desirable, and active residential areas. Increasing local accessibility to shops through catchment and rapid transit will bring in more business for these business owners and build more a community and 'neighbourhood' feel to the area by getting people out of their cars and actually into the space. It also improves accessibility to daily needs, which contributes to more low-carbon lifestyles and more sustainable and resilient communities.

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 to a distance of 400 m adjacent to town and local centres. Expanding the Terrace Housing and Apartment Buildings zoning distance will deliver greater accessibility, better community infrastructure, and lower-carbon mobility options to a wider scale of people. Expanding this zoning distance will enable more people to live closer to their places of work, to rapid transport options, and to retail businesses for their daily needs -- a design that is more sustainable, safer, and more desirable for residents. Diversifying the housing options in these areas will also diversify the demographics of their residents, which adds resiliency to neighbourhoods as different people in different stages of their life will pass through as either owners or renters of property.

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

I support protection of listed Heritage sites and high quality UNIQUE Special Character Areas, but I don't agree or support that overlay compromising or limiting development in walkable catchments. We need to find a way for Special Character Areas and new developments to complement and leverage each other so that both offer suitable and sustainable benefits to the neighbourhood. For example, new developments could be required to have architectural designs that match the unique and character elements of the area. Many 'period' buildings currently deemed as 'special character' are unfit to live in. How does that offer benefit to the community?

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

I don't think Auckland Council's current approach does enough to address our current climate emergency. Allowing Special Character Areas overlays in central suburbs (areas with the greatest access to transport and existing amenities) will significantly limit sustainable housing development and low emission neighbourhoods. Also, as mentioned in my previous answer, many older homes and buildings in Auckland have not been built to modern standards. I recently moved from an older apartment complex to a newly built one and the change in warmth and dryness has been significant and eye-opening. Insulation, double-paned glass, weather-tightness -- these have huge impacts on a home and the residents living within it. That's not to mention the overall cost savings (our electricity bill has halved) and the contributions this would have to support a lower carbon footprint (reducing energy waste).

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

As noted earlier, I don't support overlay that compromises or limits development in walkable catchments. In particular, business zones need flexibility -- and support to be flexible -- in order to adapt and provide for the needs of an evolving local population. This means not only improving and leveraging existing infrastructure developments in the area, but also diversifying the types of shops, services, and housing options in the neighbourhood, which will make it a more resilient and sustainable 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?** Do not support

Tell us why

I recognise there may be some scenarios where it is impossible or extremely difficult to address long-term infrastructure constraints, but ultimately it is the responsibility of governments to deliver infrastructure in anticipation of future and evolving population growth. That includes anticipation of (and changing needs for) housing, transport, services, and community spaces. Wherever there is strong demand to live, central and local government agencies should be striving to plan for and address infrastructure constraints to support development. Intensification of existing areas (particularly ones that are currently highly accessible or have the potential to be upgraded and benefit from being more highly accessible), would support a more future-focused and environmentally sustainable approach to development 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.

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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)

Overall, I think further analysis of these other qualifying matters is required by Auckland Council to provide evidence that they meet the legislative threshold to be applied.

Lastly, I also want to acknowledge that I support the protection of viewshafts of cultural and spiritual significance to mana whenua in Tāmaki Makaurau and wherever possible co-design and co-development of these spaces must be undertaken with mana whenua.

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#5543

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: Joachim Hackshaw

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

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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 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

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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?** Do not support - I think it should be further

Tell us why

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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

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?** 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.

#5549

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 Patrick Bourke

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 areas of Herne Bay are within a walking distance of 1200metres to the City Centre. Currently under the Auckland Unitary Plan there is sufficient capacity for higher density residential properties within walkable catchments and these distances are too far for the overall population especially taking into account inclement 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

No areas of Herne Bay are within a walking distance of 800 metres to the edge of the metropolitan areas. Currently under the Auckland Unitary Plan there is sufficient capacity for higher density residential properties within walkable catchments and these distances are too far for the overall population especially taking into account inclement 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

No areas of Herne Bay are within a walking distance of 800 metres of rapid transit stops. Currently under the AUP is sufficient capacity for higher density residential properties within walkable catchments and these distances are too far for the overall population especially taking into account inclement 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

I 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. Shelly Beach Road in particular has lovely well restored villas and bungalows including my house which are iconic landmarks to 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 following areas come to mind 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

hazard

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 I agree 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.

-I believe that current and future residents value local amenity values; the history and character of Herne Bay , which are all at risk from the government's MDRS planning rules.

-Therefore I 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.

-I believe 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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#5550

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: Joy Reid

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 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 further

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 further

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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#5556

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 Mclennan

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

This will create a more liveable city and shift away from being so car-centric. Which also helps the climate.

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

Tell us why

Again This will create a more liveable city and shift away from being so car-centric. Which also helps the climate.

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

Tell us why

This has worked in cities overseas as a way of building community. It's a proven approach that we need to adopt.

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?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

The idea that a bunch of old houses built by white settlers have some historical value is nonsense. This argument is a way for people in old houses to stop the development happening next door to

them. The fact that people are being driven out of our city because housing is an affordable is terrible. We need to do everything we can to fix that to make a city affordable for all.

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 last comment The idea that a bunch of old houses built by white settlers have some historical value is nonsense. This argument is a way for people in old houses to stop the development happening next door to them. The fact that people are being driven out of our city because housing is an affordable is terrible. We need to do everything we can to fix that to make a city affordable for all.

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.

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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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- Ridgeline Protection Overlay
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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)

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#5563

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: TREVOR Hackett

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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- 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

Our own property is on the eastern side of St Marys Bay, and yet we cannot walk to the CBD within 15 min., it being further than 1200mtrs. The more direct route is alongside the motorway and is unsafe to use outside of daylight. The return journey takes 50% longer as it is steeply inclined.

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

St Marys Bay is several km's from the nearest rapid transit station now or in the future.

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

The St Marys Bay suburb is outside of 400mtrs. of the City Centre, and therefor 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.

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

The St Marys Bay district has over 200 properties with historic value rated as 5-6. It is essential that these are recognised by creating Special Character Sub-Areas around these clusters. A large number of properties should be reviewed as to their rating and thereby recognised for their Special Character.

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

Tell us why

St Marys Bay is a significant district by NZ standards, with the heritage and historic nature of it's housing stock not being duplicated in any other area nationally or in many international districts. Those property's with ratings of 4-6 should be recognised as a sub area of special historic value.

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

Tell us why

Answered incorrectly, but software does not allow answer to be eliminated !

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 storm water, wastewater and roading in the StMarys Bay district is, and has been under extreme pressure for many, many years . The significance of the $60mill. tunnel under the cliffs and many houses intended to control wastewater has not been sufficient, recognised by the

continued pollution of Masefield beach. Until separation has been completed in the area, any attempt at intensification would be problematic. Roading infrastructure is under extreme pressure, that due to the inability to widen roading will remain. Any building project causes traffic jams with contractor vehicles adding to an already dangerous situation. Even with only resident vehicle parking, it would in many instances be impossible for emergency vehicles to have passage.

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 typography of St Marys Bay is such that the instability of cliffs to the northern boundry disallows any further development. History cannot be repeated and any loss of the current stock of houses could never be replaced.

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#5564

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 Irwin

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 edge of the city centre should be treated the same as a metropolitan centre. Employment will grow in metropolitan areas over time and in part as a result of these changes. 800m should be the dimension. Beyond this bus travel is more often used

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

This should be 400m. We need to support consistent density. Increasing the size of the area will create smaller pockets of density with large gaps

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

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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

Absolutely critical to do this. By radically increasing the density of these parts of the city means the city needs to rely more on its established character suburbs, areas and buildings to create a sense of place and history for its citizens. Therefore we need to protect more not less character in the city.

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

Absolutely critical to do this. By radically increasing the density of these parts of the city means the city needs to rely more on its established character suburbs, areas and buildings to create a sense of place and history for its citizens. Therefore we need to protect more not less character in the city.

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

because of the loosening of the housing controls, housing should happen where the can best afford to be placed for 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:

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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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#5571

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: Rachael McMahon

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

I am a fast walker and recreational hiker and it still takes me twenty five minutes to reach the city centre from St Marys Bay. Most people would not walk that distance including the local teens who catch the bus. Also not safe to walk at night.

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

Tell us why

That is a more practical 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

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

Apartment building should be in the city centre or along main arterial routes only

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

Special character is so important to retain, especially close to the city for tourists to enjoy

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

Tell us why

Although I would expand it over entire suburbs where there are a lot of character houses to keep the feel heritage and authentic, not just protection for the 5 and 6 rated homes

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.

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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

And proposed intensification of housing needs to be met with appropriate infrastructure upgrade other wise we will start having issues like Wellington. Bad for people and the environment

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
- 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 the environment of the proposed intensification needs to be assessed for appropriateness like whether there are coastal cliffs and erosion issues

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#5573

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: Daren Manks

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

Long time resident. Based on years of experience i would say people would only walk from the bottom of College Hill/Victoria Park to the city centre, at most.

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

Tell us why

Not sure if quite close enough but probably a lot more realistic.

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

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?** 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 areas that should not be identified as a qualifying matter

Tell us why

The red areas in Freemans Bay should be included as a qualifying matter as there has over the years been a huge effort of time and money in this area to retain the character of this historic suburb and to retain its history.

How can you not degrade the surrounding High quality areas of housing in Freemans Bay with such larage areas of this suburb not included ?!

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

Tell us why

Retaining the character of Ponsonby Rd for a start is vitaly important to the sense of identity and place for the community and a highlight for Akld as a whole.

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?** 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)

Climate change. Freemans bay is a beautful green suburb and needs to be retained from a wild life/environmental basis as well as it's highly valued visual context for residants and vistors to Akld city.

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#5576

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: Harry Cundy

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 further

Tell us why

We need denser housing closer to centres. Pushing dense housing further out from the city encourages car-based living and is terrible for climate change (i.e. the number one issue that we should be thinking about when making any planning decisions). The fact that this might involve changing the character of some areas does not outweigh my concerns about climate change. Other cities in the world can do medium / high density housing quite attractively. We should be able to as well.

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, we need denser housing closer to centres. Pushing dense housing further out from the city encourages car-based living and is terrible for climate change (i.e. the number one issue that we should be thinking about when making any planning decisions). The fact that this might involve changing the character of some areas does not outweigh my concerns about climate change. Other cities in the world can do medium / high density housing quite attractively. We should be able to as well.

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

We need denser housing closer to centres and transport centres. Pushing dense housing further out from the city encourages car-based living and is terrible for climate change (i.e. the number one issue that we should be thinking about when making any planning decisions). Also, if public money is going to be used to provide transport amenities in particular locations, this public money and these public amenities should benefit as much of the public as possible.

Intensification around town and local centres

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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?** Do not support - I think it should be further

Tell us why

As above, we need denser housing closer to centres. Pushing dense housing further out from the city encourages car-based living and is terrible for climate change (i.e. the number one issue that we should be thinking about when making any planning decisions). The fact that this might involve changing the character of some areas does not outweigh my concerns about climate change. Other cities in the world can do medium / high density housing quite attractively. We should be able to as well.

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, we need denser housing closer to centres. Pushing dense housing further out from the city encourages car-based living and is terrible for climate change (i.e. the number one issue that we should be thinking about when making any planning decisions). The fact that this might involve changing the character of some areas does not outweigh my concerns about climate change. Other cities in the world can do medium / high density housing quite attractively. We should be able to as well. I live in a terraced house that is very cute, and very liveable. There should be more like it.

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

As above, we need denser housing closer to centres. Pushing dense housing further out from the city encourages car-based living and is terrible for climate change (i.e. the number one issue that we should be thinking about when making any planning decisions). The fact that this might involve changing the character of some areas does not outweigh my concerns about climate change. Other cities in the world can do medium / high density housing quite attractively. We should be able to as well.

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

As above, I generally don't think that the interests of preserving special character should outweigh the loss of life and livelihoods that the climate catastrophe will cause. At best special character should be assessed on a building by building basis. There are some ugly plain lots that are included in special character areas, apparently because they are close to some villas. Having villa owners having to live in proximity to terraced housing or a nice Ockham apartment building for example seems a very small sacrifice to make, to make a contribution to reducing overall carbon emissions in the future

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?** Other

Tell us why

I am not aware if the proposal would include lack of access to public transport as a qualifying matter. But if so I would strongly object. Auckland should be investing heavily in public transport infrastructure and shouldn't be admitting defeat, anywhere

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)

As above, I don't think things like view shafts for private houses should be so protected that they prevent real increases in density. To me the interests of private individuals retaining their views does not outweigh the interests of Auckland, New Zealand, and the rest of the world, in mitigating climate change. I think retaining view shafts for public spaces etc makes sense though

Important privacy information

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#5578

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: Eve de Castro-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?** Support

Tell us why

15 minutes is a good maximum for an older person or person with a child

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?** 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.

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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

Heritage areas are a precious architectural, historical, cultural and aesthetic aspect of any major city around the world, and Auckland is rich in such areas. Such streets are key to identifying, and exemplifying the character of early colonial Auckland.

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

Retaining the historic character of Ponsonby and Karangahape Rds, among others, is crucial to Auckland's unique sense of character and identity

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

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#5580

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: Jade March

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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- 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

This is a good idea, however it does not take into consideration the complexity of the city. We do not want our historic heritage suburbs such as Ponsonby to be surrounded by these buildings.

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?** 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?** Do not support - I think it should be further

Tell us why

There is not the infrastructure to deal wit this. Often the quality of the buildings is poor and they do not age very well. By all means push it out into the suburbs but not in the central city suburbs.

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

I absolutely support the protection of our heritage. As an architect I can tell you that if we let this go it is our children and the future generations that will suffer. The government are out of touch with what really matters and have no understanding of core values and what is worthy of

protection. Please protect, Ponsonby and grey Lynn as well as other areas in Auckland. The public love this and do not want to see it go.

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

Tell us why

This must include Ponsonby and Grey Lynn.

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?** 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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- 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)

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#5581

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 Hoyle

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.
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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?** 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

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

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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?** 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.

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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

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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#5584

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Your details

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Name: Bill Mathews

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

To walk to the city proper from St Mary's Bay involves steep inclines whichever route one takes.(Up the road to College Hill then down to Victoria Park and up the hill on the other side. Not so easy.The alternative down the Jacobs Ladder steps is easier but not a place that's safe at night)

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

Same problem, a steep hike to the bus 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.

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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?**

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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

3 and 6 story apartments right through St Mary's Bay would truly be a disaster. This is a unique and small historic character suburb and apart from through routes like Shelly Beach Road and Jervois Road, it should be preserved.(As per the character wooden houses of San Francisco)

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

Covered above 3 and 6 story apartments right through St Mary's Bay would truly be a disaster. This is a unique and small historic character suburb and apart from through routes like Shelly Beach Road and Jervois Road, it should be preserved.(As per the character wooden houses of San Francisco)

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?**

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)

No thank you

Important privacy information

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#5588

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 Hart

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 m to city centre amenities including retail, entertainment, rapid transit/public transport hubs. The walkable beside the motorway is unlit at night and any walkable return involves steep grades.

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 a future Victoria street station. Neither is within 8oom 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 - i.e. 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?**

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. Maybe special character sub areas around clusters of heritage houses in St Mary's Bay in addition to those identified on the draft maps is a better way to go

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 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

St Mary's Bay is about to be upgraded in relation/waste water in a plan built around existing development capacity. Any proposed increase in the area's 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 Mary's Bay is bounded to the north by an unstable 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 100m. Intensification here must be avoided to manage the hazard risk.

In a general sense, intensification involving character homes does not solve the problem of providing affordable housing.

Current published prices on Shelley Beach Road range from $2.5m to $4.6m demonstrating unequivocally is intensified, dwellings will be highly expensive and unaffordable for those in the community who have the greatest housing need. As well, Auckland's current unitary plan enables over 900,000 dwellings to be built on residential zoned land. There appears to be no shortage of land on which to build housing for the next thirty years and more.

Important privacy information

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#5595

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: Rin Smeaton

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?** Support

Tell us why

it will make public transport more accessible

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

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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

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:

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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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#5597

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: ROBERT HEYWOOD

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

For a cross section of Society this could be too far for walking in inclement weather & topographical implications eg 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

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?** Other

Tell us why

Do not support any further Apartment or Town House Buildings in Herne Bay.This type of activity is completely out of character with housing in Herne Bay, it would destroy thecontinuity and integrity of this historic early suburb.

Furthermore, Apartment or Town House zoning is NOT legally required near local centres such as the Herne Bay Community Shopping 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

Further loss of Auckland's built heritage and special character would permanently damage our city's character and identity and is not necessaryto enable sufficient planned intensification, which is already contained in the Auckland Unitary Plan (900,000 New Houses)

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

In Herne Bay more areas should be identified as Qualifying matters, including exististing special character areas and the remainder of Curran street

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 and special character shops between Albany Road and Kelmarna Street should be included as a Qualifying Matter as they are an integral part of the Herne Bay Shopping Centre a major p[art of which has beenidentified as part of a 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

The infrastructure in Herne Bay and the immeadiate adjacent suburbs is already under considerable pressure and residents have suffered years of disruptions while remediation works have been undertaken to ensure the system operates adequately at existing capacity.

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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- 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 strongly support adequate protection of local public views and adequate amenity values (Sunlight etc). We certainly see further six story development in the Herne Bay suburb being incompatible with the unique historic heritage and special character housing.

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#5600

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 Duncan

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

The " average person " is not defined. How old are they? How fit? How motivated? What disability's do they carry. I don't believe an average person would actually walk 1.2 km in 15 minutes. especially where there are long climbs.

I understand that Wellington has adopted a 10m walking limit. For equity Auckland should be the same.

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?** Other

Tell us why

Tall buildings replacing the traditional low level developments of small town centres reduces the attraction for people. A good example is New Market which has become a rather shallow ghost of its former bustling self to the detriment of shops and 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.

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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 do not agree with the methodology of the council assessments of heritage character. It is unstated who made the determinations and what their qualifications were. I also feel that to do it from Google earth is unfair.

Homes in the heritage area have had to confirm to council guidelines when renovations have been done. It is hypocritical for the council to now down grade the scores of those homes in their heritage determination

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

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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?** Support

Tell us why

Infrastructure definitely needs to be considered as a qualifying matter. Many of the streets in the older parts of the city are very narrow and already cause a problem for emergency services, deliveries and refuse removal.

Water supply is obviously a concern for Auckland where reservoirs ran low last year. This is only going become a larger problem as climate change puts the supply at risk.

Sewerage removal is already a major problem with over flows into the harbour not uncommon.

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)

Ridge line protection should be included as a qualifying matter. The Ponsonby ridge line should be included.

Auckland is a beautiful city and is regularly included high on lists of the worlds most liveable cities. We are proud of this statistic and should work hard to defend its character

Important privacy information

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#5603

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: Greg Nash

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?** 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?** Support

Tell us why

We wish to retain the heritage of the areas close to the city.

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

Some areas marked for the THAB zone seem to have been chosen in a random way and without proper consideration to the existing character of the area. I am referring in particular to the

streets Arthur, Wood, Ryle and Elizabeth in Freemans Bay and all the streets chosen in 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

Infrastructure is an important consideration for any change in intensification of buildings.

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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#5607

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: Trevor BROWN

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

St Marys Bay is within walkable distance of 1200 mt to city centre amenities which reisdents use. The walkable route to the city centre beside the motorway is only suitable in daylight hours. It has no public public lighting and is an unsafe environment. Other return routes from the centre to SMB involve steep grades, unsuitable at night for the population cohors 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 mt 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 mt 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 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

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 mt where intensification must be avoided to manage the hazard risk

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#5608

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 Henley

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

How/Where is edge defined? Will the edge shift as further development occurs? Does this mean number 4 on a street might be within 1200m but a neighboring house might not? 1200m measure isn't a nuanced enough rule.

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

Tell us why

Support in principle. Again how/where is edge defined?

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 means a mere 800m radius around a hub... more consideration needed of geography 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?** 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?** I don't know

Tell us why

How are these places defined?

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?** Other

Tell us why

If applied it needs to be done so equally across the city not just wealthy suburbs.

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

Tell us why

This map is too confusing

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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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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- 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 level of mixed development should be considered - ie social housing mixed with higher-end developments esp in the cbd and city fringe

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#5609

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: Jack Brown

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

St Marys Bay is within walkable distance of 1200 mt to city centre amenities which reisdents use. The walkable route to the city centre beside the motorway is only suitable in daylight hours. It has no public public lighting and is an unsafe environment. Other return routes from the centre to SMB involve steep grades, unsuitable at night for the population cohors 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 mt 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

None of the St Marys Bay suburb is within 400 mt 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 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

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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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- 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 mt where intensification must be avoided to manage the hazard risk

Important privacy information

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#5612

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 BROWN

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 within walkable distance of 1200 mt to city centre amenities which reisdents use. The walkable route to the city centre beside the motorway is only suitable in daylight hours. It has no public public lighting and is an unsafe environment. Other return routes from the centre to SMB involve steep grades, unsuitable at night for the population cohors 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 mt 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 mt 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 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

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 mt where intensification must be avoided to manage the hazard risk

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#5613

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: Nigel Milton

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

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

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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.

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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.

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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

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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#5624

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: Rudy Pausma

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

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 beside the motorway is only suitable in daylight hours it has no lighting and is unsafe. Other return routes from the city to St Marys Bay involve steep grades and are 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 stop to St Marys Bay is Britomart or the future Victoria Street station and both are not within 800 meters from 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 St Marys Bay is within 400 meters of the City Centre which means St Marys Bay is beyond the walkable 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 historical heritage value 6 & 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 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.

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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

St Marys Bay has significant infrastructure constraints with storm water, waste water and the overall road network. With planned separation of storm & waste water based on the existing development capacity, any planned increase in residential density would not be accommodated.

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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#5628

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 Dowling

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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- 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 a 10 minute walk from the edge of the city centre is more appropriate than a 15 minute walk. I don't think there is a difference between willingness to walk to the city centre vs a metropolitan centre. I think they both should be 10 minutes / 800m. Also the topography away from the city centre (which is in a basin) makes walking much less attractive (and therefore likely to be shorter desirable distance) towards the ridge lines around its fringe.

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

Tell us why

I agree that an 800m catchment around metropolitan centres is appropriate. As above, I think the city centre walkable distance should be the same as this - 800m.

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

Tell us why

I agree that an 800m catchment around rapid transit is appropriate. As above, I think the city centre walkable distance should be the same as this - 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?** 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.

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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 an enormously valuable part of Auckland's city fabric. It would be an absolute disgrace if these were lost. They are what makes this city special.

Removing special character areas would do nothing to solve the current housing affordability crisis. Most houses in special character areas are on very small sites (less than 300m2) and in individual land ownership making them infeasible / uneconomic to develop en masse - this is particularly true in Freeman's Bay, where steep topography also constrains yield and economic viability.

A THAB zone would enable one off blocks on isolated sites that would contribute virtually nothing to Auckland's housing stock but would significantly detract from the special character of heritage neighbourhoods.

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

My submission focuses on Wood Street, Elizabeth Street, Ryle Street and Georgina Street in Freeman's Bay. I think these streets should be included in the area identified as Special Character Qualifying Matters. I have attached analysis based on Council's reporting regarding the houses on these streets.

I have identified an additional sub-area (Wood Street, Elizabeth Street, Georgina Street) where more than 75% of properties have scores of 5 or 6. This means that this sub-area also qualifies for inclusion, with high-quality special character. I strongly request that these streets be reconsidered for inclusion in the Special Character Qualifying Matter area.

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

Tell us why

I think business special character areas are also critical to the fabric of our city. Once these are gone, they cannot be replaced.

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 strongly support including areas with long-term infrastructure constraints as a qualifying matter. I understand that Council does not have infinite funds. Where there are not enough funds for required infrastructure, development should not proceed. I think Council should have more power to decline applications for development in areas where infrastructure is not affordable.

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 inclusion of all the proposed qualifying matters in the Unitary Plan. I think they are all appropriate and are designed to maintain the quality of Auckland's urban form.

Important privacy information

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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.

27 April 2022

SUBMISSION – Government's new housing rules

SUBMITTER – Mark Dowling,

CONTACT DETAILS –

<u>Additional information regarding Question 7</u> – Proposed Residential Special Character Areas

Summary: I request that the block of properties bounded by Wood Steet, Elizabeth Street and Georgina Street be included in the Special Character area.

I have reviewed the report prepared by Council to inform the areas that qualify as Special Character – "Freemans Bay North SCA: Summary of Area Findings | Final V2 | February 2022". Based on the analysis undertaken by Council specialists, I request that the area bounded by **Wood Street, Elizabeth Street and Georgina Street** be included as of high-quality special character, as a minimum.

I have highlighted this block in red in the image below. The block contains ten of a possible thirteen properties that score 5 or 6; therefore, **<u>77% of properties being of high quality</u>**.

Historic Heritage and High-Quality Special Character

Number of places / areas currently scheduled	4 (marked ★ on maps)
Number of places included in the HNZPT List/ Rārangi Kōrero	1 (marked ★ on maps)
Flag: Potential Historic Heritage Area	0 (marked)
Sub-area high-quality Special Character	1 (marked)

I understand Council's requirement that high-quality blocks be contiguous, and I consider that this block meets that criterion by its adjacency to Costley and Georgina Streets.

Additionally, I request that the block highlighted in yellow in the image below also be included in the Special Character area. For this block, eight of eleven properties score 5 or 6. This gives 73% of properties being of high quality. While this is marginally below the 75% requirement, it maintains a contiguous connection with Russell Street, Costley Street, the northern end of Wood Street and Elizabeth Street.

Combining the red and yellow highlighted areas gives **18 properties of 24 with scores of 5 or 6, or 75% of the total**. As such, these areas qualify for inclusion.

Special Character of this area

Here is an excerpt from the Auckland Council Archive Planning Maps, showing the Wood Street area in 1908. All of the houses that were constructed in 1908 remain in place today (circled in blue).

Only the houses circled in red have been removed, to make way for Costley Reserve. The only 'new' houses on the street are those that have infilled previously empty sites, circled in green.

In my opinion, this represents an enormously cohesive and consistent character, that should be included in the Special Character qualifying area.

I also understand that **2 Elizabeth Street**, pictured below, was home to the Wood family, the original house in this part of Freeman's Bay. This family created the original subdivision for this area and also constructed many of the houses, including the row of cottages at 10, 12 and 14 Elizabeth Street, which were three of the first homes created here. While none of these properties has formal heritage protection status, they represent an important part of local history and should be protected.

27 April 2022

SUBMISSION – Government's new housing rules

SUBMITTER – Ida Dowling,

CONTACT DETAILS –

Please read in conjunction with my attached submission.

Additional information regarding Question 7 – Proposed Residential Special Character Areas

Survey of residential dwellings on Wood Street, Elizabeth Street, Ryle Street, Georgina Street

Wood Street					
Street Number	**Heritage?**		**Street Number**	**Heritage?**	
15	**Y**		8	**Y**	
17	**Y**		10	**Y**	
19	**Y**		Costley St		
21	**Y**		Costley Reserve		
23	**Y**				
25	**Y**				
27	**Y**				
29	**Y**		20	**Y**	
31	**Y**		22	**Y**	
33	**Y**		24	**N**	
35	**Y**		Elizabeth St		
37	**Y**		28	**N**	
39	**N**		30	**Y**	
41	**Y**		32	**Y**	
43	**N**		34	**Y**	
45	**Y**		**Pensioner Housing**		
Pember house			Ryle St		
Pember Reeves			40	**Y**	
51	**Y**		42	**Y**	
53	**N**		44	**Y**	
55	**Y**		46	**Y**	
1/57 2/57	**N**		Gunson St		
61	**N**		48	**Y**	
63	**Y**		50	**Y**	
65	**Y**		52	**N**	
67	**Y**				
69	**Y**				
YES	**20**	**75%**		**13**	**77%**
NO	**5**			**3**	
TOTAL					
YES	**33**	**76%**			
NO	**8**				

Elizabeth Street				
Street Number	**Heritage?**		**Street Number**	**Heritage?**
2	Y		1	Y

4	Y		3	Y
10	Y		5	Y
12	Y		7	Y
14	Y		9	Y
16	Y		11	Y
			13	N
			15	Y
TOTAL				
YES	13			
NO	1			
TOTAL %	**92%**			

Elizabeth Street

#5629

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: Bill Endean

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?** 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?** 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?** 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

Support the removal of the SCAR overlay in Parnell. Refer to letter attached.

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:

- 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)

Refer to letter attached.

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Auckland Council
Attn: Plans and Policy

9 May 2022

MDRS Consultation Feedback – Point Resolution / Parnell

To Whom it may concern,

On behalf of our client Bill Endean, we have prepared feedback on Auckland Council's proposed response to the government's recent housing policy provisions, particularly the 'Medium Density Residential Standards' (MDRS) upzoning. This submission is focused on how these provisions will affect the properties on the northern frontage of Judge Street, Parnell (also known as Point Resolution), particularly the client's property at No. 11 Judge Street.

We note that as proposed, Nos. 5 – 11 Judge Street are to be removed from the Special Character Area – Residential (SCAR) overlay, however, despite this, these properties will be included in the 'Two-Storey Single Dwelling Residential Area', which we are aware will be similar to the existing Single House Zone (SHZ). It appears that the reason for these properties to not be upzoned is the coastal erosion hazard from the coastal cliffs at the northern edge of each site.

We support the removal of the SCAR Overlay on these properties, as the character of Judge Street clearly reflects a combination of both modern and older dwellings, with a range of building typologies and densities. In addition, these sites have excellent accessibility to the City Centre, public open space and frequent bus services on Tamaki Drive (including the Tamaki Link Bus). As such, it is entirely logical to remove the existing demolition controls and requirement to only construct low density, standalone dwellings on these sites.

Based on the existing zoning patterns of the area, it appears that the above properties were included in the SHZ due to the presence of the SCAR overlay, noting that the adjacent properties at Nos. 132, 138 and 150 – 154 Saint Stephens Avenue are zoned 'Mixed Housing Urban' (MHU) and No. 1 Judge Street is zoned 'Terrace Housing and Apartment Building' (THAB), despite most of these properties also being near or immediately adjacent to the coastal cliffs. As such, it can be inferred that if the SCAR overlay was not applied at the time of the initial AUP zoning, either the MHU or THAB zone would likely have been applied.

There are further inconsistencies in the proposed zoning under the MDRS provision when observing the properties on the eastern frontage of Saint Stephens Avenue and the northern frontage of Crescent Road, to the east. These properties too are adjacent to coastal cliffs (as shown below in **Figure 1**), however they are proposed to be included in the 'Two Storey Medium Density Residential Area', which we assume will be comparable to the existing Mixed Housing Suburban (MHS) zoning. There is no clear reason why the MHS zoning is considered appropriate for these properties when compared to the subject sites, given the similarities they share.

Figure 1: The extent of the coastal cliffs in relation to the subject sites and as shown along the eastern frontage of Saint Stephens Avenue

A review memo of the subject property has been prepared by David Coastal Consultants and is attached as Appendix 1. In brief, the report notes the following:

> *"The site is located within an artificially enclosed, highly sheltered embayment. Further to this, the coastal bank at the site is separated from the adjacent marine environment by infrastructure, being Judges Bay Road, and a seawall protects the edge of this road.*
>
> *The seawall is a rock masonry structure, and is present on the seaward side of Judges Bay Road, protecting this infrastructure and reclamation from coastal processes. [It] was built at some point between 1946 and 1953. The design details of the masonry wall are not known, however there appear to be no issues with wall performance. The wall appears to be performing adequately, at current sea-level, to address any erosion risk to Judges Bay Road and therefore, the base of the coastal cliff at the landward side of the Road.*
>
> *With protection to the base of the cliff provided up to RL 2.9, the site is resilient to even the most infrequent extreme events (1 in 100 year) including 500mm of sea-level rise.*

As noted previously the road provides the only point of access and parking for the Parnell Baths. The Baths are a heritage structure on the Auckland coastline, with construction completed on the first Baths in 1914. The long-standing nature of this facility at the Auckland coastline ensures that the maintenance of both the road infrastructure, and the seawall that protects it, are almost certainly likely to be upkept.

Based on our review of the mapping criteria set out in TR 2020/021, it is our understanding that based on the specific characteristics of reclamation and the associated armouring that protect infrastructure, erosion lines have not been mapped in these areas. On this basis, the mapping of erosion lines at the subject site and on the Page 27 of 28 22031 – 11 Judge Street – Coastal Hazard Memo immediately adjacent coastline is in error, and the hazard lines within Judges Bay should be updated to reflect the presence of the reclaimed and armoured Judges Bay Road, and the permanence of this infrastructure in addressing the coastal erosion hazard at the site. A suggested re-mapping of the lines is shown below."

The suggested remapping of the hazard lines within Judges Bay is shown below in Figure 2.

Figure 2: Remapping of the hazard lines behind Judges Bay Road as proposed by Davis Coastal Consultants

Other important factors to consider when assessing the likelihood and severity of the coastal erosion hazard are that each of the properties at Nos. 5 – 11 Judge Street have sufficient room for new buildings to be set back from the coastal cliffs and located closer to the site frontage. Additionally, the coastal erosion rules within Chapter E36 already require coastal hazard assessments to be provided for new structures and dwellings within the coastal erosion hazard area and these rules are applicable regardless of the underlying zoning. This ensures that Council must be satisfied that the geotechnical stability of the land at the top of the cliffs will be maintained before any consents are issued.

Finally, we believe that the blanket inclusion of coastal erosion as an 'other' qualifying matter is too blunt and does not allow for a 'site-by-site' assessment of the actual risk of coastal hazards, as the AUP currently does through Chapter E36.

Overall, it can be reflected that despite a number of properties in the immediate environment being subject to the same coastal erosion hazard, only the properties at Nos. 5 – 11 Judge Street will remain in the low-density zoning (SHZ equivalent), despite

the reason for their inclusion in this zone no longer being applicable. Further, despite the properties being identified within the coastal hazard area, its inclusion does not appear to be justified as outlined in Appendix 1. We therefore consider that the proposed zoning under the MDRS plan change process is illogical and unjustified, and would request the properties to be included within the MHU zone.

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

11 Judge Street Parnell

for

B. Endean

Coastal Hazard Memo

DAVIS COASTAL CONSULTANTS

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May 2022

Job Ref: 22031

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Appendix A Examples of Reclaimed Shoreline – Nearby Coastline

1.0 Introduction

In May 2021 the Auckland Council released maps of areas of the Auckland coastline that were defined as being susceptible to coastal erosion and instability. These maps are based on region-wide hazard reporting undertaken by the Council, released in February 2021, entitled 'Predicting Auckland's Exposure to Coastal Instability and Erosion' (TR 2020/021). This hazard reporting and the subsequent mapping exercise has produced erosion susceptibility lines for 2050, 2080 and 2130.

The reporting classifies the coastline into four types; unconsolidated beaches, cliffs and consolidated banks, protected shorelines, and reclaimed land. The mapping approach adopted in the reporting is for no hazard lines to be shown for reclaimed land, as it is *'assumed that structures supporting these shorelines will be maintained'*.

The property owner at 11 Judge Street, Parnell, is one such area that is protected by reclamation and an associated seawall, however hazard lines have been shown affecting this property. Davis Coastal Consultants have been engaged by the Client to make assessment of the characteristics of the site and the mapping approach adopted by the Auckland Council, and provide this memo in support of removal of these hazard lines at the site.

2.0 Description of Existing Environment

2.1 Location

The site at 11 Judge Street is situated within Judges Bay, located on the southern shoreline of the Waitemata Harbour. Judges Bay is a basin artificially enclosed by the raised causeway of Tamaki Drive. The property is legally described as Lot 2 DP 46705 and is located approximately at co-ordinates 1759600mE and 5920260mN on the New Zealand Transverse Mercator Projection.

Figure 2.1: Plan of site location

2.2 Wider Morphology

The geological formation of the Waitemata Harbour is that of a drowned river valley, formed when sea levels rose to their current levels approximately 7,000 years ago.

The wider coastline of the Harbour comprises extensive areas of intertidal flats with numerous shoals and islands, with the main channel running in a west-east direction close to the northern bank of the Harbour basin. The Judges Bay coastline is located approximately 2.5km kilometres southwest (upstream) of the Harbour entrance, facing in a northerly direction.

The most significant morphological alteration to Judges Bay occurred with the construction of Tamaki Drive in 1932 – 1939 through placement of a raised and armoured causeway (Photograph 2.2a, 2.2b). The curving form of the causeway angles close to the northern point of the headland at Resolution Park, with all flows filling and emptying the Bay passing through a narrow (approximately 8m) channel between Parnell Baths and the adjacent causeway. Flows are then further constricted through a 35m culvert in the Tamaki Drive causeway before passing into the wider Waitemata Harbour.

The 'strangling' effect that causeway construction has on tidal estuaries is well understood, with the constriction in tidal flows resulting in the creation of low flows upstream of the causeway. This can lead to a large increase in the rate of deposition of fine estuarine muds and silts in estuaries with high sediment loads, characteristic of the subject site.

Photograph 2.2a: Photograph of Judges Bay, looking west, circa 1910 – 1919

Photograph 2.2b: Judges Bay 1952

2.3 Site Description

The Applicant's property is a 1000m² Lot orientated generally north-south. The property comprises a gently sloping (approximately 1:15) area above the coastal bank, where the dwelling has been developed. Seaward of this the bank slopes steeply at approximately 1:1 from RL 24 at the head of the bank to approximately RL 3 at the base of the cliffs. The face of the bank is covered in vegetation, with a mix of weed species and mature Pōhutukawa (Photograph 2.3a).

Judges Bay Road runs at the base of the cliffs and is approximately 11m wide immediately below the site. This road has a tarsealed surface and provides access to and parking for the Parnell Baths. It has a low kerb at its landward extent and is protected by a seawall at its seaward extent (Photograph 2.3b). The seawall is a rock masonry structure with a raised kerbstone at the road edge, with the crest height of the kerb being approximately RL 2.6. The channel of the road is approximately 200mm lower at RL 2.4, with drain outlets provided at intervals between the wall kerbstone. Below the seawall crest the wall slopes at approximately 1.5 (h) : 1 (v) to the foreshore. The intertidal foreshore below the wall is silt covered, with sporadic mangrove

seedlings beginning to establish. Directly across the Judges Bay basin from the site is the causeway (Photograph 2.3c), carrying Tamaki Drive and the adjacent railway. The causeway is protected at both sides by rock armouring, is approximately 40m wide at the crest, and is approximately RL 3.1 – 3.3.

Photograph 2.3a: Bank at site below above Judges Bay Road

Photograph 2.3b: Seawall at Judges Bay Road

Photograph 2.3c: Tamaki Drive causeway at seaward edge of Judges Bay basin

3.0 Coastal Processes

3.1 Wind

Wind data for the region can be obtained from the 'MetOceanView.com' website, that presents data from their MSL WRF wind model at a wide range of sites across New Zealand. The wind data from the closest model is approximately 600m directly offshore from the site, and presented below (Figure 3.1). According to this record, prevailing winds are from the southwest and west sectors, with the strongest and most frequent winds 20-25 knots) arriving from a south-westerly direction. The landmass shelters the site from these prevailing winds. The site is highly sheltered by the causeway, however is exposed to winds across the bay from the northeast quarter.

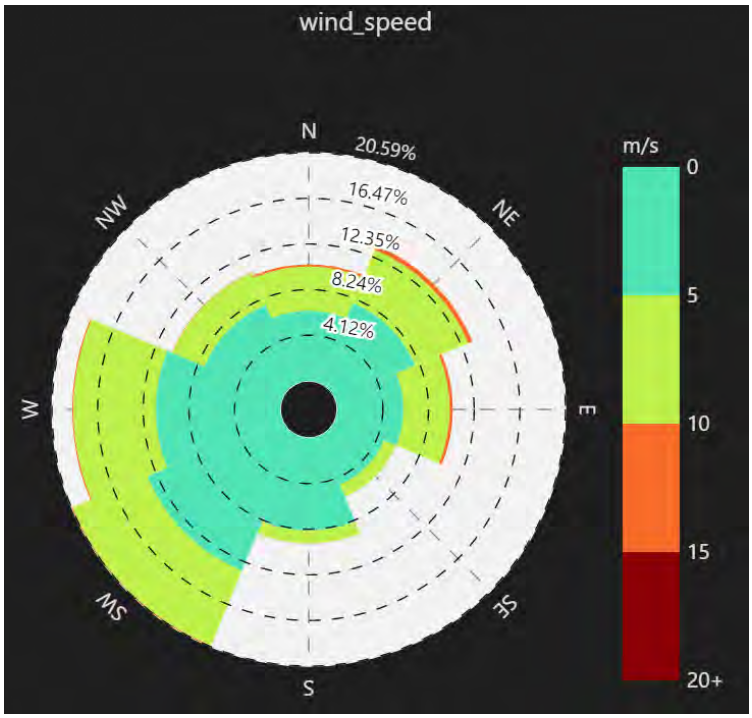


Figure 3.1: Wind rose obtained from app.metoceanview.com (Site 36.8440S 174.7902E)

3.2 Storm Tide

3.2.1 Astronomical Tide

Tidal information is published online by LINZ, who provide tidal gauge for a site at Queens Wharf, Auckland. This location is approximately 2km northwest of the site, and is the best available data

on likely tidal range at the site. Data published online by LINZ is in terms of Chart Datum (CD). All levels expressed in this report (denoted 'RL') are in terms of Auckland Vertical Datum 1946 (AVD1946). The available tidal information has been expressed in terms of CD and RL below (Table 3.2.1).

Datum	HAT	MHWS	MHWN	MLWN	MLWS	LAT
Queens Wharf CD	3.7	3.4	2.8	1.0	0.5	0.1
Queens Wharf RL	2.0	1.7	1.1	-0.7	-1.2	-1.6

Table 3.2.1: LINZ predicted tide levels at Queens Wharf

3.2.2 Storm Tide Factors – Joint Probability

In addition to the astronomical tide, a storm tide resulting in high water levels at the coast also includes the effect of storm surge, and monthly mean sea level variations.

A storm surge describes an increase in sea level, above the predicted level, due to low atmospheric pressure and wind stress from winds blowing alongshore or onshore.

A number of other factors can cause temporary fluctuations in Mean Sea Level (MSL). These fluctuations can be operating at timescales that are monthly, seasonal, annual (e.g. El Nino – Southern Oscillation 2-4 year) and multi-decadal (Interdecadal Pacific Oscillation).

The likely recurrence interval of a combined 1:100-year high tide, 1:100-year Storm surge and 1:100-year MMSL is much longer than 1:100-years. Therefore, when assessing the return period of a combined event, a joint probability analysis of the components is required.

The Auckland Council commissioned NIWA in 2016 to calculate extreme sea level elevations and their likelihood around the entire coastline of the Auckland region. The study used hydrodynamic models calibrated against tide gauge measurements, then undertook joint probability analysis on the data to determine the likelihood of the extreme factors occurring. This work represents the best information available to date on likely storm tide levels in Auckland.

The closest model location to the site is seaward of the causeway inlet (Figure 3.2.2). Whilst no model location is available upstream of the causeway constriction, given that extreme water level events typically occur over a number of hours at a high tide, it has been assumed there will be minimal effect of the causeway and that similar levels will be expected upstream of this constriction.

Storm tide levels predicted by NIWA (2016) for the 2% and 1% Annual Exceedance Probability (AEP) events are shown below (Table 3.2.2) – corresponding to a 1:50-year and 1:100-year event, respectively.

	2% AEP	1% AEP
Storm Tide - RL	2.25	2.30

Table 6.2.2: Storm tide levels at Site '3', Table 3-3, NIWA (2016)

Figure 6.2.2: Storm tide levels at Site '3', Table 3-3, NIWA (2016)

3.3 Wave Climate

The causeway infrastructure at the mouth of the basin protects the site from swell waves, and wind waves generated in the wider Harbour. The available fetch is highly limited due to the confined nature of the basin at the site, being a maximum of approximately 200m across the basin. Due to shallow water depths within the Basin, waves are only able to be generated at high tides. All of these factors contribute to a highly sheltered wave environment at the site, which will be dominated by very small, locally generated wind waves, limited to higher water levels.

A more detailed wave study (DCC, Crescent Road Boat Shed, Job 20060) within the adjacent Hobson Bay area determined significant nearshore wave heights in a 20% AEP event were 100-200mm. The wave climate at the subject site will be even more limited than at the adjacent Hobson Bay, due to a more constricted fetch. The ability of waves of this size to increase water levels at the coastline due to wave setup and runup is negligible and these factors are therefore ignored in relation to extreme water level calculations.

3.4 Sea-Level Rise

The Ministry for the Environment (MfE) guidance on sea-level rise (December 2017) adopts a risk-based approach to coastal development, with a range of sea-level rise values specified depending on the type of development proposed. It sets out the sea-level rise projection scenarios to 2150, which cover a range of possible future sea levels:

- A low emissions, effective mitigation scenario (RCP 2.6)
- An intermediate-low emissions scenario (RCP 4.5)
- A high emissions, no mitigation scenario (RCP 8.5)
- A higher, more extreme H+ scenario (RCP 8.5 H+), for stress-testing adaptation plans / major new development at the coast

These scenarios and the resultant sea level projections are shown below (Figure 3.4).

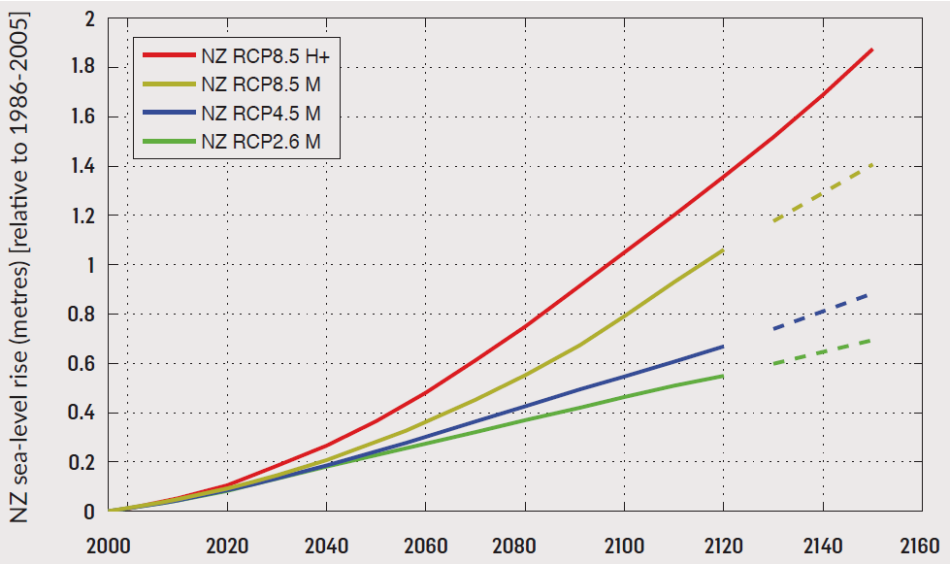


Figure 3.4: Sea-level rise projections for various Concentration Pathways – ex MfE, 2017

For Asset Category C, comprising "*land-use planning controls for existing coastal development and assets planning"*, the guidance recommends a transitional response of 1.0m of sea-level rise

for the next 100 years out to 2120. This is slightly lesser than the RCP8.5 emissions scenario, which indicates approximately 1.1m of sea-level rise to 2120.

The Auckland Unitary Plan Operative in Part (AUPOiP) makes provisions with regard to Environmental Risk and sea-level rise. The AUPOiP sets out the following requirements in Policy E36.3.9, which requires that:

> *"habitable areas of new buildings and substantial additions, alterations, modifications or extensions to existing buildings located in coastal storm inundation areas to be above the 1 per cent annual exceedance probability (AEP) coastal storm inundation event including an additional sea level rise of 1m"*

This has been considered, however for the purposes of cliff retreat it is prudent to adopt the most conservative RCP 8.5 prediction. Accordingly consideration of 1.1m sea level rise by 2120, or approximately 11mm per annum, has been made for this report.

4.0 Applicability of Coastal Erosion and Instability Assessment

4.1 Summary Statement

The site is located within an artificially enclosed, highly sheltered embayment. Further to this, the coastal bank at the site is separated from the adjacent marine environment by infrastructure, being Judges Bay Road, and a seawall protects the edge of this road. This section of the report reviews the erosion risk to the site in this context, and then considers the applicability of the mapping exercise to this coastal bank, based on the adopted criteria in the region-wide reporting (TR 2020/021).

4.2 Coastal Erosion Risk to Site

The property at 11 Judge Street is bounded on its northern extent by Judges Bay Road (Figure 4.2a), which has been built on a flat reclaimed platform formed at the base of the cliffs. These cliffs likely represent the historic coastline, prior to the extensive anthropologic modification undertaken as part of development of this area. A road has been built by placing a seawall seaward of the original coastline, and backfilling to create dry land. The seawall is a rock masonry structure, and is present on the seaward side of Judges Bay Road, protecting this infrastructure and reclamation from coastal processes.

Figure 4.2a: 11 Judge Street, showing Judges Bay Road located seaward and historic cliffed coastline

The masonry seawall at the seaward extent of Judges Bay Road was built at some point between 1946 and 1953. It is assumed the seawall was built at the same time as the development of Judges Bay Road and the Parnell Baths, as Judges Bay Road provides the only access and parking for this facility (Figure 4.2b). This indicates that coastal armouring has been in place protecting the road but also the base of the coastal cliff for at least 70 years. The vegetation colonising the face of the wall (Photograph 4.2a) indicates a structure of reasonable age, with a relatively stable face. Properly constructed rock masonry seawalls are resilient structures, with many examples within the Auckland coastline.

It is unknown whether remedial works have been undertaken to the seawall over this period however this is considered likely. The design details of the masonry wall are not known, however there appear to be no issues with wall performance. The wall appears to be performing adequately, at current sea-level, to address any erosion risk to Judges Bay Road and therefore, the base of the coastal cliff at the landward side of the Road. There is no evidence of slumping of the asphalt to the adjacent Road which would be indicative of a loss of fines from behind the structure. The depth of foundation of the structure is unknown, however the toe of the wall was inspected and no evidence of undermining of the structure was observed.

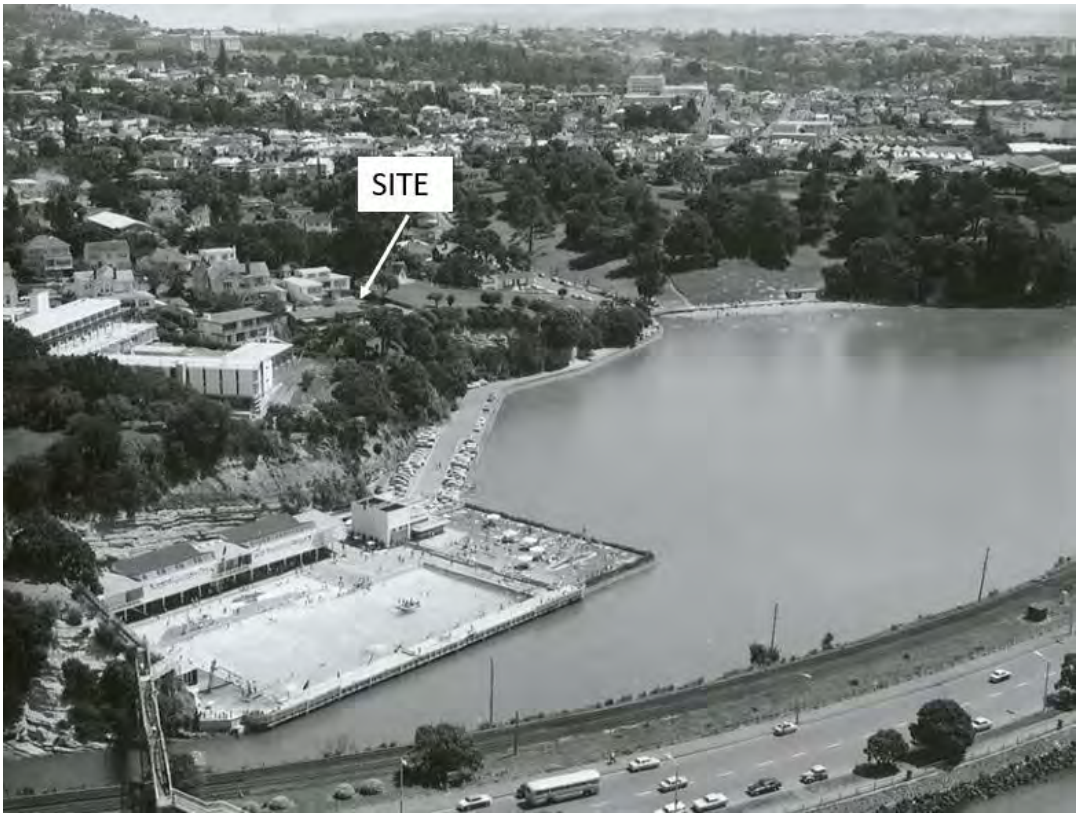


Figure 4.2b: Oblique aerial from 1953 showing Judges Bay Road, Parnell Baths and site

Photograph 4.2a: Vegetation growing on face of wall

With regard to the performance of this structure during extreme events, the kerb crest is approximately RL 2.6 however due to the drain holes in the kerb stones (Photograph 4.2b) overtopping of the wall is expected to occur from water levels above approximately RL 2.4. Judges Bay Road on the landward side of the wall provides a reasonably impervious surface behind the structure, and is graded to the seaward, so will tend to shed overtopping water back over the wall. Topographic survey levels (McKay Knarston Ltd, ref: 11585-1, Oct 2009) indicate levels at the landward side of the road to be approximately RL 2.9. Accordingly there is contiguous protection to the base of the landward coastal bank to this level, and this has been considered with regard to the effect of sea-level rise on the astronomical and extreme storm tide levels below (Table 4.2).

Photograph 4.2b: Drainage holes behind kerb stones

Event	Current SL (m AVD)	50yrs SL + 500mm	100yrs SL + 1100mm
MHWN	1.1	1.6	2.2
MHWS	1.7	2.2	2.8
HAT	2.0	2.5	3.1
1% AEP storm tide	2.3	2.8	3.4

Table 4.2: Effect of sea-level rise on high water events

With protection to the base of the cliff provided up to RL 2.9, the site is resilient to even the most infrequent extreme events (1 in 100 year) including 500mm of sea-level rise. When considering 1.1m of sea-level rise over the 100 year timeframe, assuming no modification to the road is undertaken, Judges Bay Road will be overtopped at a frequency of greater than every spring high tide, with a greater degree of overtopping happening at HAT and the less frequent extreme events. At water levels of MHWS and above, water level would be at or near the base of the bank and could act on these sediments to weather and erode this material. The road surface, being approximately 11m wide, would be acting as a shallow submerged berm in this instance, with water depths varying based on the event but typically 400mm (HAT) to 700mm

(1% AEP). Significant attenuation of any wave energy would be occurring and the efficacy of any coastal processes at the base of the bank to drive erosion would be strictly limited.

The inundation of Judges Bay Road and the parking area for the Parnell Baths is considered to be a completely unacceptable situation for road infrastructure, most notably one that provides the only access point to a public recreational facility. Further, it is not the case that the road will 'not be used' in high water conditions, as it is the astronomical tide that contributes the greatest elevation to the water level, and there are many instances of these water levels occurring in relatively fine weather. A situation wherein an accident at the Baths could not be attended by paramedics, or where cars in the parking lot were at risk of inundation, is considered untenable. In this context, it is considered highly likely that the level of Judges Bay Road will be raised over time to address inundation, over the 50-100 year timescale.

4.3 Mapping Methodology – Regional Hazard Reporting TR 2020/021

The Hazard Reporting produced by the Auckland Council separates the 3,200km of shoreline in the Auckland Region into four separate classifications, reproduced below from that reporting:

- *"Consolidated shorelines, which can be subdivided in:*
    - *Estuarine banks, which are typically low lying, and*
    - *Hard and soft cliffs, which can be over 100m high and highly exposed*
- *Unconsolidated beaches, including large open coast beaches and small headland-bound, pocket beaches*
- *Reclaimed shorelines, which are typically comprised of land fill and protected by coastal structures*
- *Protected shorelines. These are consolidated, unconsolidated or reclaimed shorelines protected by a coastal protection structure such as vertical walls, sloping revetments, etc"* (pg 5)

The two classifications most relevant to the subject site are 'Reclaimed shorelines' and 'Protected shorelines' above. With regard to areas of reclaimed land, the report notes that:

"*Reclaimed areas/shorelines are typically comprised of fill material and are protected by coastal protection structures. These coastal protection structures are typically maintained as they typically protect major infrastructure works, such as state highways and ports"* (pg. 12)

With regard to areas of coastline behind coastal structures, the reporting identified the location of coastal protection structures for the entirety of the Auckland shoreline, using aerial photographs. The report notes:

"For this assessment, no allowance for the protective effects of identified structures has been included. This is generally due either their limited extent (less than the cell size) or due to uncertainty in the structure conditions and its remaining design life, which is likely to be less than the study time frames (100 years)…" (pg. 22)

The report summarises its mapping methodology in Section 7.3. It makes an important distinction between areas of coastline defined as being 'reclaimed', and those as being 'protected' by coastline armouring. For areas defined as reclamation:

"*No ASCIE lines will be shown for reclaimed shorelines as it is assumed that structures supporting these shorelines will be maintained, supporting the planning definition of reclaimed land as permanent"* (pg. 78)

Conversely and as noted above, areas of shoreline defined as having a coastal protection structure (but not associated reclamation) are mapped as if the structure is not acting to prevent erosion at that location. Based on our understanding of the methodology set out above, it appears the mapping of the erosion susceptibility lines at the property at 11 Judge Street, Parnell (Figure 4.3) has been made on the basis that the site is classed as a 'protected shoreline', rather than a 'reclaimed shoreline'.

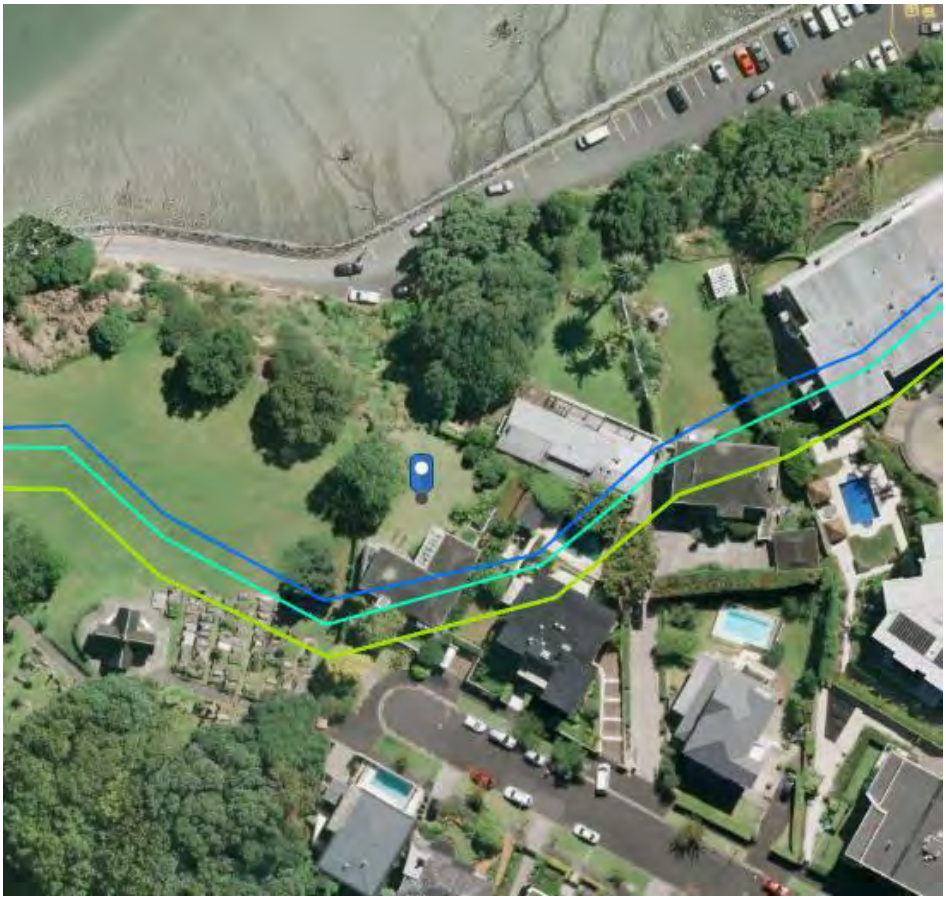


Figure 4.3: Erosion susceptibility lines at 11 Judge Street

4.4 Reclaimed Shoreline vs Protected Shoreline

The Auckland Council report defines a reclaimed shoreline as being *"typically comprised of fill material and are protected by coastal protection structures"*. Determining whether the mapping criteria has been applied correctly on the subject coastline requires consideration as to whether the formation and protection of Judges Bay Road constitutes a reclamation.

The high and steep coastal cliffs at the seaward extent of 11 Judge Street are representative of the position of the historic coastline, with the formation of these cliffs driven by historic retreat of the cliff toe due to exposure of these landforms to the wider open water environment of the Hauraki Gulf. The formation of the Tamaki Drive causeway has cut off these coastal cliffs from this wider and more exposed coastal process environment. However, as a reasonable water body exists south of the causeway both in Judges Bay and adjacent Hobson Bay to the east, weathering processes and locally generated waves remain active and able to erode cliff material where these can act on the base of unprotected banks. Accordingly the presence of Tamaki Drive

alone is not sufficient to prevent erosion of these banks. This is consistent with the mapping approach for the coastline of Hobson Bay, where this coastline, although sheltered, remains prone to erosion and has been mapped accordingly (Figure 4.4a).

Figure 4.4a: Erosion lines, Hobson Bay

Review of other areas where hazard lines have not been mapped provides indication as to the application of the 'reclaimed shoreline' definition, and these have been reviewed for comparison to the situation at the site (Appendix A). The closest location for comparison, where hazard lines have not been mapped, is east of the site within the internal waters of Hobson Bay. Ngapipi Road runs along the western extent of the Orakei Point headland, below Paritai Drive. Comparing the contours of this coastline with the hazard lines (Figure 4.4b, 4.4c), the approach appears to have been that where the historic coastal edge, as defined by the presence of the steep cliffs, has been 'stranded' through formation of a road at the base of the cliffs, the hazard lines are discontinued.

The formation of roads in this manner, at the base of coastal cliffs, requires flattening and filling an area previously inundated by the tide to create a suitable platform to form the road, and then

the placement of armouring to protect the seaward edge of this new infrastructure. These areas are protected by armouring, as the process of moving a shoreline artificially seaward typically results in it being more prone to erosive processes.

Figure 4.4b: Contours at Ngapipi Road

Figure 4.4c: Mapped erosion lines stopping at Ngapipi Road where seaward of coastal cliff edge

There are numerous other examples within the region-wide mapping exercise where the formation of roads at the base of coastal cliffs, protected through armouring, have been defined as 'reclaimed shorelines' and hazard lines have not been mapped at these locations. The closest of these are to the east along Tamaki Drive, where in order to form the road the area at the base of the cliffs has been reclaimed and armoured (Figure 4.4d). Other examples are included in Appendix A.

Figure 4.4d: 135-163 Tamaki Drive

The formation of Judges Bay Road at the base of the coastal cliffs will have involved an identical process. An area previously inundated by the tide (Photograph 4.4) will have been modified and filled to allow construction of the road, followed by placement of the seawall at the margin in order to protect the new infrastructure from erosion. The Auckland Council report notes that one of the key criteria of 'reclaimed shorelines' is that the structures protecting these reclamations are maintained, as they must be, in order to continue to provide protection to the landward infrastructure.

As noted previously the road provides the only point of access and parking for the Parnell Baths. The Baths are a heritage structure on the Auckland coastline, with construction completed on the first Baths in 1914. The history of the facility supports this, and notes *"1944 saw Auckland*

Council began (sic) work to reclaim land to build the access road from Judges Bay to Parnell Baths that we all use today" (clmnz.co.nz/parnell-baths/since-1914). The long-standing nature of this facility at the Auckland coastline ensures that the maintenance of both the road infrastructure, and the seawall that protects it, are almost certainly likely to be upkept. This is likely to include both periodic maintenance of the seawall to ensure it remains fit for purpose, and future raising of the seawall and road should this be required to address inundation issues resulting from future sea-level rise.

Photograph 4.4: Judges Bay Road and coastal cliff

4.5 Recommendation – Suggested Re-mapping of Erosion Lines

Based on our review of the mapping criteria set out in TR 2020/021, it is our understanding that based on the specific characteristics of reclamation and the associated armouring that protect infrastructure, erosion lines have not been mapped in these areas. This supports, as noted in the report, *"the planning definition of reclaimed land as permanent"* (pg. 78). Further, based on analysis of areas where hazard lines have not been mapped, areas where roads have been formed at the base of coastal cliffs and protected by seawalls have been rightly defined as reclamation. On this basis, the mapping of erosion lines at the subject site and on the

immediately adjacent coastline is in error, and the hazard lines within Judges Bay should be updated to reflect the presence of the reclaimed and armoured Judges Bay Road, and the permanence of this infrastructure in addressing the coastal erosion hazard at the site. A suggested re-mapping of the lines is shown below (Figure 4.5).

Figure 4.5: Suggested remapping of hazard lines within Judges Bay

5.0 Conclusion

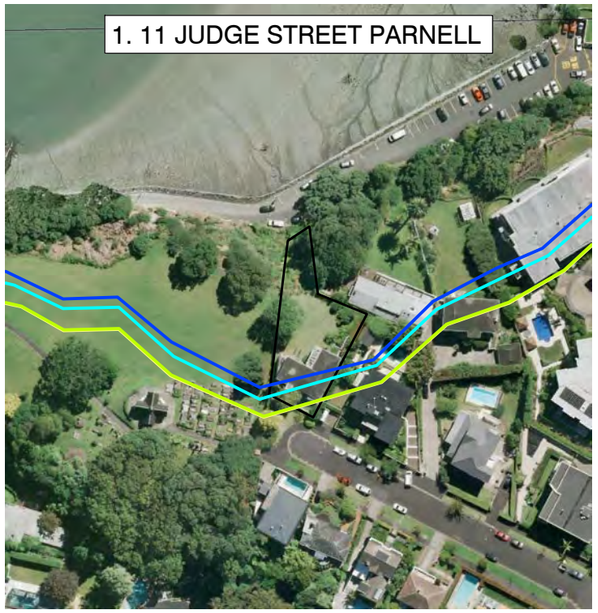
The Auckland Council in 2021 has undertaken region-wide coastal erosion and instability mapping in order to provide a first-order assessment of areas where the coastal erosion risk requires greater consideration. This has resulted in the defining of areas of hazard risk for much of the Auckland coastline. Risk has been defined for four timeframes and sea-level rise predictions; 2050, 2080, 2130 (RCP 8.5), 2130 (RCP 8.5+).

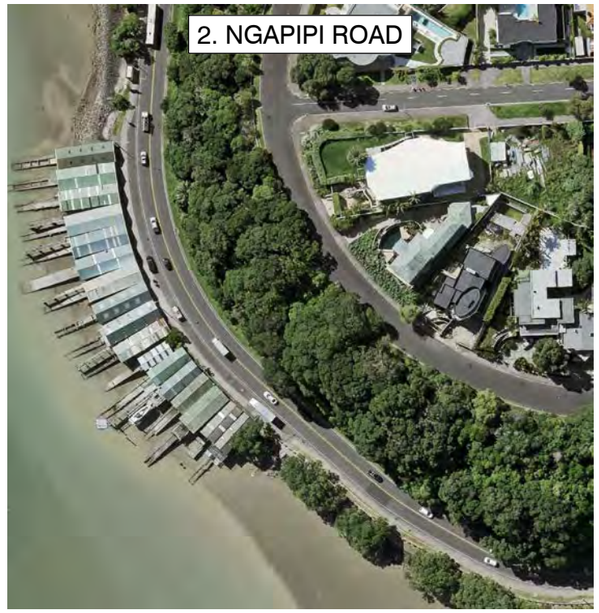
Areas defined as 'reclaimed shoreline' have not been mapped, due to the high likelihood of the armouring structures protecting these reclamations and associated infrastructure being maintained and upkept over time. Areas which are solely defined as being 'protected shoreline' have had hazard areas mapped despite the presence of these structures, due to uncertainty over maintenance and tenure of these structure.

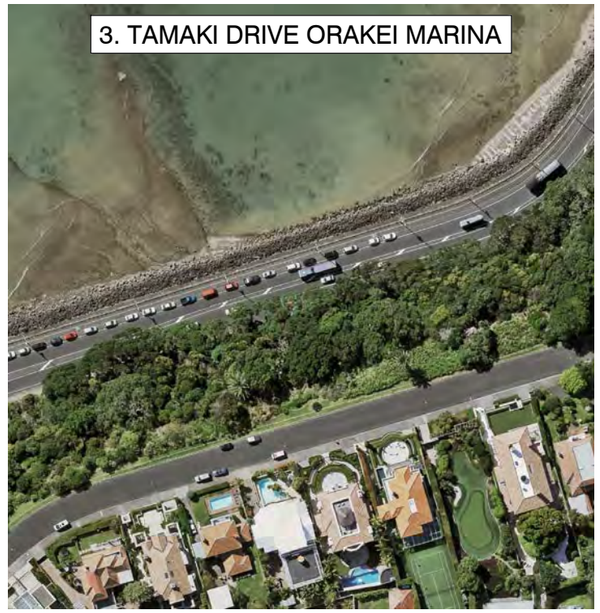
We have reviewed the specific characteristics of the site at 11 Judge Street, within Judges Bay. Judges Bay Road provides both access and parking for the Parnell Baths, a historic site and recreational asset to the Auckland region, and as such it is highly likely the infrastructure servicing this site will be maintained into the future. Accordingly, based on our understanding of the mapping criteria, we consider that this area should have been included under the parts of the coastline defined as 'reclaimed shoreline'. Further, the introduction of hazard lines on this coastal section, landward of Judges Bay Road, is an error based on Council's adopted criteria. Hazard lines should therefore be removed from 11 Judges Bay Road and all properties on the northern side of Judge Street as shown on Figure 4.5.

DAVIS COASTAL CONSULTANTS

Appendix A
Examples of Reclaimed Shoreline – Nearby Coastline







KEY	
	LEVEL A ASCIE 2050 (RCP8.5)
	LEVEL A ASCIE 2080 (RCP8.5)
	LEVEL A ASCIE 2130 (RCP8.5)
	LEVEL A ASCIE 2130 (RCP8.5+)

P01 CONTEXT PLAN
22031-01 11 JUDGE STEET PARNELL
SCALE: NTS
DATE: 29.04.22
REV: -

PT AUCKLAND HARBOUR BOARD GRANT

A
P03

JUDGES BAY ROAD

JUDGES BAY ROAD

RL0.6

RL2.6

RL2.4

RL2.9

3.0
4.0
5.0
6.0
7.0
8.0
9.0
10.0
11.0
12.0
13.0
14.0
15.0
16.0
17.0
18.0
19.0
20.0
21.0
22.0
23.0

RL24.0

24.0

LOT 1
DP 500841

PT ALLOT 3 SEC 2 SUBURBS AUCKLAND

LOT 2
DP 46705

RL25.0

LOT 3
DP 46705

LOT 3 DEEDS REG S88

JUDGE STREET

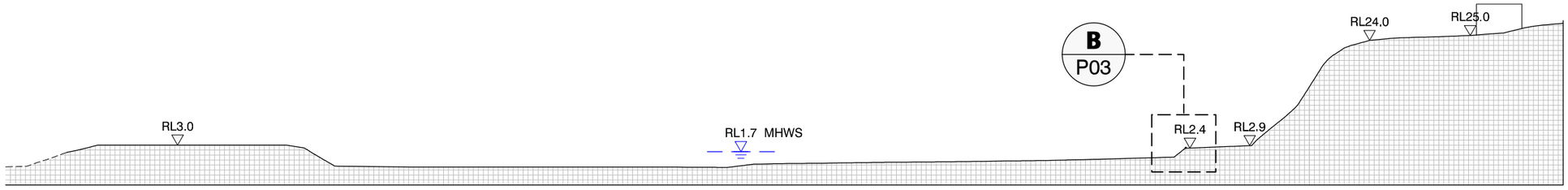
NOTE

TOPOGRAPH EX SURVEY McKAY KNARSTON LTD OCT 2009 REF. DWG No 11585-1 AND AUCKLAND COUNCIL GEOMAPS GIS CONTOURS

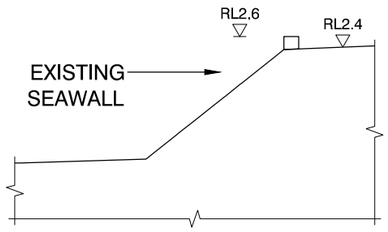
KEY	
	LEVEL A ASCIE 2050 (RCP8.5)
	LEVEL A ASCIE 2080 (RCP8.5)
	LEVEL A ASCIE 2130 (RCP8.5)
	LEVEL A ASCIE 2130 (RCP8.5+)

DAVIS COASTAL CONSULTANTS

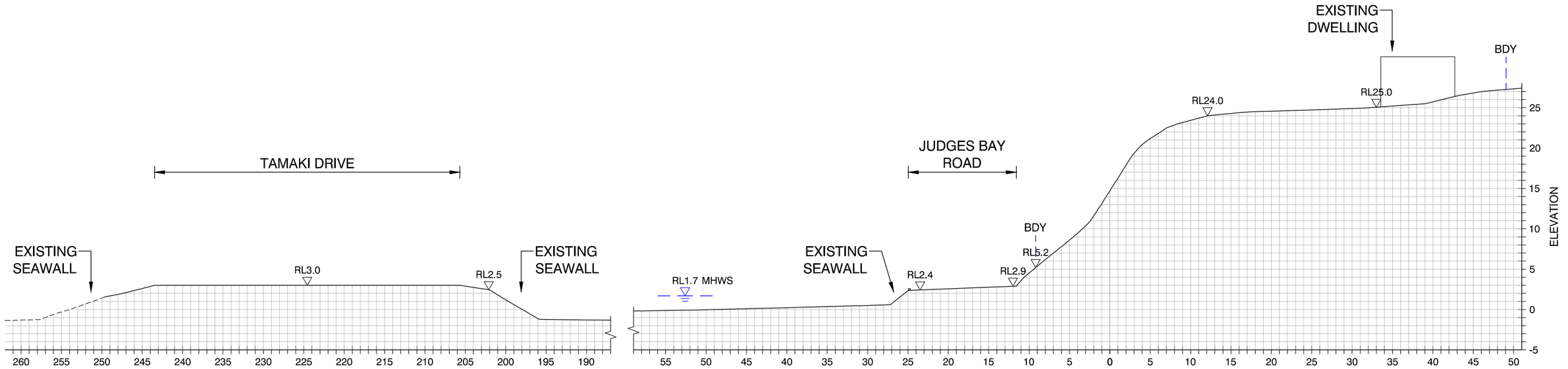
P02 EXISTING LAYOUT
22031-01 11 JUDGE STEET PARNELL
SCALE 1:500
DATE: 29.04.22
REV: -



A P01 **SECTION A 1:1000**



B P03 **DETAIL**
SCALE 1:100



A P01 **SECTION A 1:500**

NOTE

TOPOGRAPH EX SURVEY McKAY KNARSTON LTD OCT 2009 REF. DWG No 11585-1 AND AUCKLAND COUNCIL GEOMAPS GIS CONTOURS

P03 EXISTING SECTIONS
22031-01 11 JUDGE STEET PARNELL
SCALE VARIES
DATE: 29.04.22
REV: -

#5637

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: Sam Abbott

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?** 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

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?** 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

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
- 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

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.

#5639

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: John Isbey

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?** 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?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

I think all homes on Galatea, Upton and Bella Vista should remain protected. 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 three level townhouses 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.

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 Character Areas should be included as that continues the rules which have been developed over many years, detailed in extensive consultation, tested through the legal system, and are the basis for the character housing we have today. Unitary Plan already in place hasn't changed special character areas as it allows intensification in more appropriate areas. Also they should be all 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 storm water system that already results in frequent discharges of raw sewage to the beaches. The pipes are around a hundred years old. The proposed intensification, in terms of increased coverage and increased sewage volume, will further overload the current infrastructure. It will be years before it 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. It is already difficult to park in Herne Bay. The increases in traffic will congest the neighbourhood system and access into Herne Bay which is already strained.

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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#5648

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: Dougall Kraayvanger

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

Care will need to be taken around the destruction of historical buildings which are within the 1200m perimeter to preserve what character there is left in Auckland.

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

Care will need to be taken around the destruction of historical buildings which are within the 1200m perimeter to preserve what character there is left 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

Care will need to be taken around the destruction of historical buildings which are within the 1200m perimeter to preserve what character there is left 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

I live off Ponsonby Road in a house that was built in 1897 and the houses adjacent and within the 400m zone off Ponsonby Road are of similar age on small sections and built very close together. The density is already high compared to other Auckland suburban areas. All of significant importance to the area, city and country.

Masses of this rare housing will be destroyed never to return if this is proposal off Ponsonby Road is allowed to proceed .

Most of the housing in the area has been improved over the last few decades and is of a high standard - in my case I scrimped and saved to improve my dwelling without destroying the historical nature of the house which still perfectly fits into the historical feel of the neighbourhood.

As long as this high very density proposal in this area of historical significance is not allowed to proceed I will be able to leave my dwelling in a better than I found it and for future generations to enjoy.

Any great city of world has retained as much its historical buildings and Auckland has already destroyed much of its historical buildings in the city centre in the name of development. This must not be allowed to continue into the inner suburbs where these rare examples of Victorian architecture and wooden buildings are grouped - there are no such areas in Auckland and should also be considered special historical areas of national significance.

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

Same answer as above for the 400m zone for Ponsonby Raod. I live off Ponsonby Road in a house that was built in 1897 and the houses adjacent and within the 400m zone off Ponsonby Road are of similar age on small sections and built very close together. The density is already high compared to other Auckland suburban areas. All of significant importance to the area, city and country.

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architecture and wooden buildings are grouped - there are no such areas in Auckland and should also be considered special historical areas of national significance.

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 existing characters area in the Auckland Unity Plan have been developed from cases decided by the Environment and High Courts previously.

These areas should remain as heritage areas and not be able to be intensified as per the proposed rules.

There is no justification for establishing that there must be a certain percentage of a specific category of building within the special character area - the assessment rule is arbitrary and has no justifiable basis for being relied on in the first place.

The unintended consequences of the heights of the proposed developments on the character buildings that would be retained have not been adequately assessed - the nature of developments in order to be profitable are usually of lesser quality than these character/heritage dwellings with lesser amenity and will still be unaffordable especially off Ponsonby Road.

Having such developments adjacent to special character areas will severely reduce the quality of the area generally and will undermine the purpose of the qualifying matter in the first place.

Special character areas that have been defined should remain and automatically become qualifying areas.

Owners of homes affected off Ponsonby Road have invested heavily in restoring and renovating their special character homes strictly in compliance with Council character rules. These improvements are usually of a very high standard in keeping with the historical/character nature of the area - maintenance of this history is paramount for future generations as if destroyed it can never be replaced.

The suggestions and process proposed by the Council on this issue are misguided and wrong and will cause severe adverse affects on residents who own houses within the qualifying areas.

The historic and special character Ponsonby area must be protected at all costs given that it is a one off and any proposed changes will have a serious affect on the established character of this small area never to be recovered. This area cannot be found anywhere else in Auckland and is a rare gem nationally.

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 houses in the streets off Ponsonby Road are for the most part of historical significance and of high character and quality, collectively representing a group of large late 1800s early 1900s villas found nowhere else in Auckland and are rare nationally.

The collective character of these streets should be protected at all costs by protecting all homes on these streets.

The special areas have been developed over many years, detailed in extensive consultation, tested through the legal system and are the basis for the character housing we have today - the only fair way to proceed given the short time frames.

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

Large parts of the Ponsonby area have combined storm-water and sewages systems that already result in frequent discharges of raw sewage into the surrounding beaches in heavy weather events.

Any increased coverage and increased sewage volumes will further overload the current infrastructure and it will be years before this is upgraded - any intensification will greatly exacerbate the problems that already exist.

In addition any intensification since onsite parking is no mandated will lead to more parking and traffic problems.

Any increased traffic flows into the already congested area will significantly impact access which is already strained.

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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#5652

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: Janet Grant

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. There have been assaults and other crimes there. I would feel unsafe there early morning, when its getting dark (eg after 5 pm in winter time) or when its raining as its slippery. 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. Or anywhere for that matter.

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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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. I also believe that the heritage values assigned have been underestimated for St Mary's Bay. Heritage and character are intertwined but not the same thing. Accommodating growth while maintaining character is an inter-generational challenge / responsibility – we want to share in the responsibility of future-proofing Auckland but we're challenging this one-size-fits-all application of new density rules in St Mary's Bay not only for us today – but for future generations of Aucklanders to whom our legacy shouldn't be to have bequeathed on them a uniform city bereft of character. Look at Sydney as an example of how character suburbs on the city's fringe add to the overall cultural / walkable experience.

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

Tell us why

I definitely support preservation of Ponsonby and Grey Lynn. These are a vital part of Auckland and an amenity and character enjoyed by the entire city. In global terms compared with other cities, the housing stock retained is unique and very very special. Full credit to the council for the work they have done up until now to preserve this very special part of Auckland. With respect to St Mary's Bay 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. With respect to Freeman's Bay, I am sad to see that Arthur Street and Wood street have been designated as Ok for 6 storey development. Both streets hold prominent ridge locations and this will overshadow the entire suburb and create an ugly block in an otherwise character filled suburb. The character of lower Franklin Road should also be retained for the same reason. Its a mixture of villas as the 1970s infill development, with amazing trees and is an absolute community, as the Christmas lights each year in the street so aptly demonstrate. Please don't destroy it with the 6 storey developments.

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. The inevitable outcome of intensification on

further significant loss of urban tree cover, thus contributing to increased heating and diminished infiltration - with the consequent decreased infiltration and higher stormwater runoff surges leading to inevitable ongoing sewage overflows into our streams, beaches and

Harbour. The proposed big Central Interceptor will not do much to improve runoffs & spills from the Freemans Bay catchment and completing the separation of stormwater and sewage networks will be massively expensive. Also

such is not proposed in Councils budgeting/planning. One could argue that the particulars of the geography and existing infrastructure networks in Freemans Bay are essentially "not fit for purpose" to provide for the

extensive intensification as proposed. Recent Government announcements to assist with infrastructure improvements re intensive Auckland developments do not include areas such as Freemans Bay bordering the CBD, and are unlikely to, based on economic constraints affecting the New Zealand and global economy as well as past performance in funding Auckland's needs. Unfortunately it feels like we’re rushing through a decision to sacrifice a key character suburb just to show we’re paper ready to accommodate growth – when in fact we’re years from having sufficient infrastructure to support it here. And even if we did, we would be destroying a unique

suburb to do so. It certainly doesn't feel sustainable to knock down well developed and maintained housing to replace it with concrete boxes.

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 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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#5655

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 Paviour

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?** 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.

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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

In areas like Herne Bay, St Marys Bay and Ponsonby plus other local residential areas, there are many heritage houses and these areas should be excluded from intensification indefinitely. Under the Governments/Councils plan, anyone, without consent, will be able to demolish and build an 11m tall building. How can this possibly been seen as a good idea? Imagine having lived in these quite areas to discover a 6 story building is about to be erected that will create huge shady areas

and clearly not fit in with the existing houses. This will destroy the nature of these neighbourhoods, create intensive housing in areas that does not have the infrastructure, destroy value and give way to virtually any development. For years the Council has forced owners to submit detailed plans to do any development to their properties. These rules have been extremely difficult to follow, expensive to abide by and very limited to the owners. Obviously this has been done to protect the heritage of the areas. Now, this is being thrown out and will destroy values that have been built up by residents through years of maintenance and sympathetic developments. There is already a shortage or parking. Electricity, sewage and other resources are struggling to cope already. This proposed intensification should be planned for in suburbs that are newer where the developments are planned in conjunction with city planners and developers with residents knowing up front that these items have been previously planned. We do not need more Government knee-jerk reactions to win votes.

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

In areas like Herne Bay, St Marys Bay and Ponsonby plus other local residential areas, there are many heritage houses and these areas should be excluded from intensification indefinitely. Under the Governments/Councils plan, anyone, without consent, will be able to demolish and build an 11m tall building. How can this possibly been seen as a good idea? Imagine having lived in these quite areas to discover a 6 story building is about to be erected that will create huge shady areas and clearly not fit in with the existing houses. This will destroy the nature of these neighbourhoods, create intensive housing in areas that does not have the infrastructure, destroy value and give way to virtually any development. For years the Council has forced owners to submit detailed plans to do any development to their properties. These rules have been extremely difficult to follow, expensive to abide by and very limited to the owners. Obviously this has been done to protect the heritage of the areas. Now, this is being thrown out and will destroy values that have been built up by residents through years of maintenance and sympathetic developments. There is already a shortage or parking. Electricity, sewage and other resources are struggling to cope already. This proposed intensification should be planned for in suburbs that are newer where the developments are planned in conjunction with city planners and developers with residents knowing up front that these items have been previously planned. We do not need more Government knee-jerk reactions to win votes.

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 areas that should not be identified as a qualifying matter

Tell us why

In areas like Herne Bay, St Marys Bay and Ponsonby plus other local residential areas, there are many heritage houses and these areas should be excluded from intensification indefinitely. Under the Governments/Councils plan, anyone, without consent, will be able to demolish and build an 11m tall building. How can this possibly been seen as a good idea? Imagine having lived in these quite areas to discover a 6 story building is about to be erected that will create huge shady areas and clearly not fit in with the existing houses. This will destroy the nature of these neighbourhoods, create intensive housing in areas that does not have the infrastructure, destroy value and give way to virtually any development. For years the Council has forced owners to submit detailed plans to do any development to their properties. These rules have been extremely difficult to follow, expensive to abide by and very limited to the owners. Obviously this has been done to protect the heritage of the areas. Now, this is being thrown out and will destroy values that have been built up by residents through years of maintenance and sympathetic developments. There is already a shortage or parking. Electricity, sewage and other resources are struggling to cope already. This proposed intensification should be planned for in suburbs that are

newer where the developments are planned in conjunction with city planners and developers with residents knowing up front that these items have been previously planned. We do not need more Government knee-jerk reactions to win votes.

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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:

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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)

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#5662

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: Sophie Anderson

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

Intensification in proximity to centres of activity is to be supported if the proposed areas for intensification can be verified as viable and reasonable, and a thorough assessment of potential areas across a number of criteria is undertaken.

For example, it may not be necessary for Auckland's needs to intensify around every city centre/and/or to the extent suggested by the "walkable catchment". Also in terms of Auckland city centre, the focus should be on continuing to make it a desirable place to live. Rather than on intensifying its boundaries. Currently it is ravaged by Covid/working from home/CRL works and not somewhere most people would want to be walking around at night time. Nor does it have the level of amenity or range of jobs (given the various business closures and work from home remits) needed to support a thriving community.

If Walkable Catchment is to be used as the measure to capture areas for intensification then this requires robust interrogation and careful definition.

1200m or 15min walk requires verification - it is a very broad/arbitrary measure and unsatisfactory as the primary driver for such a significant change to Auckland’s built environment.

The current proposal appears to use City Centre zone rather than actual centres of activity (i.e., Westhaven Marina is within the city centre zone but is not a high density activity area).

Aspects such as topography, safety, accessibility for aged/all need to be considered in definition of catchment. For example, Jacobs Ladder and footbridge is not a viable pedestrian connection after nightfall.

Catchment currently indicates that people could walk from the middle of Vermont St to Victoria St/Wellesley St intersection in 15 mins. It is unlikely that a broad section of the subject population could achieve this. The return journey would require further additional time given the elevation from the City to the Ponsonby ridge line.

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

Tell us why

If Walkable catchment is to be used as the measure to capture areas for intensification then this requires robust interrogation and careful definition.

800m walk requires verification - it is a very broad/arbitrary measure and unsatisfactory as the primary driver for such a significant change to Auckland’s built environment.

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

Tell us why

If Walkable Catchment is to be used as the measure to capture areas for intensification then this requires robust interrogation and careful definition.

800m walk requires verification - it is a very broad/arbitrary measure and unsatisfactory as the primary driver for such a significant change to Auckland's built environment.

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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

Intensification in proximity to town centres is to be supported as a matter of principle.

The use of an arbitrary number to define the subject area is inadequate given the degree of change to the built environment envisaged. For example in particular in areas which for many years have been restricted and protected by for example heritage character overlays.

Replacing single house zone with the THAB zone is not the only opportunity to deliver intensification.

Detailed analysis of potential areas for intensification should be undertaken, including assessment of additional capacity within all and other City Fringe zones. For example, some town centres have been purpose built around some levels of intensification (Hobsonville Point is a very good example of this).

The business mixed use zone could deliver significant housing capacity if additional levels were considered in this already intensified built environment. Potentially a minimum residential component could be considered to ensure this zone contributes to housing supply.

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

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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 a qualifying matter. Auckland has seen first hand how ripping out historical buildings without due consideration can cause damage difficult to recover from to community and the built environment. The Auckland city centre was ravaged in the 80s with many buildings of historical significance being torn down.

it is understood that the extent of the special character areas needs to be re-verified to meet the government directive.

My view is that the suggested current methodology of assessing special character is flawed and needs cross-checking and overlays with matters beyond visual appearance of individual structures form the street.

Special character should also understand issues such as:

- pattern of lot sizes and collective scale

- cohesive built form as a street-scape aside from integrity of historical built fabric

- architectural merit beyond pre-war historical typologies (e.g., the Claude Megson town houses (early examples of intensification) in Wood St, currently granted a 1 on the scale)

- historical occupation as distinct from external appearance (the original Wood residence on Elizabeth St as the homestead of the area pre-subdivision - also low on the scale)

In order to achieve government consideration of special character we should propose alternative areas for increasing housing supply. For example, refer above to comments above relating to intensification and/or residential overlays in business mixed use zone.

To further verify the retention/definition of Special Character areas, analysis is required as to the viability of the existing single house/special character areas for development - how much actual yield would result from removal of the historical suburbs?

The existing study to identify potential areas for intensification within the special character areas requires interrogation and significant cross analysis.

The study use one criteria only - the visual appearance of a structure as seen from the street.

The thresholds of scoring the individual structures, arriving at a 75% or 65% benchmark and the definition of sub areas for capturing the average scoring as contributing to special character are all measures that are arbitrary and require an understanding/verification of the basis for their use.

Who is to say that 70% or 75% is the correct measure for retention? How many properties would need to adjust their score by one point to cross one of these arbitrary thresholds?

Aside from the visual/appearance aspects of identifying Special Character, an analysis of the viability of the subject properties for intensified development should be a fundamental to any proposed zone change:

1) Yield - how much actual housing supply can be achieved through development over lot sizes than can average as little 300 & 400 sq.m

2) Sustainability - what is the net effect of removing the single houses and their associated vegetation and replacing with built out medium density housing on narrow streets with compromised access to natural light and minimal vegetated area? Could the capacity of this intensification be achieved in alternative city fringe areas that are already fully built out? For example, in Freemans Bay - land between Beaumont Quarter and St Mary's College, Wynyard Quarter, old City Works Depot, Wellesley St, Nelson St, Cook St.

3)Health and Safety - Emergency vehicles are already unable to access individual properties in Freemans Bay due to narrowness of streets, steepness of gradient and proximity of buildings. And lack of off-street parking in the current built environment.

4) Infrastructure - Stormwater and Wastewater are significantly challenged by the existing built environment. Intensification of the small lots within the City Fringe e.g., in Freemans Bay offer little opportunity for addressing the inadequate infrastructure above ground and will significantly increase the load on a below ground network that is not currently coping.

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

Tell us why

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1) Yield - how much actual housing supply can be achieved through development over lot sizes than can average as little 300 & 400 sq.m

2) Sustainability - what is the net effect of removing the single houses and their associated vegetation - which are essentially the lungs of the city - and replacing with built out medium density housing on narrow streets with compromised access to natural light and minimal vegetated area? Could the capacity of this intensification be achieved in alternative city fringe areas that are already fully built out?

3)Health and Safety - Emergency vehicles are already unable to access individual properties in Freemans Bay due to narrowness of streets, steepness of gradient and proximity of buildings. And lack of off-street parking in the current built environment.

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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?** Other

Tell us why

Long term significant infrastructure upgrade cost is the main opportunity to allow intensification in appropriate areas and potentially justify retention of the historical suburbs. Medium to large commercial properties within the Business mixed use or Business-Town centre zones can be effectively developed and the infrastructure upgrades required for the property's development are primarily met by the developer. This model is extremely unlikely to be viable with the development of the individual house sites outside these zones. Council and its ratepayers will be faced with the cost of bringing up the required access and services when this could be absorbed within intensified development in the town centre or mixed use zones.

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 the introduction of additional qualifying matters.

Suggest also another qualifying matter: Commercial Viability

An assessment of the commercial variability of the proposed intensification areas should be a qualifying matter. While some areas may, for example, fall within a walkable catchment, appear to have a minor contribution to special character, their viability for development in the commercial market could prevent the subject property from contributing to the intensification. Ground conditions, road access, below ground infrastructure, topography/gradient, lack of access to sunlight and outlook could all contribute to establishing the subject property unsuitable for intensification.

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#5678

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: Timothy Gardner

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.
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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?** 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 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?** Support

Tell us why

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.

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Tell us why

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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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#5691

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 Elder

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

This is too far for elderly people who have purchased existing homes close to the city centre to be within walking distance for services offered by the centre, also, there is no real definition of what "the edge of the city centre" is - what are the city centre boundaries?

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

This is too far for elderly people who have purchased existing homes close to metropolitan centres to be within walking distance for services offered by the centres, also, there is no real definition of what "the edge of the metropolitan centre" is - what are the metropolitan centre boundaries?

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

My comments are as for the city centres and metrolpolitan centres.

This is too far for elderly people who have purchased existing homes close to metropolitan centres to be within walking distance for services offered by the centres, also, there is no real definition of what "the edge of the metropolitan centre" is - what are the metropolitan centre boundaries?

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 think the existing Town Plan rules have been well developed through extensive planning discussion and allow for Special Character areas to be protected for the benefit of all Auckland (and New Zealand) residents.

The Special Character areas are an essential history of New Zealand's built environment, a history that is treasured throughout Europe and the rest of the world where archaeological sites are firmly protected.

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 think the existing Town Plan rules have been well developed through extensive planning discussion and allow for Special Character areas to be protected for the benefit of all Auckland (and New Zealand) residents.

The Special Character areas are an essential history of New Zealand's built environment, a history that is treasured throughout Europe and the rest of the world where archaeological sites are firmly protected.

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

The Special Character areas are an essential history of New Zealand's built environment, a history that is treasured throughout Europe and the rest of the world where archaeological sites are firmly protected.

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

Tell us why

The Special Character areas are an essential history of New Zealand's built environment, a history that is treasured throughout Europe and the rest of the world where archaeological sites are firmly protected.

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

Tell us why

The Special Character areas are an essential history of New Zealand's built environment.

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

My area, Freemans Bay, is already overloading infrastructure. Separation of waste and storm waters is underway but will take decades to complete, especially if it is going to require additional capacity.

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)**

No further feedback to contribute

Important privacy information

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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.

#5692

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 Morton

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?** 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

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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

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

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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- 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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#5694

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 Coop

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 is enough high density housing already or being constructed in less than 1200 metres

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

We already have provision for high density housing closer than 800 m.

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 Unitary plan already allowed enough higher density housing closer than 800 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

The Unitary plan already allowed enough higher density housing closer than 400 metres.

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 is already enough capacity closer to these 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.

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

Aucklanders treasure these characters areas and have spent years fighting to keep them as heritage for generations to come. They are not large areas but hugely important and cannot be replaced once they are destroyed.

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

Again, Aucklanders have tried to keep as much of their heritage areas safe despite the continued commercial pressures which yield a short term gain only and are irreplaceable.

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 keep our business character areas as valuable reminders of Auckland's early commercial beginnings and progressions. That is our history and belongs to all us Aucklanders.

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 is already struggling. To allow residential sites to be developed as suggested without resource consent will put impossible pressure on our infrastructure plans and resources.

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)

All of the additional qualifying matters listed are highly deserving of our support.

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#5698

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: Colinda Rowe

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 the catchment could be further if fit for purpose cycle lanes were introduced. A walkable distance is great, however if there were protected cycle lanes within catchments this would distribute rather than concentrate the taller buildings.

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 the catchment could be further if fit for purpose cycle lanes were introduced. A walkable distance is great, however if there were protected cycle lanes within catchments this would distribute rather than concentrate the taller buildings.

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 the catchment could be further if fit for purpose cycle lanes were introduced. A walkable distance is great, however if there were protected cycle lanes within catchments this would distribute rather than concentrate the taller buildings.

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

Makes sense to have more dense housing areas close to 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?** Other

Tell us why

It would depend on the capability of those town centres to cope with the extra population

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

We should protect our special character areas as they are unique and add to the character and culture of our city.

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 we should protect all existing special character areas - the map is a little hard to read but does not seem to cover a lot of the current special character areas

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 think we should protect all existing special character areas - the map is a little hard to read but does not seem to cover a lot of the current special character 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.

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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

It is important that the infrastructure is able to cope with the growing population and building. This includes storm water (knowing this is already an issue in Auckland) as well as sufficient public transport, cycling and walking infrastructure - this needs to be encouraged by making it safe and preferable to driving.

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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#5700

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Your details

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Name: Philip Harrison

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?** 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?** 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)**

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#5702

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: Mischa Gildenhuys

Name of organisation/business: Dilworth Trust Board

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?** Other

Tell us why

The submitter requests to increase the permitted baseline building height around Newmarket. Refer to the submission pdf for more information.

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

Tell us why

Refer to the submission pdf for more information.

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?**

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Tell us why

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

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Other qualifying matters

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From the planner

MT HOBSON GROUP

ATTN: Unitary Plan Team
Freepost Authority Number 190197
Auckland Council
Private Bag 92300, Victoria Street West
Auckland, 1142

Dear Sir or Madam

RE: Feedback on the Government's new housing rules based on NPS-UD and MDRS

To: Auckland Council

Name of the Submitter: Dilworth Trust Board

The submission is made as a part of the feedback process for the proposed housing intensification announced by the council based on NPS – UD and MDRS.

The submitter owns many properties within the Newmarket area. The submitter supports the new housing density rules; however, would request to increase the permitted base height of new buildings within the walkable catchment area. The NPS-UD currently requires permitting buildings of six storeys or more within walkable catchment area. It is our submission to increase the baseline building height from six storeys to enable greater housing densification within the walkable catchment to take advantage of the development opportunities while allowing six storey buildings outside.

1. Submitter's Position

1.1. The submitter believes that restricting the permitted building height within the walkable catchment to six storeys will constrain the significant development opportunities that could be achieved within walkable catchment areas. The submitter considers that six storey buildings could be permitted outside the catchment while high-rise buildings are permitted within since Newmarket is close to city centre with high levels of accessibility.

2. Reasons for the submitter's position

2.1. A study published by MBIE in 2013[1] had identified that areas within Auckland central (CBD, Newmarket, Ellerslie/Penrose) accounts for almost half of Auckland's total employment. The reasons identified by the report for higher employment is because the central area has high levels of accessibility coupled with the increased concentration of immigrants within the central area.

2.2. Considering the Newmarket area where the submitter owns many properties, the area is at an approximate 3km distance from Auckland CBD. The area has numerous commercial and

[1] Economic Linkages within Auckland (2013) drafted by Richard Paling Consulting.
https://www.mbie.govt.nz/dmsdocument/2286-economic-linkages-within-auckland-summary-report-2013-pdf

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www.mhg.co.nz

residential sites connected by various modes of sustainable transport. The area is frequently visited by public for entertainment, housing and employment purposes.

2.3. Being a metropolitan centre and close to Auckland central, Newmarket is highly preferred for establishing commercial and residential units; as a result, the area is currently witnessing high demands for housing.

2.4. As noted, the NPS – UD recommends new buildings of six-storey or more within the walkable catchment. While the submitter acknowledges the government's initiative to support high-intense housing, they believe that restricting the permitted baseline to six storeys would limit the immense housing opportunities that could be achieved in an area as dense as Newmarket.

2.5. The increase in permitted baseline within the catchment would ensure that more housing developments is concentrated around the metropolitan centres which allows the residents to live around their workplace or community facilities thereby serving the purpose of NPS – UD.

2.6. The submitter would like to provide the high-rise developments approved and constructed at 135 Grafton Road and 223 A-B Green Lane West as an example (minimum of eight storey buildings constructed on both sites). 135 Grafton is approximately at 1.6km from the city centre while 223 A-B is at 6.3km. Both sites are close to their respective town centres and have high-rise residential developments that are well received by potential buyers. One of the reasons considered for such high reception is that these developments offer numerous housing choices while being close to the city centre and public transport amenities.

2.7. Similar to above, various properties within Newmarket are considered to have significant development potential. As noted, restricting the permitted baseline to six storeys will reduce the housing choices within the area. The purpose of the NPS – UD is to encourage more housing choices within walkable distances from the metropolitan centres. The submitter believes that increasing the permitted baseline from six storeys would allow developers to maximise the housing intensity thereby allowing more residents within the walkable catchment.

2.8. The submitter notes that the Height variation control to the properties at north of Alpers Avenue is retained at 27m. Additional height of up to 35m should be encouraged on Mixed Use zone sites in proximity to the Newmarket Town Centre. Further, the height variation control of up to 35m should be extended to Mixed-use zone sites within Great South Road.

2.9. In conclusion, with the Auckland population expected to reach 2 million by early 2030s[2] from current 1.7 million, the submitter believes that the current planning reform is the best way to maximise the housing opportunities around metropolitan centres where an increase in the permitted building height baseline is considered to aid the process.

[2] Stats NZ (31 March 2021) - https://www.stats.govt.nz/news/auckland-population-may-hit-2-million-in-early-2030s

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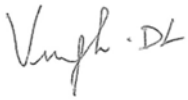

Dated: 2 May 2022

Vignesh Divakar - As Authorised agent and Planner for Mt Hobson Group

Address for Service:

Mt Hobson Group

PO Box 37964

Parnell

Auckland 1151

M: 0272068047

Email: Vignesh@mhg.co.nz

#5704

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: Darryl Brigham

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.
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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

500m is more than enough

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

500m is more than enough

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 500m

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

Needs to be assessed on a case by case basis. Has the potential to destroy special character areas e.g. Herne Bay, Devonport. Also in most if not all instances THAB zoning is not legally required near local 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 closer

Tell us why

Needs to be assessed on a case by case basis. Has the potential to destroy special character areas e.g. Herne Bay, Devonport. Also in most if not all instances THAB zoning is not legally required near local centres.

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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

The options above are very misleading if you don't pay attention - shame on you. Anyway, 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, Also the new identification methodology used by Council is not sanctioned by AUP.

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 are additional buildings in the Herne Bay Area that are currently not classified special character that clearly form part of the character of the suburb. Examples include the Art Deco apartments on Jervois Rd between Wallace and Salisbury Sts.

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 Avenue should be included as QMs 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.

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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 in many areas e.g. Herne Bay, Ponsonby & Grey Lynn - specifically sewerage and drainage - cannot suppor the scale of intensification proposed which would also lead to increased environmental damage and further health hazards. The current infrastructure is struggling to keep up with present demands and cannot cope with capacity at times. It will be many many years before this is addressed enough to support further 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.

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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)**

Do not obstruct the Auckland War Memorial Museum viewshaft. Protect the character buildings in the city centre zone and Queen St valley. THAB 6 storey development is out of scale with Herne Bay's (and many other suburbs) environment and should not be applied to the area as a whole. Please remove the MDRS zoning from Galatea Terrace, Bella Vista Rd and Upton St. The houses in these streets individually are almost if not all of a high character and quality, and collectively represent a group of large 1900s villas that significant time and money has been poured into - sometimes at the behest of Council's requirement to add to the local special character. The 1m and 1.5m setback limits are far too low and council needs to start enforcing existing and more appropriate site coverage requirements to allow for better light and drainage requirements across the entire city but especially in special character areas where the infrastructure is outdated and in need of repair/upgrade. Intensification in herne Bay should not occur until these services are

separated and the volume is able to be managed appropriately an safely. We already have parking problems in the Herne Bay Area and these will only become worse with intensification and the outrageous removal of parking minimums along with the new parking strategy that we know will be adopted - ridding more parking from our streets. Don't be unrealistic - people need cars in this city because the public transport system will never be able to support a carless society as we aren't Amsterdam or other cities that are have a more suitable geography and layout to fully utilize PT, cycling and walking

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#5707

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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 McEwan

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?** Support

Tell us why

Intensification in proximity to centres of activity is to be supported if the proposed areas for intensification can be verified as viable, and a thorough assessment of potential areas across a number of criteria is undertaken.

If Walkable catchment is to be used as the measure to capture areas from intensification then this requires robust interrogation and careful definition.

1200m or 15min walk requires verification - it is a very broad/arbitrary measure and unsatisfactory as the primary driver for such a significant change to Auckland's built environment.

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

Tell us why

Current proposal appears to use City Centre zone rather than actual centres of activity (ie Westhaven Marina is within the city centre zone but is not a high density activity)

Aspects such as topography, safety, accessibility for aged/all need to be considered in definition of catchment. Eg: Jacobs Ladder and footbridge is not a viable pedestrian connection after nightfall.

Catchment currently indicates that people could walk from the middle of Vermont St to Victoria St/Wellesley St intersection in 15 mins. It is unlikely that a broad section of the subject population could achieve this. The return journey would require further additional time given the elevation from city to Ponsonby ridge line

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

Tell us why

I think the current zoning under the unitary plan needs to be more fully developed. Under that zoning the intensification occurs along the transport corridors rather the out in circles. There is plenty of land and opportunities to develop this further where the infrastructure is better suited and more viable for developers (I am a developer)

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

Intensification in proximity to town centres is to be supported.

The use of an arbitrary number to define the subject area is inadequate given the degree of change to the built environment envisaged.

Replacing single house zone with the THAB zone is not the only opportunity to deliver intensification.

Detailed analysis of potential areas for intensification should be undertaken, including assessment of additional capacity within other City Fringe zones.

The business mixed use zone could deliver significant housing capacity if additional levels considered in this already intensified built environment. Potentially a minimum residential component could be considered to ensure this zone contributes to housing supply.

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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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

'Special Character areas should be a qualifying matter.

it is understood that the extent of special Character areas needs to be re-verified to meet the government directive.

The current methodology of assessing special character is flawed and needs cross-checking and overlays with matters beyond visual appearance of individual structures form the street.

Special character should also understand issues such as:

- pattern of lot sizes and collective scale

- cohesive built form as a street-scape aside from integrity of historical built fabric

- architectural merit beyond pre-war historical typologies (eg the Claude Megson town houses in Wood St)

- historical occupation as distinct from external appearance (the original Wood residence on Elizabeth St as the homestead of the area pre-subdivision)

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

In order to achieve government consideration of special character we should propose alternative areas for increasing housing supply. Refer above for instensification of business mixed use zone.

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

The character overlay when presented to the ridge line of Ponsonby Road etc is having too much effect on outcomes slowing development down considerably. This is on transport hubs and exactly where development should be happening.

Aside from the visual/appearance aspects of identifying Special Character, an analysis of the viability of the subject properties for intensified development should be a fundamental to any proposed zone change:

1) Yield - how much actual housing supply can be achieved through development over lot sizes than can average as little 300 & 400 sq.m

2) Sustainability- what is the net effect of removing the single houses and their associated vegetation and replacing with built out medium density housing on narrow streets with compromised access to natural light and minimal vegetated area? Could the capacity of this intensification be achieved in alternative city fringe areas that are already fully built out?)

3)i and Safety - Emergency vehicles already are unable to access individual properties in Freemans bay due to narrowness of streets, steepness of gradient and proximity of buildings.

4)

4) Infrastructure - Stormwater and Wastewater are significantly challenged by the existing built environment. Intensification of the small lots within the City Fringe offer little opportunity for addressing the inadequate infrastructure above ground and will significantly increase the load on a below ground network that is not currently coping.

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

Long term significant infrastructure upgrade cost is the main opportunity to allow intensification in appropriate areas and potentially justify retention of the historical suburbs. Medium to large commercial properties within the Business mixed use or Business-Town centre zones can be effectively developed and the infrastructure upgrades required for the property's development are primarily met by the developer. This model is extremely unlikely to be viable with the development of the individual house sites outside these zones. Council and its ratepayers will be faced with the cost of bringing up the required access and services when this could be absorbed within intensified development in the town centre or mixed use zones.

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)**

Qualifying matter: Commercial Viability

An assessment of the commercial variability of the proposed intensification areas should be a qualifying matter. While some areas may, for example, fall within a walkable catchment, appear to have a minor contribution to special character, their viability for development in the commercial market could prevent the subject property from contributing to the intensification. Ground conditions, road access, below ground infrastructure, topography/gradient, lack of access to sunlight and outlook could all contribute to establishing the subject property unsuitable for intensification.

I have 25 years experience as prominent developer of medium density residential and the viability of developing a 300m2 site into 6 stories is not viable. You'd need at least three sites and then there a a myriad of issue developing in an area as tight as St Mary's bay.

This needs to be assessed more carefully.

Important privacy information

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#5709

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: Paul Mead

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 1200 metres of City Centre Amenities. City Centre is not a few offices in Wynyard Quarter. City Centre includes retail, entertainment facilities, & pubic Transport hubs. None of these are within 1200m of St Marys Bay, so it is not a valid catchment 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 closer

Tell us why

Much of St Marys Bay is not within 800 metres of City Centre Amenities. City Centre is not a few offices in Wynyard Quarter. City Centre includes retail, entertainment facilities, & pubic Transport hubs. So as such St Marys Bay is not a valid catchment 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 closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart (or the future Victoria St station). Neither are 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.

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 the City Centre - so it should not be a 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.

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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 already has over 200 properties of historic heritage value rated 6 and 5. This in itself should be enough to assess the whole of St Marys Bay as a Special Character - and once determined, will only grow further as properties are suitably renovated. I support creating Special Character sub-areas around clusters of heritage houses in St Marys Bay, in addition to those identified of the draft maps.

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

Tell us why

This approach should be expanded to include ALL of ST Marys Bay and so collect all houses with a rating of 4, 5 and 6. 4s should be included as many possess significant heritage value. Examples include 2 and 16 Waitemata St, both of which are over 100 years old, support the 'character' look of the villas etc in the community and in the case of #16, have recently passed stringent Council tests via planning and building consents that confirmed they were in keeping with the character of the 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

St Marys Bay is already significantly constrained with stormwater/wastewater capacity, roading/parking, & schools. The proposed intensification just could not be accommodated - e.g. even the current upgrading with planned separation is based only on existing development capacity.

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's northern boundary (Harbour Street, London Street, Ring Terrace) sits upon an unstable former coastal edge, and is such is a hazard and should have been considered as a qualifying matter. A such intensification in these areas must be avoided.

Important privacy information

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Paul & Sara Mead

Akhaveyoursay survey – proposed zoning intensification in St Marys Bay
May 2022

Additional Supporting Information.

The current Heritage Ranking of our property at 16 Waitemata Street as a 4 seems at odds with our nextdoor property – which is graded as a 6.

#16 is a character timber villa dating from 1916. It is a very well-known property in the community, being the last house on Waitemata Street before the Jacobs Ladder walkway. In 2018/19 we undertook a substantial refurbishment of the property to bring it back to its' former glory. Together with Council's Respource Consent and Building Controls teams, we received approval for a renovation that passed all the requisite tests for character etc in the surrounding community. Since it's completion we have received hundreds of compliments from members of the public as they walk past. People are complimentary about the property and very happy to see another character villa tastefully restored.

The property next door to us at #14 has a ranking of 6, and as I understand, was built at a similar time. The significant difference in Heritage Ranking seems off.

The property at 16 and also the property at 2 Waitemata Street should both have Heritage Ranking assessments of 6 or 5.

16 Waitemata Street pictures:

#5717

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: Marian 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

AUP already provides more than enough residential capacity within walkable catchments. All Special Character Areas in walkable catchments should be a Qualifying Matter as this will not compromise the development potential of walkable catchments.

The proposed distance is too far in terms of the full ranges of population age, 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

AUP already provides more than enough residential capacity within walkable catchments. All SCAs in walkable catchments should be a Qualifying Matter as this will not compromise the development potential of walkable catchments. The proposed distance is too far in terms of full ranges of population age, 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

AUP already provides more than enough residential capacity within walkable catchments. All SCAs in walkable catchments should be a Qualifying Matter as this will not compromise the development potential of walkable catchments. The proposed distance is too far in terms of full ranges of population age, 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

There is already sufficient planned housing capacity in the AUP. Thab development is completely out of scale with most suburban residential town centres. It would negatively affect amenity values and the surrounding residential 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

I oppose any Thab development up to 200 m from small town centres or large local centres as it is incompatible with these centres for the reasons set out above. In particular I oppose any Thab development up to 200 m from Herne Bay shopping centre because:

There is already sufficient planned housing capacity in the AUP.

The Herne Bay residential area and the Local shopping centre do not fall into a walkable catchment.

Under Policy 3(d) of the NPS-UD the requirement relating to Local centres is for building heights and density commensurate with the level of commercial activities and commercial services, not for Thab. Herne Bay Local centre comprises Historic Heritage and SC buildings, housing small shops providing basic shopping needs, such as food, stationary, to local residents. There is no commercial office activity. This Local centre is surrounded by low rise HHA and SCA residential. Any Thab development would be completely out of scale and incompatible with the built continuity and integrity and would destroy its ongoing contribution to the history and character of 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

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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 existing SCAs should be a Qualifying matter because:

Further loss of Auckland's built heritage and special character housing would irreparably damage the city's character and identity and is not necessary to enable sufficent planned intensification for the next 30 years, which is already contained in the AUP (900,000 new houses). SCAs cover only 3.6% of residential zoned land so there is no need to sacrifice them.

RMA1991 Sections 6 and 7(c) and (f) apply to cover all HHP/As and SCAs in the AUP against development in EHSOM 2021 rules.

Also the new methodology used by Council for SCA Preliminary Response map identifications differs from and does not carry same weight as methodology used for all the SCAs identified in AUP.

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

Although I appreciate the Council's work in identifying the SCAs in Preliminary Response map I do not support because I think there are more areas that should be added as as a qualifying matter as follows:

1. As per reasons above all existing SCAs should should be a qualifying matter.

Outstanding examples in Herne Bay include Galatea Tce, Bella Vista Rd, Wolseley Ave, remainder of Marine Parade, all surrounding SCAs in the cul de sac western peninsula of Herne Bay. Plus all other existing SCAs in Herne Bay.

2. There are also other parts of Herne Bay residential which need to be identified as qualifying matters (HHA or SCA), namely;
   (a) The Moderne/Art Deco Apartment Block group on Jervois Rd. between Wallace St and Salisbury St. This group has regional as well as local significance values as per Historic Heritage Evaluation provided to Council and Heritage NZ. It is also a landmark and essential to the history and character of Herne Bay.
3. Lawrence St which appears to meet 66% threshold even conservatively.
4. Clifton Rd- east side- cnr site to Argyle St and adjacent to cnr Cafe Jervois Rd for the sake of avoiding detraction from continuity of SCA.
5. Jervois Rd- north side- Wallace St westward and Jervois Rd- south side Kelmarna Ave westward (except for 1 business site on each side of road). The surrounding area is all residential ,mostly SCAS, which would suffer from more intense development on Jervois Rd. It is not in walkable catchment and not required for more 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/ SC shops/businesses on Jervois Rd between Albany Rd and Kelmarna Ave should be identified as a qualifying matter as they are an integral part of the Herne Bay local shopping centre and date from the same period as the major part of this Local centre, which has been identified as part of an HHA. They are sandwiched between that HHA and the Kelmarna Ave SCA and look across to the Moderne /Art Deco Apartment Block group on the other side of Jervois Rd.

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

Strongly support this proposal as infrastructure, including sewage and drainage, which is already overburdened and unable to cope with current pressures of population intensity will certainly not be capable of handling more intensification and will lead to more environmental damage and health hazards. Herne Bay has infrastructure constraints in respect of sewage and drainage which already cause overflows, pollution of waterways, local beaches and the Hauraki Gulf.

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 strongly support all of the proposed qualifying matters listed above and others Council has determined , together with Volcanic View Shafts and Height Sensitive Areas as qualifying matters, because they are all significant contributing factors to

the identity and amenity values of Auckland; they contribute to making it the city we love and enjoy.

Important privacy information

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#5719

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: Rosemary Lees

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

Non of st marys Bay is within walkable distance of 1200 meters to city centre amenities which residents use for entertainment,retail and public transport hubs.

The walkable route is beside motorway which is isolated and usable only in daylight hours but even then has had serial assaults during daylight there. Other ways are very steep and not easily accessible and again unsafe and isolated at night.

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?**

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 st marys Bay suburb is within 400 meters of the city centre. This means it's 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 subareas 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 marys Bay collecting all houses of ratings 6, 5, and 4 as sub areas of special interest.

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 constraints with storm water, wastewater and overall road network. The upgrading of the storm water/wastewater system and 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 cliff inland for a least 100 meters where intensification must be avoided to manage the hazard risk.

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.

#5726

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 Bramley

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 a walkable distance

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

Once complete the Victoria St Station will be the closest to St Marys Bay and is not within 800m walk.

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 400 metres of the city Centre and 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 a special character Sub-Areas around clusters of heritage houses in St Marys Bay in additional 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 should be expanded over the whole of the St Marys Bay suburb collection 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?**

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 current Sewage upgrade in the St Marys Bay area has not been designed to cope with the proposed increase in residential density. Additionally the roading network would not cope with the proposed increase.

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)

There is an unstable coastal edge to the North of St Marys Bay. This area is not suitable for Housing intensification yet has not been considered as a qualifying matter.

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#5730

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: edward bennett

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 should be more emphasis on building up apartment blocks along all the main arterial roads while retaining (as much as possible) heritage buildings or facades. The situation of Great North Road and Grey Lynn is an example where the highrise zone along the main street is contrasted with the Heritage overlay of the adjacent suburb of Grey Lynn to the north - this is the best of both worlds.

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

The idea of intensifying these areas in town centres is a good one but it needs to have safeguards to protect heritage buildings and the general principle of existing suburban houses where 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?** 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

The areas demarcated as special character areas on the maps do not always make sense. The extent of both the Red and blue zones needs careful reconsideration.

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 find some of the proposed areas baffling - in many cases I know the actual area should extend further in both the red and blue categories.

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
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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)

There are certain ideas which should be considered - demarcating certain small development areas of State Housing as special Heritage zones - for example there are a few small groups of 1940s state Houses (8 in number) in Sandringham etc, which should be preserved as an example of their type - between the rebuilding being made by Housing NZ and the Council's intensification schemes a decision should be made about them now while they are still pristine. The retention of three or four of these groups would be a good thing for the future. The Arts & Crafts enclave in Marsden Avenue is another example.

Important privacy information

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#5736

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: Julie Maling

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 1.2 km completely fails to take into account local topography and road crossings, and also the walking habits of the average Aucklander. 1.2km is on the existing topography is neither easy, SAFE, nor quick.

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 the Auckland, due to the percentage of offices, retail (High St, Lorne St etc) and the University & AUT, which are found to the east of Queen St. A more appropriate line would sit at Queen St, which is 2000metres and is just under a 30 - 45 minute walk from the intersection of Franklin Rd and Ponsonby Rd, and thus too far.

There are other more suitable sites for intensification closer to town. e.g. 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?** Do not support - I think it should be closer

Tell us why

The centre of the CBD is Queen Street with more than 1km on either side of central city development, a 500m distance would be a more suitable catchment.

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 believe a 500m catchment to rapid transit stops is more acceptable.

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

200m is more acceptable distance from 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?** 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 do not think special character areas should be a qualifying matter

Tell us why

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.

Access to cultural, heritage, and character sites improves provides high levels of living standard. Besides giving opportunity for improved mental health outcomes, it is important to our Whakapapa to have immediate access and understanding of the rich cultural history and varied roots of the settlement and development of the areas of Freemans Bay area and it's contribution to the development of Auckland. By developing these areas you are erasing an important contribution of Māori and other cultures to the modern success of Auckland and the

Waiatarau.

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

A piecemeal approach erodes the significance of the historical significance of the area to the city. Access to cultural, heritage, and character sites improves provides high levels of living standard.

By developing these areas you are erasing an important contribution of Māori and other cultures to the success of modern Auckland and the Waiatarau.

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

Limited and aged infrastructure in Freemans Bay will not support intensification. The suggested changes only consider "catchments" for access to public transport and central employment locations. It has not considered:

Water: access to clean and safe water capacity is not available in Freemans with sewage systems often overflowing into personal houses and public beaches and waterways. Freemans Bay will not be linked to the Western Interceptor and therefore overflows to the harbour will increase.

Environment and bio-diversity: Intensification will increase water run-off and diminish soil quality. Access to green space will be diminished, which will also impact native bird species and lead to an increase invasive pests.

Mental and physical health: Reduction of Green spaces will diminish resources to mental and physical health (IMPERATIVE to our community during COVID) and can intensification can create increased opportunities for air-borne disease transmission.

Access to amenity- Freemans' Bay is already overcrowded with off-street parking that supports local business' employee's and residents. The streets are already crowded, and unsafe for children and people to cross safely, and unavailable to get large deliveries, rubbish collection services in a timely manner, and ambulatory and fire services to provide critical and acute care.

Education access - Freemans Bay Primary School catchment is already supporting the entire CBD and Freemans Bay, with only 1 primary option, 1 middle school supporting 5 primary schools. Increase roll will diminish educational opportunities.

Air Quality- The six floor plus buildings could see the creation of wind tunnels and create polution.

Access to daylight - extreme street shading with such narrow streets will diminish access to sunlight, and building will create heat that will not be able to be dissipated impacting on Auckland's global warming and negating progress made.

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)

Please note: This intensification proposal to the Freemans Bay area will contribute to climate change and the erasing of the Maori contribution and historical development to Auckland. These reasons are just some of the reasons why the intensification catchment of Freemans Bay will negatively effect Climate Change and lower the standards of livability:

(Water: access to clean and safe water capacity is not available in Freemans with sewage systems often overflowing into personal houses and public beaches and waterways. Freemans Bay will not be linked to the Western Interceptor and therefore overflows to the harbour will increase.

Environment and bio-diversity: Intensification will increase water run-off and diminish soil quality. Access to green space will be diminished, which will also impact native bird species and lead to an increase invasive pests.

Mental and physical health: Reduction of Green spaces will diminish resources to mental and physical health (IMPERATIVE to our community during COVID) and can intensification can create increased opportunities for air-borne disease transmission.

Access to amenity- Freemans' Bay is already overcrowded with off-street parking that supports local business' employee's and residents. The streets are already crowded, and unsafe for children and people to cross safely, and unavailable to get large deliveries, rubbish collection services in a timely manner, and ambulatory and fire services to provide critical and acute care.

Education access - Freemans Bay Primary School catchment is already supporting the entire CBD and Freemans Bay, with only 1 primary option, 1 middle school supporting 5 primary schools. Increase roll will diminish educational opportunities.

Air Quality- The six floor plus buildings could see the creation of wind tunnels, greater cars will create air and noise pollution.

Heritage, Cultural, and Leisure - opportunities will be diminished by encroaching on existing green spaces and eradicating heritage buildings. Remaining available resources will have an unsustainable demand.

Access to daylight - extreme street shading with such narrow streets will diminish access to sunlight, inhibit vegetation growth, and buildings will create heat that will not be able to be dissipated, contributing to global warming.)

Important privacy information

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#5746

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: Cheryl Adamson

Name of organisation/business: Parnell Business Association

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?** Support

Tell us why

Given the proximity of Parnell to Auckland central, the submitter believes that encouraging high-rise developments within Parnell would serve as a viable alternative for residents to stay close to their workplaces and education facilities.

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

Tell us why

Given the proximity of Parnell to Auckland central, the submitter believes that encouraging high-rise developments within Parnell would serve as a viable alternative for residents to stay close to their workplaces and education facilities

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?** Support

Tell us why

Given the proximity of Parnell to Auckland central, the submitter believes that encouraging high-rise developments within Parnell would serve as a viable alternative for residents to stay close to their workplaces and education facilities. Given the heritage character of Parnell Town Centre, the submitter supports the retention of Special Character area overlay and the retention of heritage

defining commercial buildings which are integral to the brand of Parnell. Also, considering the heritage character of Parnell's residential area, the submitter supports the retention of Special Character overlay on residential sites within Parnell.

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

Tell us why

Refer to the submission pdf

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

Tell us why

Given the heritage character of Parnell Town Centre, the submitter supports the retention of Special Character area overlay and the retention of heritage defining commercial buildings which are integral to the brand of Parnell. Also, considering the heritage character of Parnell's residential area, the submitter supports the retention of Special Character overlay on residential sites within Parnell.

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)

Important privacy information

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5746

From the planner

MT HOBSON GROUP

ATTN: Unitary Plan Team
Freepost Authority Number 190197
Auckland Council
Private Bag 92300, Victoria Street West
Auckland, 1142

Dear Sir or Madam

RE: Feedback on the Government's new housing rules based on NPS-UD and MDRS

To: Auckland Council

Name of the Submitter: Parnell Business Association

The submission is made as a part of the feedback process for the proposed housing intensification announced by the council based on NPS – UD and MDRS.

The submitter is the collective voice of businesses within Parnell area with an overall aim of fostering economic success. The submitter supports the proposed planning reforms that encourages buildings to be constructed six storeys or more within mixed use and town centre walkable catchments.

1. Reasons for the submitter's position:

1.1. The submitters believe that increasing the permitted building height could increase the number of housing choices within the neighbourhood. Given the increasing housing demands within Auckland central and its fringe suburbs, the submitter believes that more businesses could be established within Parnell in conjunction with the housing intensification thereby aiding in economic and social well-being.

1.2. Based on the draft planning maps, the height variation control on sites within Parnell's Business – Town Centre zone should be increased to 6 storeys.

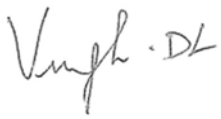
1.3. Many Mixed-use zone sites within Parnell are subjected to height variation control of 21m and 27m to encourage high-rise mixed-use developments. Additional height should be encouraged in certain areas up to 10 stories or 35m.

1.4. Given the proximity of Parnell to Auckland central, the submitter believes that encouraging high-rise developments within Parnell would serve as a viable alternative for residents to stay close to their workplaces and education facilities.

1.5. Given the heritage character of Parnell Town Centre, the submitter supports the retention of Special Character area overlay and the retention of heritage defining commercial buildings which are integral to the brand of Parnell. Also, considering the heritage character of Parnell's residential area, the submitter supports the retention of Special Character overlay on residential sites within Parnell.

481 Parnell Road, Parnell | PO Box 37964, Parnell, Auckland 1151
Vignesh@mhg.co.nz | 09 950 5105
www.mhg.co.nz

1.6. In conclusion, the submitter supports the NPS-UD planning reforms to promote the intensification on commercially zoned land, supports intensification close to the town centre and believe the reforms would optimise or widen the opportunities for businesses while also maintaining the heritage character of Parnell.



Dated: 3 May 2022

Vignesh Divakar - As Authorised agent and Planner for Mt Hobson Group

Address for Service:

Mt Hobson Group

PO Box 37964

Parnell

Auckland 1151

M: 0272068047

Email: Vignesh@mhg.co.nz

#5747

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

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Your details

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Name: Ross Inglis

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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- 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

Fifteen and 10 minute catchments are unnecessarily restrictive. I personally would be happy with a radius equivalent to a 30 minute walk.

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

I support upzoning for a 800 metre radius in order to give more people walkable access to everyday services.

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

Please make this 400m, to support the development of 15-minute neighbourhoods.

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 do not think special character areas should be a qualifying matter

Tell us why

For me, walkable catchments and 15-minute neighbourhoods should come before the preservation of broad areas of older homes which may be charming but are very often not genuine heritage buildings.

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

Again, let's not use special character area overlays to rule out higher density development.

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:

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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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#5750

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 Corlett

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

This is not a walkable distance and is unsafe after dark to walk

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

My nearest rapid transit stop is more than 800m away

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 my suburb is within 400m of 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?**

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

All of St Marys Bay is special character

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

Infrastructure is already constrained, increasing density with make it much worse

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

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#5765

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 Campbell-Smith

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

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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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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 this is a poorly thought through idea. We wish to retain some heritage and character in our suburb. Tall housing and more dwelling on land is not a good idea. Light will be lost to lower level buildings.

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

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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?** 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?**

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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#5767

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: THOMAS LOO

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 distance of 1200 metres is unacceptable

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

the walkable 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.

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?** 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)

Important privacy information

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#5768

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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 Lynch

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 further

Tell us why

All of St Marys bay is greater than 1200 metres to the City Centre amenities which residents use, including retail, entertainment, eating venues, and rapid transit/public transport hubs

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

Britomart or the future vctoria Park Station are the closest rapid transport stops for St Marys Bay. Neither 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 further

Tell us why

None of St Marys Bay is within 400 metres of the City Centre, therefore 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

There are more than 200 properties in St Marys Bay with 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 collating 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
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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)

Significant infrastructure constraints:

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 for at least 100 metres where intensification must be avoided to manage the hazard risk

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#5770

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 Hornabrook

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

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 Victoria Park or Les Mills 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 the Auckland, due to the percentage of offices, retail (High St, Lorne St etc) and the University & AUT, which are found to the east of Queen St. A more appropriate line would sit at Queen St, which is 2000metres and is just under a 30 minute walk from the intersection of Franklin Rd and Ponsonby Rd, and thus too far.

There are other more suitable sites for intensification closer to town. e.g. land between Beaumont Quarter and St Marys College, Wynyard Quarter, old City Works depot (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.

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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

This would possibly be a more appropriate distance for walking and if the development sites exist.

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 possibly be a more appropriate distance for walking and if the development sites exist.

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

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 1850’s. This comprised 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

- What thought has been put into providing parking in these areas? The streets are already full.

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. It is important to retain parking on Ponsonby road and not turning parking into bus lanes.

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

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.

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 infrastructure of upper North Freemans Bay (like Wood St) 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 with such narrow streets. Privacy issues created by apartment blocks facing each other across such narrow distances would be extreme. There is already limited parking on these streets and no provision as been made for additional parking for housing 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.

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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 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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#5781

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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: Cambel Ferguson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

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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

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 500M to go to the 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

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 500M to go to the city centre

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

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Intensification around town and local centres

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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

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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

Because Character is what makes Auckland what it is, I think all existing special character areas should be

a qualifying matter

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 there are further areas that should be identified as a qualifying matter

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 rd 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. Not all of Freemans Bay will 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. Streets Like Wood and Arthur street are too narrow for access now let alone trying to build a hi rise there. There is simply not adequate access without significant disruption to current residents. Its makes much more environmental and financial sense to prioritise development in other areas where existing infrastructure and better access 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 a unique character, unfortunately the area already suffers from congestion and a lack of parking. Putting apartment buildings in places like Wood and Arthur st is pure insanity. 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.Also

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#5791

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: ivanica vodanovich

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 should be much closer. The proposed limit does no take into account the fact that many important places, universities, courts, library, art gallery etc, etc are on the other side of Queen St. for those of us living on the West of the centre. Nor does it take Into account the topography of the area or the needs of the elderly, disabled, women pushing prams etc. Instead of an INCLUSIVE city this MARGINALISES WHOLE GROUPS. It creates a city for fit young people.

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

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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 closer

Tell us why

800 metres is a long way for those with walking problems and and accessing the centre requires scaling very steep hills.

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

It would depend on the specific area, the available infrastructure etc.

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 possibly be more appropriate , depending on the particularly topography and available infrastructure. each case would need to be assessed separately

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

'These areas are the history of Auckland written in the landscape and their destruction would not only be 22nd century vandalism but would not provide sufficient housing to meet our housing needs. Equally importantly it would entail enormous economic, environmental, social and cultural costs. There appears to have been no consideration given to these additional costs in the project. The Infrastructural costs I have discussed later in this survey.

-The Economic costs include:- the destruction of good quality housing stock that in Freemans Bay has mostly been expensively renovated: the disposal of all the household equipment; the fleets of lorries carrying all this demolition waste; the disposal of this waste; the resulting carbon emissions of all these processes; the costs and emission of the dwelling building process and costs of meeting the additional requirements for infrastructure, sewage, water, schools etc etc. The additional building costs to build dwellings that are insulated against noise, essential with intensification. The costs of additional social and and cultural spaces which will be required with intensification.

Environmental costs include not only dealing with the additional carbon emissions from these processes but also providing more parks and green spaces to provide outdoor spaces to compensate for intensification. Linear parks look good and provide some green lungs but do not provide space for outdoor activities. Many regional parks are not easy for low income families living in the inner city to access. Victoria Park will need to be multiplied twentyfold. I am not sure whether city planners are aware of how busy Cornwall Park is on weekends nor how many activities take place in a small park such as Victoria Park(I have counted at least 15).

Regarding social costs, we do not have a culture of communal living as have European cities. Unless noise insulation is ensured in the building and community spaces/ hubs are provided for social interaction intensification could lead to increased social problems. The Leys Institute previously served a much wider social function than just a library and similar centres would be essential with intensification.

I recognise the urgent need for more affordable housing but the current proposal does not , in my opinion, meet the need. New housing in the inner city would no be affordable housing unless heavily subsidised by the government. and would only provide small pockets of houses. A recent report showed the more and more varied employment opportunities exist outside the inner city in regional centres. These are the areas the should be the focus for intensified affordable housing development, provided they are on existing or projected transport routes. While they would require some infrastructure development they would not require such wholesale destruction. South of Auckland, between Hamilton and Auckland, and avoiding the arable soils of Pukekohe, a new development could be planned taking advantage of the currently under used rail car service. The triangle Tauranga, Hamilton, Auckland is said to be the fastest growing region in New Zealand

.

Similar development could take place north of the city subject to transport infrastructure development

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 piecemeal approach taken in identifying particular houses neglects the streetscape/landscape of historic areas of the inner city with their narrow streets and many houses fronting on the street or close to it. Overseas visitors are entranced by the vistas of a Pacific city built on volcanic hills with its wooden villas and houses. Kipling called it the 'last, loneliest, loveliest'.

Ireland St in the area between England St and Middle St has been subject to piece meal selection of houses worth protecting instead of protecting the street as a whole. A photo of this street was the cover for a book 'Urban Village. The story of Ponsonby, Freemans Bay and St Marys Bay' by Jenny Carlyon and Diana Morrow. The historic development of Auckland is written in the streetscape. It presents a microcosm of Auckland history including workers cottages, villas, Maori Affairs housing terraced housing from earlier attempts to redevelop the area, transitional architectural architectural forms and and a contemporary house by Andrew Patterson that received accolades as an outstanding example of urban housing. It only lacks Art Deco housing. As a streetscape illustrating the history of Auckland, its sense of place and time, it merits preservation as a whole, and recognition.

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 Ponsonby, as the social and communal as well as commercial hub of the area is central to maintaining a sense of place linked to a sense of identity not only for the local community but the city 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 the intensification. A vastly increase population will require major and expensive infrastructural works, sewage, water, health, education etc etc. The narrow streets already provide difficulties of access for emergency services such as ambulances and fire.

A recent report by the Infrastructure Commission noted the limits on New Zealand's ability to meet its infrastructural needs, and the inflationary and carbon costs consequences of such large expenditure. It recommended repurposing existing capacity. The wholesale destruction of good quality existing housing (at a time of great housing need), required to obtain space for intensification would run counter to this recommendation. The demolition would add enormously to carbon casts and the intensification would require enormous infrastructure development.

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)**

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#5793

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: Olivia Donaldson

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 St Marys Bay district is beyond 1200 metres to the city centre facilities, such as hospitality and entertainment venues , major retail stores, transport hubs, etc. Further, the only route to/from the city centre that has a shallow walking gradient is both poorly lit and potentially unsafe during the hours of darkness. Other better lit routes and arguably safer routes include steep grades which are not suitable for pram and wheelchair users. These alternative routes are largely unsuitable for a large proportion of the St Marys Bay community.

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 per the comment above: The St Marys Bay district is beyond 800 metres to the city centre facilities, such as hospitality and entertainment venues , major retail stores, transport hubs, etc. Further, the only route to/from the city centre that has a shallow walking gradient is both poorly lit and potentially unsafe during the hours of darkness. Other better lit routes and arguably safer routes include steep grades which are not suitable for pram and wheelchair users. These alternative routes are largely unsuitable for a large proportion of the St Marys Bay community.

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 new station being built 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 has a considerable number of 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, 5 & 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. 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, 5 & 6.

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

Tell us why

I support identifying Special Category areas within the planl. 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, 5 & 6.

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 already narrow and congested with barely adequate off-road parking and on-street parking at present. Densification would only exacerbate an already significant shortcoming in the key infrastructure components 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 it's Northern boundary, a former coastal cliff. This is formed by unstable, soft rock. 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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#5794

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 Wall

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

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?** 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

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

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#5795

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

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Your details

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Name: Clare Jacobson

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

The proposal is too broad brush. it doesn't actually consider the consequences. particularly on an area such as St Marys Bay. which is is simply folded into a high density area simply because of the presence of a walkway.

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 proposal is too broad brush. it doesn't actually consider the consequences. particularly on an area such as St Marys Bay. which is is simply folded into a high density area simply because of the presence of a walkway.

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

St Marys Bay should not be in 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.

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 should not be in 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?** 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 has large numbers of historic and character buildings within it which should be protected.

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

Tell us why

The area of protection should be expanded in St Marys Bay

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 Marys Bay has significant infrastructure constraints

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)

Agree. But there should also be protection along the cliff top area of St Mary Bay. Development of this area which has a stability issue should be excluded, and from an amenity issue as well.

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#5805

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: Matthew Easton

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

Our submission relates to the Herne Bay West district only and no other area.

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

Tell us why

Our submission refers to the Herne Bay West district only and no other area

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

Tell us why

Our submission refers to the Herne Bay West district and no other 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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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

Our submission relates only to Herne Bay West and no other 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

Our submission relates only to Herne Bay West and no other 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?** Support

Tell us why

It is of concern that our immediate East neighbour has a much lower degree of special character which could result in a building of significant and height and proximity to the boundary to be adverse to us and this matter has been subject of considerable exchange in the past. Refer rule 26 review 2021.

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

Tell us why

It is not clear what is intended by the term qualifying matter, however, it appears that Council's proposal is to attempt to impose intensification of this unique and very special area of Auckland. The Herne Bay West district has very special qualities in terms of proximity to water topography and orientation dominated by period residences, sheltering roof form and largely respectful of neighbouring homes enjoying mature landscaping which offers extremely desirable utility to the residents, visitors and extends to support wide and varied bird life. As long term residents - now 40 years - we object to any intensification and support preservation of the built environment as it exists. A close knit community with a wide variety of ages and lifestyles has formed over the years and enjoys a very stable population. An example of extreme violation of the quality of this district is seen by the multi level block of apartments at the top of Jervois and Lawrence roads which not only canyons the street but shade shops on the South side of Jervois Road. It is understood that selling the apartments has been difficult.

To intensify this district would serve to downgrade the very desirable qualities that the community enjoy. The community spirit of the district which we and many others enjoy extends to the local shops in the vicinity of Kelmarna Av up to John Street which we understand is under some threat from a possible cycle lane.

Any intensification will inevitably pit neighbour against neighbour resulting in adverse effect.

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

Tell us why

Our submission refers to the Herne Bay West district and no other 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 stench of sewerage in the streets of Herne Bay West and in the Cox's creek walkway is offensive, insanitary and health threatening and capacity is obviously inadequate - until the infrastructure is upgraded then itcannot support any increased load

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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- 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)**

Our submission relates to Herne Bay West district and not to any other area

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#5808

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: Tommy Lowe

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?** 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.

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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.

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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

Character areas are important. There are lots of other sites that can be built on without demolishing the older villas.

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.

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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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- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
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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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#5811

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: Roderick Inglis

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 further

Tell us why

I believe and have been advised that St Mary's Bay and our area within it, (the closest part of St Mary's Bay to the City) is not within 1200 meters of the City Center. I also believe for the reasons set out here that this is too narrow a criterion on which to assess whether these zoning changes should apply to St Mary's Bay as a whole and to the area of St Mary's Bay adjacent to St Mary's School, Jacobs Ladder, and immediately above the steepest and highest part of the water front facing cliff edge.

There are also many issues, beyond the 1200 distance, that should be considered.

This submission is made because I live in St Mary's Bay. At 2 Waitemata Street/1 Harbour Street near the top of Jacobs ladder.

I have also I put together a film series just released called "SEASICK - Saving the Hauraki Gulf" . Water treatment is a significant issue to consider here too. St Mary's Bay has had very significant issues to do with water treatment and overflows of polluting waste water into the Gulf. If you would like to view the series It's available on Stuff and TV 3 on demand.

Our house was built in the 1800'S and is, I would say, an historically well maintained character home. After all the work to that effect it only scored 4. Both our neighbours scored 5 and I don't understand this assessment. I would have thought 6 would have been more accurate. With the houses in the area properly scored we would overcome or be very close to overcoming the 1200 meter test with a Heritage assessment. I trust a reassessment based on the points set out here will overcome the 1200 meter concept even if our property was deemed to be within that catchment.

St Mary's Bay Association says none of St Mary's Bay is within 1200 meters from the City Center for the amenities people would walk to. Shopping, Central City office and work space, rapid transport hubs etc. Also there are unoccupied apartment buildings for inner city workers that Councilor Darby refers to as Ghost Houses.

Even if it was that close. Using this one criteria to potential destroy the Historic Character and View shafts for what is probably Aucklands oldest suburbs cant be sensibly justified.

However I commend the Council for wanting to take into account Special Character Areas.

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 further

Tell us why

If the council is trying to justify that St Mary's Bay is that close I completely disagree. There is no rapid transit that close. And no planned rapid transit stop planned that close.

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?** I don't know

Tell us why

While St Mary's Bay is outside the criterion it should not be brought in or included. Oversupply already exists of terrace and apartment housing in the central city area and immediately adjacent areas, within 400 meters, means that terrace housing and apartments can be built within existing zone. If and when there is strong additional demand for them in the city center they could be build within 4G-meters of the city center area.

There are surely areas of land for this kind of development within the city precinct itself. One of the Mayoral candidates is strongly arguing that there should not be masses of imported second hand cars parked on some of the cities best land along the waterfront and that land should be opened up for development.

Also as new development spreads along the waterfront area such as Britomart, Wynyard etc more land becomes available for this kind of development at the southern end of the central city without destroying historical character areas.

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?** Support

Tell us why

I think this is a very important concept. And especially so from the St Mary's Bay perspective or should I say "View"

St Mary's Bay is one of the oldest suburbs in Auckland. I won't go into the full history here.

Some of the assessments of the age and character of the buildings in the area made by the council I strongly disagree with and dispute. Our house and a number of neighbour's houses that I have seen worked on over the years have had jobs done with the passionate intent of maintaining the historic character and identity. Our house as said above goes back to the 1800's and all the development of the house has been done with the intent of maintaining its historical character.

The score it was given is a 4. The houses on both sides are a 5. I think taking everything into account they should all be 6.

Our area, including our Waitemata Street and Harbour Street, also includes the Historic, St Mary's school and Bishop Pompallier's Manse, enjoying great view shafts over our and our neighbours historic homes.

Many people do a loop walk around our street down jacobs ladder and around the council's beautifully and expensively built Westaven 'over the water' Marina walk way, enjoying the views and the history of the area. It would be so sad to see the views and the historical character gone to 6 storey apartment buildings.

The old buildings in this area (that have been wrongly scored) and the School and Manse should all form part of a special character area that is protected.

This would be for the benefit and enjoyment of local area walkers, tourists, Schools pupils and teachers, all that want to visit and enjoy one of the oldest suburb's, and its wonderful outlook over the inner Hauraki Gulf, Waitmata Harbour, Rangitoto, etc.... and for the and the residents.

There is adequate terrace housing and apartment buildings in Auckland central with quite a high level of them not fully occupied. Work from Home and on line retail, and distributed retail shopping areas also mean that a longish walk to the central city is no longer as relevant as it was and future growth could be slower. There is evidence that central Main Street shops a struggling.

Lets not destroy an Historic Character area for a perceived building demand that may not even exist, cause pollution to the Gulf.

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 stated above our house and houses around us have been incorrectly assessed and should have higher scores. Our 1800's house that has been maintained and improved with the strong intent of preserving the buildings wonderful historic character has been scored only a 4. Other buildings that have had little maintenance have scored 5 or 6. I dispute this assessment and believe there is also room to asses how the whole area adds to the historic character, protects view shafts and is provides benefits to those surrounding the the immediate neighbourhood. If this was done our area around Waitemata Street and Harbour Street would certainly be protected from having 6 storey appartments built.

Our area should be protected as a special character area as should other areas in St Mary's bay with the same attributes.

Qualifying the whole of St Mary's Bay as a special character area should be considered as giving the best long term development for Auckland.

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

I was closely involved in the storm water waste water upgrade. I also brought together the making of a TV series called ‘Seasick - Saving the Hauraki Gulf’

Please view it as part of the story includes the damage done by waste water and sediment flowing into the Gulf.

The recently upgraded water system for St Mary’s Bay (which has been a significant problem) only just deals with this significant problem. It has been a multi year very expensive project. The new improved system will not deal with this kind of building intensification and population growth in the area.

The cost of upgrading the infrastructure again in the area along with the cost of buying land and developing it into high rise building doesn’t stack up economically.

In the mean time a few High rise apartment buildings for city workers, who would struggle to afford them after such high costs were met, could be built while destroying the character of the area and also destroying the view shafts just doesn’t seem to make sense,

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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#5819

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: Nicole Buxeda

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

1,200 metres from the edge of the city centre is too far. Allowing such high intensification in this area will remove all amenity surrounding the city, including significant amounts of existing green spaces, trees, quiet streets, peaceful surrounds, and all different sorts of aspects which are highly valued by city dwellers and neighbouring residents alike. Introducing high intensification density and overcrowding into this area will also place strains on infrastructure and will irrevocably and negatively alter the character not only of the central city but all surrounding neighbourhoods. Further, 1,200 metres is not what the majority of the population would consider a 'walkable distance' – this does not reflect the needs or reality for elderly people, young families, or people who are not fit and active, nor does it acknowledge the hills of Auckland. 'Walking distance' should reflect the needs of the population and be reduced to 600 metres.

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

800 metres from the edge of metropolitan centres is too far. Allowing such high intensification in this area will remove all amenity surrounding the metropolitan centres, including existing green spaces, trees, quiet streets, peaceful surrounds, and all different sorts of aspects which are highly valued by centrally living and neighbouring residents alike. Introducing high intensification density and overcrowding into this area will also place strains on infrastructure and will irrevocably and negatively alter the character not only of the metropolitan centres but all surrounding neighbourhoods. Auckland Council should not be applying this catchment to all metropolitan centres, but should instead target metropolitan centres which have the capacity and appropriate infrastructure and environs to absorb this intensification and population increase in sensible and sustainable ways. The proposed 'walking distance' of 800 metres does not reflect the needs or reality for elderly people, young families, or people who are not fit and active, nor does it acknowledge the hills of Auckland. 'Walking distance' should reflect the needs of the population and be reduced to 400 metres.

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

800 metres around rapid transit stops is too far. Introducing high intensification density into this area will place strains on infrastructure and will irrevocably and negatively alter the character of the surrounding neighbourhoods. The proposed 'walking distance' of 800 metres does not reflect the needs or reality for elderly people, young families, or people who are not fit and active, nor does it acknowledge the hills of Auckland. 'Walking distance' should reflect the needs of the population and be reduced to 400 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

I consider that intensification as proposed around Ponsonby is entirely inappropriate and unsupported by infrastructure and services. Introducing greater residential capacity to large town centres (specifically Ponsonby) will not only place large burdens on existing infrastructure and services which are unable to cope with such a dense influx of people, it will also remove the character and amenity of those town centres. Auckland Council should not be applying this catchment to all town centres, but should instead target town centres which have the capacity and appropriate infrastructure and environs to absorb this intensification and population increase in sensible and sustainable ways. Currently the only way to prevent intensification and overcrowding of Ponsonby is to reduce the area of intensification zoning and recognise heritage protections. Therefore I support the reduction of the THAB Zone to 200 metres around large town centres with high accessibility where intensification is inappropriate (such as Ponsonby), and the heritage protection around Ponsonby Road.

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

I consider that intensification as proposed around Grey Lynn is entirely inappropriate and unsupported by infrastructure and services. Introducing greater residential capacity to large local centres (specifically Grey Lynn) will not only place large burdens on existing infrastructure and

services which are unable to cope with such a dense influx of people, it will also remove the character and amenity of those town centres. Auckland Council should not be applying this catchment to all town centres, but should instead target town centres which have the capacity and appropriate infrastructure and environs to absorb this intensification and increase in population in sensible and sustainable ways. Currently the only way to prevent this is to reduce the area of intensification zoning, therefore I support the reduction of the THAB Zone to 100 metres around large local centres with high accessibility. I write this particularly in relation to Grey Lynn township, which is already struggling under traffic, infrastructure, and service demands. Furthermore, I do not consider Grey Lynn should qualify as a large local centre with high accessibility.

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

I strongly support the proposal to include special character areas as a qualifying matter, and think it is vital for the Council to include identified special character areas as a qualifying matter. The heritage areas of Auckland, particularly Grey Lynn and Ponsonby, are special, unique, and must be protected. These areas are beautiful and they are a part of our history and are a link to our culture, heritage, and wider context. Destroying these character areas in Auckland would result in poorer outcomes for the city, with the irrevocable loss of special and important elements of the character, culture, and amenity values which make Auckland livable and enjoyable. The current restrictions on development in Grey Lynn and Ponsonby must be recognised and maintained, if not strengthened, in the Special Character Areas Overlay.

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

Tell us why

I support the residential special character areas identified, and particularly think the identification of Grey Lynn, Ponsonby, and Arch Hill as Special Character Areas with the Special Character Areas Overlay is vital. These heritage areas of Auckland are special, unique, and must be protected. These areas are beautiful and they are a part of our history and are a link to our culture, heritage, and wider context. Destroying these character areas in Auckland would result in poorer outcomes for the city, with the irrevocable loss of special and important elements of the character, culture, and amenity values which make Auckland livable and enjoyable. The current restrictions on development in Grey Lynn and Ponsonby must be recognised and maintained, if not strengthened, in the Special Character Areas Overlay.

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

Tell us why

The proposed business special character area of Ponsonby is important to preserve. Ponsonby is an example of a special and unique town centre, and must be acknowledged and preserved as such. Due to his important historic elements Ponsonby is not capable of providing the necessary infrastructure and support for the proposed level of development – such development would destroy amenity and history of a beautiful and unique part of our city. It is vital to preserve Ponsonby, and the use of the business special character area is important to achieve this.

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 constraints are a valid consideration and I believe they should constitute a qualifying matter. The strain put on neighbourhood infrastructure from this intensification demand will be significant, and the responsibilities for that will flow directly to Council. Where Council recognises there are infrastructure constraints that should act as a qualifying matter and reduce the need for intensification in that unsuitable area.

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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#5826

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: Mariette Van Ryn

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) ACC UP has already done a good job of planning for the city's population growth - the government has no business second guessing what was an extensive and considered process;

2)in terms of the city centre, the walkable catchment zone should be measure from Queen Street or nearby as that is the centre of the city and where most people who work in the city have their places of work or commute from;

3)existing and future residents currently inside the walkable catchment don't even work in the CBD and very few would walk or cycle from the outer reaches of the walkable catchment area;

4)that coupled with COVID means people are not working in the CBD with most now working outside the CBD in the suburbs;

5) upzoning within the city centre by building unaffordable accommodation is not going to solve Aucklands housing issues

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

1) in some newer town centres with good infrastructure, there is sense in THABs as they can be properly planned for

2) however in older established Auckland suburbs where the infrastructure is poor and/or the neighbourhoods are established family environments with good quality family or old homes, THAB is not necessarily appropriate

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

1) in some newer town centres with good infrastructure, there is sense in THABs as they can be properly planned for

2) however in older established Auckland suburbs where the infrastructure is poor and/or the neighbourhoods are established family neighbourhoods with good quality family or old homes, THAB is not necessarily 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

1) strongly support. There is no reason to destroy the character of Auckland city in favour of upzoning when this is not necessary or indeed not going to solve Aucklands housing issues.

2)increasingly Aucklanders don’t even work in the city centre. Covid has also seen a complete change in work habits with a rising number employees choosing to work from home.

3)most Auckland manufacturers and essential workers etc have never worked from the central city. It’s been the environment for blue collar workers.

4) Building unaffordable and unattractive apartment buildings is beyond the reach of the families who need housing.

5)Aucklands infrastructure in many of the affected areas is totally inadequate to cope with large scale development as contemplated.

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

Tell us why

1) with the exception of a few small pockets the council has struck a good balance

2) there are however areas in parts of Ponsonby, Grey Lynn, Parnell and Freeman’s Bay that warrant a Historic Heritage Extent of Place overlay

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

'1) Infrastructure is is huge problem particularly in older areas such as Ponsonby and Grey Lynn (there are others) where:

- the storm water and sewer still combine,

-the drains can’t cope with current volumes,

- they smell,

-the pipes are still clay,

-there is flooding in heavy down pours and

-the streets are so narrow and reduced to single lanes so not even a fire truck can have access.

2) it would be impossible to increase density without all the local infrastructure being addressed. The cost and disruption to neighbourhoods would be impossible.

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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#5831

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: Freemans Close Commons Committee Freemans Close Commons Committee

Name of organisation/business: Freemans Close Commons Committee

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

needs to work for old and under 8 years

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

consider a more precinct specific arrangement should be in place

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

consider a more precinct specific arrangement should be 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?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

see attached document

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

see attached document

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

Tell us why

see attached document

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

important to a healthy 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)

maintain volcanic cone protections and sightlines

Important privacy information

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Freemans Close Commons Committee Submission to the Auckland Council intensification proposals generated by the RMA housing bill. - 8 May 2022

We are a group of 30 residences within Freemans Bay. Our dwellings are 1 & 2 stories terrace, courtyard houses. Our dwellings were planned, designed and partially constructed by Auckland Council in the 10970s. They are now considered an exemplar of quality medium density housing by the Auckland University Schools of urban Design & Architecture - frequently cited by Mr Bill Mackay of that University..

This committee is set up democratically by the Freemans Close residents to represent them in matters affecting the community. As such, we wish to submit against the current further intensification proposed by Auckland Council as mandated by the NZ central government.
Our reasons for this are as follows:

1. The proposals are blanket and do not respond to the character, topography or environmental surroundings of particular areas of Auckland. This is completely in contradiction to the careful process of previous intensification as presented in the Auckland Unitary Plan. That process involved community consultation and analysis by urban designers etc.

2. The decisions regarding location of intensification have been developed by economists in Wellington and do not respond to Auckland's current layout. Whilst Wellington may have one significant centre; Auckland is more akin to a 'string of pearls' and requires thoughtful development around various transport and village hubs.

3. Infrastructure - both underground services and roading and public transport has not been developed to support the intensification proposed.

4. Wholesale removal of mature trees both on street and on private lots will be required. With climate change these trees AND MORE will be required to manage heat island and humidity matters - not less.

5. Auckland collective psyche suffered terribly after the 1980s from the wholesale disregard for many heritage and character buildings. We do not need this treatment again. Character is <u>not</u> something that belongs to one generation. Simply considering resistance to these proposals as nimbyism and serious concern for our city's depth of character is unacceptable.

6. Unlike Wellington much of Auckland's villa and bungalow stock has been renovated within strict heritage controls, so that it is now quality housing with our country's heritage and Auckland's character ready to hand on to other generations. This should not be discarded.

7. Developers are not managed or controlled well enough to be trusted to build quality living environments or create quality settlement patterns that foster healthy and thriving communities. A quick trip through Avondale and New Lynn will reveal that where Kianga Ora has developed good urban residential precinct: private developers have (almost without exception) constructed

cheap expedient developments which are designed purely for yield and profit rather than Auckland's legacy communities. The resources and laws which compel developers to build quality must be in place prior to any consideration of these additional blanket density rules. Look at the hobbled responses of AC to the private helicopter noise and livability issues currently.

8. Finally, our area already offers medium housing and has done for the past 50 years. We support the AUP intensification rules but reject in the utmost these recent proposals foisted by Central Government.

From the Freemans Bay Committee.

Miranda Wagg
Kris MacPherson
Serena Stevens
David Cooke

#5832

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: Karen Peterson

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

1200 will be difficult for most people to walk considering our hilly terrain and weather. It just won't happen.

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

Our AUP already covers this - capacity for higher density within our metropolitan centres. 800m is far too far

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

Our AUP already covers this - capacity for higher density within our metropolitan centres. 800m is far too far

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

There shouldn't be any 6 storey development around local centres if it's out of scale with the environment or covered by SCA/heritage areas.

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

We cannot continue to lose our special character and heritage buildings - this would severely damage Auckland's character and identity. The AUP already allows for 900,000 new houses - why damage Auckland's character and identity when intensification had already been planned.

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 existing SCA in Herne Bay must be included. These areas are not suitable for 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

Include all historic/SC shops/businesses between Albany and Kelmarna St. These are an integral part of the HB shopping centre (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

Our sewage and drainage infrastructure is already under pressure - more intensification will 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)

Important privacy information

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#5835

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: Keith Maddison

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:

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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?** Other

Tell us why

the 1200 m is an arbitary distance without clear definition or why it relates to increasing 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

the 800m is an arbitrary distance without clear definition nor why it relates to increased density

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

Tell us why

there are inadequate public transport to get people and around this city and ' rapid transit stops ' may well change in the future

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

Arbitrary distance which is needs closer definition as to measurement and topography.

Must make NO changes to the current Unitary Plan zone rules.

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

Too arbitrary distance . Must have NO changes to the current 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?** Other

Tell us why

'Qualifying Matters' needs to include adequate infrastructure to support increased density.

'Special Character' needs to take account of all buildings within a specific area not just residential.

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

Assessment critiera needs to be reviewed.

'Special Character' needs to include all buildings within the specific area not just residential.

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

Business and Residentials should be considered together for each specific 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

all areas that are proposed for increase density need to have consideration for the adequacy of the existing or planned infrastructure necessary for increase density. it is unrealistic to expect the individual developers will provide for the 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)

Support maintaining the integrity of the Auckland Unitary Plan. With the addition of Infrastructure and protection of adjoining public space.

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SUBMISSION ON AUCKLAND COUNCIL'S PROPOSED PLAN CHANGE

NPS – UD Increase Density in Residential Zones - April 2022. **9 May 2022**

Submission by Keith Maddison

Plan Change – Aims

1. To increase the supply of housing.
2. To provide more 'affordable' housing.

Proposed Changes to Unitary Plan

Notification of a Plan Change that will implement the Government's enactment to permit:-

- Medium Density Housing in specific areas – eg walkable catchments around centres.
- Increase density and build 3 houses on sites up to 3 storeys high in most residential zones.
- Exemptions limited – review of Overlays to current Unitary Plan

Benefits might be :-

- Less green fields development
- Less need to provide infrastructure to the greenfield areas
- Reduced demand for public transport in the outer suburbs.

Objections to Proposed Plan Change.

1. Increase of Density
   - 3 houses per site ignores size of site and locality.
   - Increases burden on the infrastructure in many cases is already overburdened and /or in need of substantial repair eg waste and storm water drainage.
   - More demand for schools , medical services etc in existing catchments.
   - More parking required on and off street.
   - Reduction of living quality eg less natural light .
   - Increase in the underlying Land Value – making house values higher not lower.
2. Multi-storey buildings
   - How and why did they select 6 storeys as acceptable solution for medium density housing – not accepted globally.
   - No consideration for the width of the street and its footpaths/berms
   - Considerable increase in cost for construction over 3 storeys
   - Who wants to live in a 6 storey house- this will also increase the average floor area per home ie more expensive housing.
   - Will buildings be permitted to subdivide into separate ownerships eg unit titles?
   - Longer design, consenting and construction time frames.
   - Are storey heights defined?
3. Planning Issues
   - How were the 'walkable catchment ' distances defined?
   - Where are the distances measured from – need clearly defined points or boundaries.

- Topography and barriers (eg motorways) to walking need consideration.
- Access around multistorey buildings required for maintenance, sunlight ,etc.
- Yard space for relaxation, drying washing, gardens,etc
- Mulitstorey and reduced space around buildings needs more public open spaces closes by.
- Height to Boundary considerations.
- Revisions to Auckland's Unitary Plan is a complex, expensive and time consuming process. Result is likely to be even more complex for compliance.

4. Qualifying Matters

   These are the 'exemptions' from the proposed new Medium Density regime and are identified as protecting 'special character' or 'public open spaces'. Special Character is further defined as being 'cultural, historic, environmental '.

   - Council's recent analysis of homes in St Marys Bay seems to be graded on some arbitrary scale – where did this come from?
   - For any area to have Special Character it should consider all types of Property in the area eg Bishops Residence and offices, St Marys College and Church, Leys Institute , Marys Café(ex fire station), Ponsonby Hotel (ex Post Office), to name but a few!
   - The elephant in the room that is totally ignored is " Infrastructure" primarily lack of adequate drainage, water supply, power, as is never mind for increased density.

<u>Summary</u>

The proposed Plan Change is a very blunt if not ineffective tool to provide homes and at lower cost.

The process that includes a review/mediation of Submission by an independent panel, who are yet to be nominated, gives little comfort that the outcomes will be sensible , effective and efficient.

#5841

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

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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?** Other

Tell us why

Refer to attached feedback memo

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

Tell us why

Refer to attached feedback memo

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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Tell us why

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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

Refer to attached feedback memo

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.

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Tell us why

Other qualifying matters

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- Local Public Views Overlay

- Auckland War Memorial Museum Viewshaft
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- Character buildings in City Centre zone and Queen Street Valley Precinct
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positiveplanning

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 sites located at 69A-69K Almorah Road, Epsom.
- Over the past decade, these properties have been subject to a staged subdivision and land use resource consent which split the original site (69 Almorah Road) into ten vacant sites, along with designating some areas of the site for reserve/open space. Some development on the individual lots has occurred, however, many of these lots still remain vacant.
- Under the Auckland Councils preliminary response to the NPS:UD and MDRS has changed the zoning for all sites, excluding 69E Almorah Road, from 'Residential – Single House Zone', to 'Two Storey Single Dwelling Residential Area'. 69E Almorah Road has been rezoned from 'Residential – Single house Zone' to 'Residential – Terrace Housing and Apartment Buildings Zone'.
- The sites under the current AUP are all located within the 'Special Character Area – Residential Overlay – Isthmus B'; however, under the preliminary response to the NPS:UD and MDRS, it appears that it proposes to remove this character overlay from the site (noted as not a qualifying matter on Council GIS).

3.0 Stance on the Preliminary Response and Rezoning

- We oppose the rezoning of 69A, B, C, D, F, G, H, J & K to 'Two Storey Single Dwelling Residential Area' and consider the 'Residential – Mixed Housing Urban Zone' or 'Residential – Terrace Housing and Apartment Buildings Zone' to be appropriate for this site.
- We support the removal of the special character area overlay for the sites located at 69A, B, C, D, E, F, G, H, J & K Almorah Road, Epsom.

4.0 Reasons for the Submission

Without denigrating our overall opposition to this proposal our reasons for opposing this are as follows:

- We oppose the rezoning of 69A, B, C, D, F, G, H, J & K to 'Two Storey Single Dwelling Residential Area' and consider this site should be rezoned to a more suitable zoning being either 'Residential – Mixed Housing Urban Zone' or 'Residential – Terrace Housing and Apartment Buildings Zone' given the surrounding area and proximity to the Newmarket Metropolitan Centre Zone, along with the proposed rezoning of the outlier site (69E Almorah Road), being rezoned to 'Residential – Terrace Housing and Apartment Buildings Zone'.
- The sites are all located within the identified 'Walkable Catchment' management layer under the preliminary response to the NPS:UD and MDRS. In addition, the NPS:UD requires sites within walkable distances to Metropolitan Centres (Newmarket) to be able to obtain development six stories or more.
- There is little reason to retain the special character area overlay over these sites as they are effectively rear sites with no street presence and contain no development on them (other than recently constructed dwellings), that would resemble any form of character, and/or contribute to the established character within the area.
- The Council have undertaken a review of the special character areas around Auckland and notably, all sites 69A-69K Almorah Road have been identified as vacant and therefore, in our view, does not contribute to the character or cohesiveness of the area.
- To conclude the above reasons, due to the proximity to Newmarket's Metropolitan Centre Zone, being within an identified walkable catchment, along with the sites predominantly being vacant with no special character contribution, it would be appropriate to remove the character overlay and change the zoning for these sites to a more intensified zoning, in line with the expectations of the NPS:UD.

5.0 Preferred Outcome

For the reasons stated in section 4.0 of this submission, we consider the following outcomes appropriate:

- The proposed rezoning for all abovementioned lots, be revised to 'Residential – Mixed Housing Urban Zone' or 'Residential – Terrace Housing and Apartment Buildings Zone', in addition with removing the character overlay.

#5846

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: Sophia Hornabrook

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?** Do not support - I think it should be further

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 Victoria Park 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 the Auckland, due to the percentage of offices, retail (High St, Lorne St etc) and the University & AUT, which are found to the east of Queen St. A more appropriate line would sit at Queen St, which is 2000metres and is just under a 30 minute walk from the intersection of Franklin Rd and Ponsonby Rd, and thus too far.

There are other more suitable sites for intensification closer to town. e.g. land between Beaumont Quarter and St Marys College, Wynyard Quarter, old City Works depot (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

Not really 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

Not really 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 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?** Support

Tell us why

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.

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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

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 1850’s. This comprised 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 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 prioritise development in other areas where existing infrastructure permits. Limited resources require existing infrastructure is put to best use.

The extremely narrow street/footpath infrastructure of upper North Freemans Bay (like Wood St) 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 with such narrow streets. Privacy issues created by apartment blocks facing each other across such narrow distances would be extreme. No provision has been made for parking and the narrow streets are already full of parked 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
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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)

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.

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#5852

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

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Name: Roderick Joyce

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

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

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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.

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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 Mary's Bay collecting all houses of Rating 6,5 & 4 as sub-ares 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.

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St Mary's Bay has significant infrastructure constraints with stormwater, wastewater and 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 capacity 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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- 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 for the former coastal cliffs inland for at least 100 metres where intensification must be avoided to mange the hazard risk.

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#5853

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

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Name: Suzanne Downs

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

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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

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Tell us why

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Name: Jeff Fearon

Name of organisation/business: Fearon Hay Architects

Your local board: Waitematā

Your feedback (all questions are optional)

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Tell us why

Intensification in proximity to centres of activity is to be supported if the proposed areas for intensification can be verified as viable, and a thorough assessment of potential areas across a number of criteria is undertaken.

If Walkable catchment is to be used as the measure to capture areas from intensification then this requires robust interrogation and careful definition.

1200m or 15min walk requires verification - it is a very broad/arbitrary measure and unsatisfactory as the primary driver for such a significant change to Auckland's built environment.

Current proposal appears to use City Centre zone rather than actual centres of activity (ie Westhaven Marina is within the city centre zone but is not a high density activity)

Aspects such as topography, safety, accessibility for aged/all need to be considered in definition of catchment. Eg: Jacobs Ladder and footbridge is not a viable pedestrian connection after nightfall.

Catchment currently indicates that people could walk from the middle of Vermont St to Victoria St/Wellesley St intersection in 15 mins. It is unlikely that a broad section of the subject population could achieve this. The return journey would require further additional time given the elevation from city to Ponsonby ridge line

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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

Intensification in proximity to town centres is to be supported.

The use of an arbitrary number/distance to define the subject area is inadequate given the degree of change to the built environment envisaged.

Replacing single house zone with the THAB zone is not the only opportunity to deliver intensification.

Detailed analysis of potential areas for intensification should be undertaken, including assessment of additional capacity within other City Fringe zones.

The business mixed use zone could deliver significant housing capacity if additional levels considered in this already intensified built environment. Potentially a minimum residential component could be considered to ensure this zone contributes to housing supply.

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

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Intensification in proximity to town centres is to be supported.

The use of an arbitrary number/distance to define the subject area is inadequate given the degree of change to the built environment envisaged.

Replacing single house zone with the THAB zone is not the only opportunity to deliver intensification.

Detailed analysis of potential areas for intensification should be undertaken, including assessment of additional capacity within other City Fringe zones.

The business mixed use zone could deliver significant housing capacity if additional levels considered in this already intensified built environment. Potentially a minimum residential component could be considered to ensure this zone contributes to housing supply.

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 a qualifying matter.

it is understood that the extent of special Character areas needs to be re-verified to meet the government directive.

The current methodology of assessing special character is however flawed and needs cross-checking and overlays with matters beyond visual appearance of individual structures from the street.

Special character should also understand issues such as:

- pattern of lot sizes and collective scale

- cohesive built form as a street-scape aside from integrity of historical built fabric

- architectural merit beyond pre-war historical typologies (eg the Claude Megson town houses in Wood St)

- historical occupation as distinct from external appearance (the original Wood residence on Elizabeth St as the homestead of the area pre-subdivision)

In order to achieve government consideration of special character we should propose alternative areas for increasing housing supply. Refer above for instensification of business mixed use zone.

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

To further verify the retention/definition of Special Character areas, analysis is required as to the viability of the existing single house/special character areas for development - how much actual yield woudl result from removal of the historical suburbs?

The existing study to identify potential areas for intensification with in the special character areas requires interrogation and significant cross analysis.

The study use one criteria only - the visual appearance fo a structure as seen form the street.

The thresholds of scoring the individual structures, arriving at a 75% or 65% benchmark and the definition of sub areas fro capturing the average scoring as contributing to special character are all measures that are arbitrary and require an understanding/verification of the basis for their use. Who is to say that 70% or 75% is the correct measure for retention? How many properties would need to adjust their score by one point to cross one of these arbitrary thresholds?

Aside from the visual/appearance aspects of identifying Special Character, an analysis of the viability of the subject properties for intensified development should be a fundamental to any proposed zone change:

1) Yield - how much actual housing supply can be achieved through development over lot sizes than can average as little 300 & 400 sq.m

2) Sustainability- what is the net effect of removing the single houses and their associated vegetation and replacing with built out medium density housing on narrow streets with compromised access to natural light and minimal vegetated area? Could the capacity of this intensification be achieved in alternative city fringe areas that are already fully built out?)

3)Accessability and Safety - Emergency vehicles already are unable to access individual properties in Freemans bay due to narrowness of streets, steepness of gradient and proximity of buildings.

4) Infrastructure - Stormwater and Wastewater are significantly challenged by the existing built environment. Intensification of the small lots within the City Fringe offer little opportunity for addressing the inadequate infrastructure above ground and will significantly increase the load on a below ground network that is not currently coping.

Refer below commentary on long term infrastructure as qualifying matter.

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

Tell us why

The Special Character Areas for business require a complete overhaul to allow intensification within these areas that can work with defining characteristics but not be limited to a typology such as the Victorian two storey commercial typology.

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

Long term significant infrastructure upgrade cost is the main opportunity to allow intensification in appropriate areas and potentially justify retention of the historical suburbs.

Medium to large commercial properties within the Business mixed use or Business-Town centre zones can be effectively developed and the infrastructure upgrades required for the property's development are primarily met by the developer.

This model is extremely unlikely to be viable with the development of the individual house sites outside these zones. Council and its ratepayers will be faced with the cost of bringing up the required access and services when this could be absorbed within intensified development in the town centre or mixed use zones.

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)

Qualifying matter: Commercial Viability

An assessment of the commercial variability of the proposed intensification areas should be a qualifying matter. While some areas may, for example, fall within a walkable catchment, appear to have a minor contribution to special character, their viability for development in the commercial market could prevent the subject property from contributing to the intensification. Ground conditions, road access, below ground infrastructure, topography/gradient, lack of access to sunlight and outlook could all contribute to establishing the subject property unsuitable for intensification.

Important privacy information

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#5866

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: Shelley Armstrong

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?** Other

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?** 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 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
- 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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#5882

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: Isaac Maunsell

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?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Any area with strong public transport options should allow for higher density. Heritage areas being so central should be developed to reduce sprawl. Time have changed, big sections are no longer feasible so close to the city centre. The environmental impact by having such density on the outskirts of the city should be avoided.

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.

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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?** 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.

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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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#5883

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: Sean molloy

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?** 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 the residents use .these include retail,entertainment facilities, new CRL 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 regarded as an unsafe environment .Other return routes from the City Centre to St Marys Bay involve steep grades ,unsuitable at night for the population 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.Neither 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?**

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 St Marys Bay is within 400 metres of the City Centre .This means St Marys 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.

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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 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

The technique should be expanded over the entire suburb of St Marys bay ,collecting all houses of Ratings 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 entire St Marys bay area has significant infrastructure constraints with stormwater ,wastewater and the overall roading network.The upgrading of the stormwater /wastewater

system (delayed) system is based on existing development capacity .Any 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 depths of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to recognize and manage the hazard risk

The small sites which dominate the streetscape in St Marys bay generally contain houses which have been extensively upgraded .There are very few vacant sites and the Terrace Housing and Apartment Building bulk and location controls are not suitable for small sites of 300sqm - 400sqm .The costs of acquiring 2 or more sites will be prohibitive and will prevent any significant intensification even in the longer term

Important privacy information

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#5888

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: Kevin Old

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 beyond a walkable distance of 1200 metres to City Centre amenities which residents use such as retail, entertainment facilities, rapid transit/public transport hubs etc..

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 most 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?** Do not support - I think it should be closer

Tell us why

St Marys Bay is beyond a walkable distance of 800 metres to City Centre amenities which residents use such as retail, entertainment facilities, rapid transit/public transport hubs etc..

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 most residents 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

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

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 comprises many historic heritage buildings that have been lovingly and expensively preserved. Special character areas should be increased as densification will impact on the special character of all of St Marys Bay.

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

Tell us why

These are essential. They should be expanded into Special-Character sub-areas clustered around heritage homes including houses rateded between 4 and 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 based on the existing development capacity. Increases in residential density will not be accommodated by current and proposed infrastructure upgrading. This will overload 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.

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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#5891

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: Shelley Groeneveld

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

Unrealistic and should be closer

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

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.

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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.

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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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#5894

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 Bentley

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

St Mays Bay is not within a walkable distance of 1200m to the City Centre given the only safe route at night is via College Hill. The business zones of lower College Hill and Freemans Bay are suitable for redevelopment and are within an 800m walkable catchment.

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

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

Keep the intensification closer to the local centres when the suburb has high heritage and character values.

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

Keep the intensification closer to the local centres when the suburb has high heritage and character values.

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 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?** 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

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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- 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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#5897

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: Jan Davies

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?** Other

Tell us why

I wish to make a submission for a specific area that is not correctly zoned.

I refer to 79-85 WILLIAMSON AVE, GREY LYNN that has been rezoned to Apartment/TownHouse. (please refer to map)

This strip of 6 character villas and bungalows

falls outside the walkability catchment from in ALL respects

a) at 1.7 km from city centre with very steep Franklin Rd/Upper Queen St obstacle AND

b) the 200m to small centre (being 450m from both ends of Williamson Ave and uphill in both directions) AND

c) more the 400m to Ponsonby Rd and uphill AND

d) more then 800m from rapid transport links of Great North Road up a steep hill.

This survey seems designed to impede ratepayers raising legitimate concerns about incorrect council zoning. Please ensure these concerns are raised with managerial personnel. Nowhere on this survey is it possible to address concerns about the above rezoning that breaks all the proposed guidelines and would have a hugely negative affect on the thousands of Grey Lynn park users now and in the future.

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

Topography is a vital consideration especially for youth, elderly and unwell people. 400m is reasonable.

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

400m is reasonable. Topography should be considered at all times for genuine walkability

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

Dependent on topography and on special character of 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?** Support

Tell us why

200ms is walkable for most 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.

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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

Please refer to map. I wish to identify an anomaly in the preliminary plan that has created a stranded block falling outside ALL identified criteria (walkability, special character, infrastructure concerns, protected greenspace concerns)

79-85 WILLIAMSON AVE, GREY LYNN are 6 villa and bungalow houses of high quality (91% of housing in this area has a rating of 5 or 6) some with special gardens that beautify the main Williamson Ave entrance to Grey Lynn park. These houses enhance the whole park and surrounding area by speaking to the special character of Grey Lynn for ALL the thousands of park uses who use that park entrance, the park, the children's pool, the playground and the skatepark facilities, all located directly behind this proposed apartment zone.

In my opinion the advantage for the elite few who could afford the boutique apartments and the developers of that small site is disproportionate to the thousands of adversely effected park users now and in the future. This zoning would create an anomaly with the surrounding area, blocking light and enjoyment for the surrounding single housing zone AND creating access issues for the many families and small children currently using the playground and only free children's pool in Auckland. I propose that any developments on this strip of land would be extremely elitist and expensive and AND unlikely to result in much more housing then if medium density zoning was implement here. The potential for ruining Grey Lynn Park and the surrounding area with huge apartments in this small delicate and beautiful character strip is real and irreversible once approved.

If the character overlay is designed to protect character I would suggest this strip is THEE most necessary area for keeping the character of the Grey Lynn Villa Vibe as it is the most highly visable, being between the two main access points for Grey Lynn Park. This is currently a highly walked and enjoyed streetscape with huge number of happy dog walkers and cyclists. I am sure there would be a very unhappy group of concerned locals wanting to protest any adverse effect to our precious greenspace if this anomaly isn't corrected. Not one local I spoke to was aware of this proposed zone changed and all thought it was inappropriate and incorrectly zoned.

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

Tell us why

The blue (qualify) and red (not qualify) overlay was not visible!

I support special character areas. I support council identifying 79-85 WILLIAMSON AVE, GREY LYNN as having special character as it consists of high quality heritage villas and bungalows with beautiful streetscapes and gardens.

In particular this small strip of interesting character housing is ESSENTIAL in maintaining the Grey Lynn Villa Vibe for the thousands of park uses per year who access the park along this streetscape through Williamson Ave and Grosnevor St. And maintaining the open air space for the children and families enjoying that highly used corner of the park containing the most precious amenities (pool,playground,skatepark and basketball court)

Apartments here will irreversibly damage Grey Lynn park for possibly no real increase in housing density. As the city density intensifies our open green space becomes very precious. Grey Lynn Park, its children's swimming pool, playground, basketball court and skatepark, and it's enjoyment for all, should not be compromised for the benefit of a few, of what would undoubtedly be multimillion dollar apartments for a very few rich people.

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

Tell us why

Overlay was not visible so can not comment.

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

With regard to 79-85 WILLIAMSON AVE, GREY LYNN. Existing infrastructure currently is very old without separated wastewater and sewerage and without costly and invasive upgrades would not support apartment/terrace housing in this location.Allowing this strip of heritage housing to be rezoned as apartments would adversely effect the infrastructure for all the surrounding properties.

Grey Lynn Park is the lowest lying area in all directions and was once an tidal inlet until filled in with rubble/rubbish to create the park. It still contains underground water ways and is the most vulnerable area for future flooding and soil instability under climate change. It would be negligent for council to allow the proposed intensification in this vulnerable location.

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)**

Grey Lynn Park should be a protected open space. Apartments will affect enjoyment for the children in the swimming pool and playground, accessability and parking for young families and general park users walking along beautiful heritage Williamson Ave between the two main park access points.

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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.

#5906

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: Katrina Hobbs

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

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

Especially Arthur & Wood Sts in Freemans Bay, there are many beautiful character homes that residents have spent a great deal of time and money preserving.

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)

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#5912

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: Kate Meyers

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?** 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?** 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?** 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)

Parliament is imposing a National Policy Statement on Urban Development on a city that has an effective Unitary Plan already in place. This is ridiculous scenario and Auckland should be exempt from the process. Auckland is well on its way to becoming a more condensed city and this would continue to be the case under the existing Unitary plan.

The current Auckland Unitary plan has been in effect since 6 November 2016. This has created certainty for Ratepayers, Homeowners and Developers and is currently working to supply Auckland with greater Medium and High Density development.

The current Building Consent statistics confirm this and show that for the first time ever, Building Consents for Townhouses and Apartments are greater than Consents for Single Houses.

The existing Auckland Unitary Plan creates certainty whilst the NPS-UD and MDRS will only create uncertainty. Auckland Council should push back against the NPS-UD imposition.

Any any attempt to ramp up new housing supply by way of increased construction will only lead to greater inflation as scarce resources are in greater demand.

Important privacy information

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#5914

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: C J Wong

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 understand why we are spending so much money on encouraging people to use public transport yet at the same time extending out 'walking catchments'? If you've been a resident of Freemans Bay (as I am) then you will know that Auckland is very rainy and it is not practical to walk back and forth from town. When it isn't bucketing down - it's super hot and humid... definitely not walkable if you are trying to go to and from work. Furthermore, if the justification is to set a boundary to increase the potential of intensification - then surely there are two other more obvious options available to council. i.e. 1. with the macro trend of suburbanisation and employers allowing their staff to work remotely, the number of businesses with offices in the city sitting below capacity should consider converting them into residential apartments as the infrastructure is already there and would bring life and more 'living' within the existing CBD. This could bring in thousands of people who are unable to purchase the kiwi dream of the white picket fence as a first home and also for those who may not wish to own the quarter acre paradise. i.e. younger generations are more mobile and city living may be more suitable for them. Secondly, there are large areas of low density building (take for example the huge car parking space in and around cityworks depot (and the decadent one storey commercial buildings there. The potential for that whole block from nelson/cook street through to wellesley is significant, as evidenced by the apartment buildings along sale street. Sorry this answer is so long. in short - I do not support the extending of the walkable distance because it is not practical for regular commuting.

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

Per my previous response [I don't understand why we are spending so much money on encouraging people to use public transport yet at the same time extending out 'walking catchments'? If you've been a resident of Freemans Bay (as I am) then you will know that Auckland is very rainy and it is not practical to walk back and forth from town. When it isn't bucketing down - it's super hot and humid... definitely not walkable if you are trying to go to and from work. Furthermore, if the justification is to set a boundary to increase the potential of intensification - then surely there are two other more obvious options available to council. i.e. 1. with the macro trend of suburbanisation and employers allowing their staff to work remotely, the number of businesses with offices in the city sitting below capacity should consider converting them into residential apartments as the infrastructure is already there and would bring life and more 'living' within the existing CBD. This could bring in thousands of people who are unable to purchase the kiwi dream of the white picket fence as a first home and also for those who may not wish to own the quarter acre paradise. i.e. younger generations are more mobile and city living may be more suitable for them. Secondly, there are large areas of low density building (take for example the huge car parking space in and around cityworks depot (and the decadent one storey commercial buildings there. The potential for that whole block from nelson/cook street through to wellesley is significant, as evidenced by the apartment buildings along sale street. Sorry this

answer is so long. in short - I do not support the extending of the walkable distance because it is not practical for regular commuting.]

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

Tell us why

I really don't understand this statement sorry... I can only think of the link bus stops and they are dotted around the route. If you are proposing 800m from each bus stop - does this not cover the whole of the Link route - therefore negating the distance from CBD measure? I can't support what I can't make sense of sorry!

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

I strongly believe you should first look at capacity within the city - see my first response about under utilised areas of land and buildings within the CBD.

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

Same answer as previous thanks. [I strongly believe you should first look at capacity within the city - see my first response about under utilised areas of land and buildings within the CBD.]

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

Living on Franklin Road I believe that the whole street apart from the business part down the end should be considered special character. If you've lived in AKL and participated in the Franklin Road Christmas lights - it is a very special event lasting nearly a month every year (apart from covid years) - that anyone can enjoy. A big part of that enjoyment is to look at the houses and experience the character of Freemans Bay - not just the lights. Therefore I disagree with the assessment that the northern part of franklin road is not special character. What an eyesore it would be to have buildings with up to six stories on this road not to mention the pressure on the infrastructure.

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 special character areas that split a small street are wrong. Franklin road is divided into two which is weird. Freemans Bay suburb has a great historical value (refer The Urban Village book (Carlyon & Morrow) - perhaps if council could educate the public on the historical significance of suburb like Freemans Bay then more people would understand how Auckland came to be what it is today... and we wouldn't be considering turning special areas like this one into what could more suitably be achieved within the changing demographics and uses of the actual CBD? In my opinion. thanks

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

Please refer to my previous response. I believe an area in a suburb as small as Freemans Bay means that the suburb should be special character, not just bits of it. Speaking just for myself on Franklin Road - this street should be considered one whole street - not just half an important street.

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

Ponsonby, Freemans Bay and St Marys Bay are historical areas that have a special vibe and part of this is due to the retention of the architecture, the institutions and the people who live here and appreciate the look and feel of the place. My villa is from the 1910's and I try to ensure that the upkeep and frontage is in line with what would be expected of the area.

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 count myself so fortunate to live in one of the leafiest streets in Auckland - in fact it is known for the trees (Franklin Road). While there are obvious downsides to our properties from the tree roots for instance, we put up with it for the visual and environmental relief of the CBD and that so many commuters get to enjoy it as well. Forcing intensification into this area would be detrimental to the trees and cost so much more maintenance in places like Victoria Park.

I'm not sure if my feedback will be taken seriously, however I do ask that there is further thought to how AKL can take an opportunity to look at the capacity release from corporates requiring less office space, international students not coming back to NZ (unfortunately) and better use of big spacious ares currently for ground level carparks that could be your '6 story' aspiration where people could walk easily from CBD block to CBD block, rather than stretching the boundaries of the CBD.

thanks for you time, and hopefully, your serious consideration.

Important privacy information

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#5917

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 Acres

Name of organisation/business: Vector 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?** Other

Tell us why

Vector Ltd. takes a neutral position on the extent of residential density proposed in response to the NPSUD and MDRS, provided any increase in density and associated built form appropriately considers the presence of Vector's overhead and ground mounted network assets and associated safe clearance requirements.

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

Tell us why

Vector Ltd. takes a neutral position on the extent of residential density proposed in response to the NPSUD and MDRS, provided any increase in density and associated built form appropriately considers the presence of Vector's overhead and ground mounted network assets and associated safe clearance requirements.

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

Tell us why

Vector Ltd. takes a neutral position on the extent of residential density proposed in response to the NPSUD and MDRS, provided any increase in density and associated built form appropriately considers the presence of Vector's overhead and ground mounted network assets and associated safe clearance requirements.

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

Vector Ltd. takes a neutral position on the extent of residential density proposed in response to the NPSUD and MDRS, provided any increase in density and associated built form appropriately considers the presence of Vector's overhead and ground mounted network assets and associated safe clearance requirements.

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

Vector Ltd. takes a neutral position on the extent of residential density proposed in response to the NPSUD and MDRS, provided any increase in density and associated built form appropriately considers the presence of Vector's overhead and ground mounted network assets and associated safe clearance requirements.

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

Vector Ltd. takes a neutral position on the extent of residential density proposed in response to the NPSUD and MDRS, provided any increase in density and associated built form appropriately considers the presence of Vector's overhead and ground mounted network assets and associated safe clearance requirements.

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

Tell us why

Vector Ltd. takes a neutral position on the extent of residential density proposed in response to the NPSUD and MDRS, provided any increase in density and associated built form appropriately considers the presence of Vector's overhead and ground mounted network assets and associated safe clearance requirements.

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

Tell us why

Vector Ltd. takes a neutral position on the extent of residential density proposed in response to the NPSUD and MDRS, provided any increase in density and associated built form appropriately considers the presence of Vector's overhead and ground mounted network assets and associated safe clearance requirements.

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

Vector Ltd. takes a neutral position on the extent of residential density proposed in response to the NPSUD and MDRS, provided any increase in density and associated built form appropriately considers the presence of Vector's overhead and ground mounted network assets and associated safe clearance requirements.

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)**

Vector requests that an appropriate qualifying matter is included to recognise existing overhead and ground-mounted network assets and the safe clearances required between these assets and new development. This is required to ensure that the development enabled by the NPSUD and MDRS is safe and efficient and does not place Auckland residents at undue risk from coming into

contact with the electricity distribution network. A letter to this effect is attached to this submission and a supplementary paper will follow shortly.

Important privacy information

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+64 9 978 7788 / vector.co.nz

9 May 2022

Via the AK Have Your Say website

Eryn Shields
Plans and Places
Auckland Council

Dear Eryn

Electricity Distribution Qualifying Matters – National Policy Statement on Urban Development 2020 & Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021

This letter provides an overview of Vector's concerns about the risks to the ongoing safe operation of the Auckland electricity distribution network presented by both the existing development standards under the Auckland Unitary Plan (AUP) and the new residential standards enabled by the National Policy Statement on Urban Development 2020 (NPSUD) and the Medium Density Residential Standards (MDRS) of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.

Vector owns and operates the distribution network that delivers electricity to Aucklanders, with 19,000 km of underground cables and overhead cables (4,754 km of which are urban overhead lines) and more than 22,000 transformers. The network is necessarily located everywhere electricity connections are required, commonly in the road corridor.

Electricity distribution is regulated by the Commerce Commission and governed by the Electricity Act 1992, which is "*designed to protect the health and safety of members of the public in connection to electricity and provide for the regulation, supply, and use of electricity in New Zealand*"[1]. The proximity of lines and other conductive equipment to people and buildings in urban areas means that extra care is required to protect against serious injury or loss of life.

The New Zealand Electrical Code of Practice (ECP34) is a regulation under the Electricity Act that prescribes minimum approach distances for all electricity infrastructure, distances that apply to all development activity including the operation of machinery, scaffolding and permanent buildings. The reduced boundary setbacks and increased heights of built form in urban Auckland enabled by the Auckland Unitary Plan frequently infringe these minimum distances. The increase in urban density enabled by the NPSUD and MDRS will, absent other controls, further increase the rate of non-compliance and the electrical risk to Auckland residents.

[1] https://www.worksafe.govt.nz/laws-and-regulations/acts/electricity-act-1992/#:~:text=The%20Electricity%20act%20is%20designed,of%20electricity%20in%20New%20Zealand.

Vector's overhead electricity distribution network is primarily located in the road corridor, so the closer buildings are to the front boundary the greater the potential for uncontrolled contact by construction equipment, scaffolding, and residents using windows and balconies. Clearance risks also exist along side and rear boundaries where electricity lines cross private property.

There is currently no AUP standard requiring minimum separation distances between buildings and the distribution network. This means that potential breaches of ECP34 are often not identified at the planning stage when the risk can be avoided or mitigated with appropriate controls. This results in unsafe clearances during construction activity and once the building is occupied. ECP34 infringement is significantly more costly and inefficient to resolve once development has occurred.

A qualifying matter for distribution assets is required to both ensure safe operation of the electricity distribution network and avoid significant potential residential development inefficiencies created where buildings are located too close to overhead power lines and other assets. This would best be achieved by a permitted standard in the AUP that requires minimum infrastructure setbacks to be demonstrated where works are proposed near to distribution network assets.

As agreed in earlier correspondence, a supplementary discussion paper and invitation to engage with Vector on this matter will be provided to Auckland Council shortly.

We look forward to working with you to ensure the safety of Aucklanders working and living near our network as Auckland continues to grow.

Yours sincerely

Anthony Acres
Resource Management and Planning Lead

#5918

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: Simon Gray

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 do not believe that the population should be forced to live without cars. Cars are an essential part of life in NZ with a very poor public transport system and a culture of spent outside of cities and urban areas (e.g. holidays at baches). Auckland Transport's proposal to eliminate parking for certain residents is inequitable and impractical.

Specifically with respect to the plan, 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. 1200m is arbitrary in the context and does not consider these other factors.

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

800m is better than 1200m, particularly since in many instances these metropolitan areas are a bigger source of employment. However, efficacy depends on a range of other factors - crime statistics, amenities, gradient, population demographics to name a few.

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 efficacy of this arbitrary distance depends on a range of other factors - crime statistics, amenities, gradient, population demographics to name a few.

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

This distance is arbitrary without consideration of existing physical features or limitations. For example, there could be infrastructure constraints (e.g. waste/stormwater, sewerage), narrow roads, a lack of relevant amenities (e.g. schools, public parks) or natural features (e.g. water or cliffs) which mean that this is impractical. Detailed consideration of individual towns needs to be considered. I do not want to constrain NZers to a future of poorly planned infill housing with a lack of natural light and/or which is inaccessible to local amenities - this will not lead to greater wellbeing.

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

This distance is arbitrary without consideration of existing physical features or limitations. For example, there could be infrastructure constraints (e.g. waste/stormwater, sewerage), narrow roads, a lack of relevant amenities (e.g. schools, public parks) or natural features (e.g. water or cliffs) which mean that this is impractical. Detailed consideration of individual towns needs to be considered. I do not want to constrain NZers to a future of poorly planned infill housing with a lack of natural light and/or which is inaccessible to local amenities - this will not lead to greater wellbeing.

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

Auckland is characterised by its heritage. We protect the beautiful Waitemata, Hauraki Gulf and the Waitakeres. The natural beaches are spectacular. And our streets lined with the homes constructed by our great-great grandparents, and great-grandparents are equally worthy of our protection as the council has sought to do for decades. Those pockets of the city where the heritage has been lost are looked upon with, at best, disappointment, or at worst, shame. We have a history precisely because we protect it, and once it is gone (even if by an unsympathetic renovation of single home in a character street) it is lost forever. Please do not let this happen again!

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.

In support, I have included a newspaper article from approx. 30 years ago which details the history of my home.

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 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

We already have in NZ an infrastructure deficit in the hundreds of billions of dollars. We need to spend over $30b per annum in each of the next 30 years to address this deficit. This estimate is likely to be on the low side given the impact of global warming, the need to transition to new technologies and new sites, and the impact of population growth. We must plan to allocate infrastructure spending in a way that most efficiently addresses this need, rather than in a way that increases the deficit.

Specifically, 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. The foregoing also ignores the impact of the residential density on social infrastructure - the need for more local schools, safe walking paths, public recreational facilities and medical facilities for example.

We must address infrastructure constraints as a consideration in determining areas of 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)

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.

St Mary's Bay also boasts incredibly special views of the harbour bridge, Waitemata harbour, North Shore, Hauraki Gulf islands and even the Coromandel. Intensification must be avoided to retain this valuable public asset.

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REAL ESTATE

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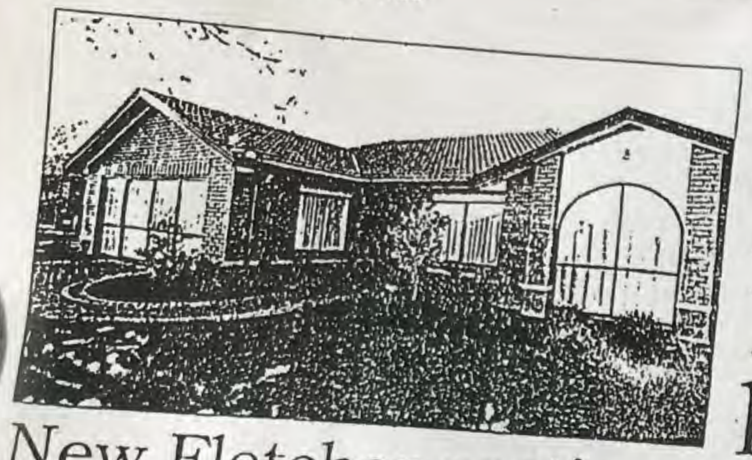

New Fletcher sections

FLETCHER Homes is about to release the last 37 sections at its Burswood sub-division in eastern Auckland, and has opened a new show home (above).

About 300 home and section packages have been sold at Burswood, close to Howick and Pakuranga, in the past five years.

The sections back on to an estuary and have established shrubs and trees. The new show home is fully-furnished three-bedroom brick house — at 113 Burswood Dr. It is one of a selection of designs which range from $283,000.

It is for sale for $399,000, including the furniture, furnishings, whiteware, the chandelier and even the towels.

Survey shows dip in mortgage rates

A survey of mortgage interest rates by the Real Estate Institute shows most lending institutions lowering their longer-term fixed rates in the past month, but floating rates have remained static.

Floating interest rates on offer by last Thursday ranged from 10.85 per cent to 11.5 per cent.

Fixed interest rates ranged tween 9.5 and 10.5 for six nths; 9.95 and 10.75 for a r and 9.75 to 10.50 for three rs.

ifteen of the 28 surveyed were offering one-year capped loans for between 9.95 and 11.5 per cent.

The institute president, Mr Colin Brown, says competition in the mortgage market intensified since last month, with several lenders making special offers, like cash draws.

"Clearly, with so many lowering their longer fixed-term rates, home owners could expect some relief from the current high floating rates once current uncertainties over the outcome of the general election have been resolved," he said.

Sailor haunts 1906 house

THE first owner of an Auckland house with its distinctive turret in the roof, now for sale, was interned during the First World War. He was wrongly, his descendants say, suspected of being an enemy.

The house in Percival Pde, St Marys Bay, was built in 1906 for Captain Albert Alfred Jonas. He called it Launceston House, and it is known locally as the Harbourmaster's house.

Such turrets, with their view, were known as "widow's walks". Wives of seafarers went up to see if their husbands were sailing into port. This one has a steep companionway, like a ship's, leading to a ceiling trapdoor. The stair has a brass handrail which probably came from one of his scows.

Captain Jonas was born in Austria in the 1860s and arrived in Auckland in 1881. The First World War started in 1914, leading to his internment as a German, on Soames Island in Wellington harbour.

But he was not interned until May 1918. He continued to skipper the coastal scow, the Vesper, until late in 1917.

At that time, he inadvertently sailed from Tauranga when a halt to shipping had been ordered, after a group of Germans escaped from internment on Motuihe Island in the Hauraki Gulf. They were led by Count von Luckner, whose raider went aground near Fiji. He was captured there and sent to New Zealand. Von Luckner's crew boarded a sailing scow, the Moa, near Coromandel Peninsula and headed north. They were recaptured off the Kermadec Islands and were returned to the island until the end of 1918.

Captain Jonas was suspected of having a hand in the German's bid for freedom — because he was at sea in the area at the time. This suspicion was held despite one of his sons serving in the British merchant marine at the time and subsequently being killed.

The house has a bit of history, too, for 85-year-old Mr Jack McLeay of Westmere, who has just revisited the home he moved out of 60 years ago.

The McLeay family had rented the house from 1927. As a teenager he would take up a mattress to the turret during the summers, enjoying the breeze and the panoramic views of harbour and city. Jack married in 1936, and his parents bought it in 1946.

He and his brother sold the house 20 years ago for $9000. "I think we sold a bit early," he said wryly. It was just before the bay became more popular for inner-city living which made prices soar. The reserve for auction next month has not been revealed, but more than $500,000 could reasonably be anticipated.

The three-bedroom house is 130 sq m and on a 445 sq m section. There has been little renovation over the years so the interior is in near-original condition.

At the rear, a conservatory and a grapevine-covered pergola have access to paved areas and garden.

Bay Realty (Craig Stanton) takes it to auction on November 9.

CAPTAIN'S LOOKOUT: The turret on this St Marys Bay house was built to give the captain who owned it a view of incoming ships.

#5923

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: Jessie Joyce

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 further

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 Mary's Bay collecting all houses of Rating 6,5 & 4 as sub-ares 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 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 capacity 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 for the former coastal cliffs inland for at least 100 metres where intensification must be avoided to mange the hazard risk.

Important privacy information

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#5934

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: Carole Davies

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

800 ms is maximum

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

400 ms for walkabilty

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

400 ms allows for elderly and others

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

200ms

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?** Other

Tell us why

This red and blue overlay doesn't show up

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

Tell us why

See above [This red and blue overlay doesn't show up]

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 am concerned about a rezoning of 79-85 Williamson Ave from single house to apartments. Current infrastructure (unseparated waster water and sewerage) is over 100 years old and can't support this.

Parking and safety for families using the children's pool and playground will be affected. The park should be protected as an open green space for all for now and into the future and apartments along this small strip with very negatively affect all users accessing the park from Williamson and Grosnevor wrecking this heritage area for gain mostly by get rich developers and the super rich who will buy Grey Lynn's green space and block the light for all the park users and kiddies in the swimming pool from from their lofty apartment palaces.

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)

Protect Auckland's green spaces from oversized and out of place apartments.

79-85 Williamson rezoning to apartments could ruin Grey Lynn park for locals and visitors alike.

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#5938

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 Peel

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

Auckland is not a walkable city for many people, you may not have noticed but it has hills steep hill old disabled etc. Auckland is becoming an unsafe city in many areas at certain time

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

Tell us why

As above [Auckland is not a walkable city for many people, you may not have noticed but it has hills steep hill old disabled etc. Auckland is becoming an unsafe city in many areas at certain time]

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

Tell us why

We don't have RAPID transport and probably never will have on 100 yr old narrow Gauge railway servicing minimsl communities I grew up in lovely communities in Otahuhu worked at the local freezing works a community of it own.

When I married I moved to Posonby 35 yes ago we have Community albeit councils rule have driven out some lovely people and cultures.

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

Absolutely not we don't have the maturity for that type of living it will not build community people on the sixth floor will not socialise with many locally I have friends in apartments mostly they don't talk socislise with anyone in the block but nod

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

Tell central Government to stick their orders, you cannot order communities, they evolve and once evolved leave them alone to grow and be safe

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.

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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)

Ponsonby and Herne Bay ridges need protection.the current two high rise apartment blocks are an eyesore

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#5941

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: Dawn Bertasius

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 1200m or a 15 minute walk to the CBD fringe. The western city fringe is very far away from most businesses, retail, shops, main transport hubs, entertainment businesses etc in the CBD. From the CBD fringe it takes another 15-20mins to walk into Queen St to reach these. At night-time Jacobs Ladder is far too dangerous route to walk, with a murder and many life threating situations have taken place in the past. I would not walk past Victoria Park for the reason, it is unsafe at night. Jacobs Ladder stairs has a lift which most times is out of order. There are many people with disabilities, and they cannot take Jacobs ladder and the condition of the footpaths are so poor in St Marys Bay including College Hill. With many exposed tree roots which constantly reappear, broken paths which don't ever seem to get repaired. Walkers whether disabled or not also have to share with e-scooters which is very dangerous trying to navigate.

I live in Melford Street so have several hills to walk before I even get on to College Hill. College Hill has a very steep gradient. I am a regular walker, and it takes me 19 minutes from my home to get to the CBD fringe, then I need to add another 17 minutes to Queen St. Coming home up College Hill to St Marys Bay is another 5 minutes because of the steep gradient. In total 41 minutes is too long one way and not acceptable. This distance is too great.

There are no other walkable routes from St Marys Bay.

Buses when not in covid times during peak hours are at most times full by the time they pickup at Jervois/Three Lamps so will not stop. I have 2 uni students and a worker in Queen who will confirm.

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

Tell us why

Average age last consensus 2018 medium age 44.6 for the area which means we have a large aging population needing public transport.

Our closest Busway and Train is Britomart. Certainly too far to walk to connect to the rest of Ak for any resident. They state you can walk 800m to busway and trains - we are too far away. We don't fit in either category of 1200m or 800m

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

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.

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. Think the 75% is wrong it should be 66%

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 are narrow with barely adequate off-road parking and on-street parking at present. Emergency services, refuse services are constantly having major difficulties navigating these tight streets to access properties. Densification would only exacerbate an already significant shortcoming in the key infrastructure of St Marys Bay

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.

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 do not think proposed intensification would provide "affordable housing". How could this take place given the very expensive land prices for what are mostly small lots in St Marys Bay.

Over the last 30 years St Mary's Bay has been protected by a character overlay. Every resource and building consent has been examined by the councils heritage team. One of the criteria has been to maintain the street scape qualities and cohesiveness of houses. Under the 1 to 6 rating the council are now saying that designs previously accepted by the heritage team, once deemed to maintain the street scape qualities and cohesiveness of the house, now score a 3 or 4 and do not qualify as special character. I believe houses that have had plans accepted by the councils heritage team should be ranked at 5 or 6 on the special character scale.

The majority of houses in St Mary' s Bay have been brought up to the latest building standards. There is a house on St Mary's Road which has been given a 6 which is derelict , while other houses which have had plans approved by the council's heritage team only score a 4.

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#5943

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: Mike Osborne

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 support the intensification of H1 areas with 6 story buildings or the demolition/removal character buildings. They are a part of each areas heritage

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 support the intensification of H1 areas with 6 story buildings or the demolition/removal character buildings. They are a part of each areas heritage

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 support the intensification of H1 areas with 6 story buildings or the demolition/removal character buildings. They are a part of each areas heritage

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

I don't support the intensification of H1 areas with 6 story buildings or the demolition/removal character buildings. They are a part of each areas heritage

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

I don't support the intensification of H1 areas with 6 story buildings or the demolition/removal character buildings. They are a part of each areas heritage

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

I don't support the intensification of H1 areas with 6 story buildings or the demolition/removal character buildings. They are a part of each areas heritages

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

I don't support the intensification of H1 areas with 6 story buildings or the demolition/removal character buildings. They are a part of each areas heritage

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

I don't support the intensification of H1 areas with 6 story buildings or the demolition/removal character buildings. They are a part of each areas heritage

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 increases the impact of the current problems such as storm water and sewage overflow which has been an issue for over 30 years

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)

Do not agree with any of the above, this is reverting back to the 80's where Council allowed heritage buildings to be demolished by developers who replaced them with leaky buildings and walked away with their pockets full and the public having to pay for the remediation

Important privacy information

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#5946

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: Darryl Gregory

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

In Auckland's case the edge as currently defined is false and inappropriate and fails to take into account: 1, the size of the CBD, for instance it is another 15 minute walk from the western edge of what the plan calls the CBD (Beaumont St) to Queen St or 30 minutes to the university, or @, the topography both of the CBD and the surrounding areas, the same applies on the eastern side.

There are also far more suitable areas for intensification with closer proximity to the CBD that should be specifically addressed and thatwould produce results without destroying quality homes.

Lastly, the proposed areas lack the required infrastructure.

The future of the CBD is questionable with the changing working habits of Aucklanders. For insatnce theCBD is dead due the effect ofcovid and the horrendous "enhancements" inflicted on Queen St, and the difficulty of getting in and out of the CBD.

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

again the definition is vague and questionable. There is no infrastructure to cater for the proposed number of inhabitants.

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

Auckland does not need this type of high rise living, the rapid transit system will be pointless and go nowhere useful. The CBD is dying , people are working diffeently, and if you are refering to the proposed light rail to the airport, it won't go ahead or will be a white elephant. Auckland's population will always be tooo small and Aucklanders activities and movements are too varied for a rapid transit to ever be successful.

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

very Aucklanders work near where they live and having higher density around town centres is notgoing change tthat. It will just cause congestion, low quality accomodation, and probably further social problems 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 closer

Tell us why

it will just add to poor quality accommodation and social problems.

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 Unitary Plan whilenot ideal was at least given proper consideration and is likely to produce psotive outcomes. The NPS has not been properly considered and is likely to produce very poor outcomes. The areas are not suitable for intensification due to the narrow streets and lack of infrastructure. The size of the most of the lots in the historic areas are too small for intense development.

the classification of houses appears to be random and applied in a broad brush fashion based on some sort of averaging.

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 someone who has lived in the Ponsonby area for 35 years i am familiar with all of the streets in the wider Ponsonby area and there are many more streets that should be excluded. To me it looks like the ratings to houses and streets have been predetermined to fit with the policy plan rather upon the proper consideration of individual houses and streets. There are many additional areas that should be included for historic reasons and to avoid the destruction of the 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

Whilst the destruction of the character of Ponsonby Rd has already begun, it should not be allowed to continue. The old buildings on Ponsonby are some of the best in Auckland and thir destruction will be a huge loss to AUCKLAND. Once they are gone they are gone.

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

obviously this needs to be taken into account or you are just creating another set of problems. Ponsonby, Freemans Bay,St Marys Bay have very poor services, they do not cope at present to think they will be able to handle high density is a joke. The streets are very narrow, they are clogged with parked cars, the cars will not go away, there will be more, the drains already smell and do not handle the existing demand.

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)

intensification will take away the a existing green areas which will make central Auckland even less hospitable . I thought we were supposed to be creating more green spaces not less.

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#5957

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 Gray

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

Auckland Transport's proposal to eliminate parking for certain residents is inequitable and impractical. Specifically with respect to the plan, 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. 1200m is arbitrary in the context and does not consider these other factors.

A walkable catchment of the CBD in particular should be considered against changes in work environments with many workplaces implementing hybrid working environments. Consideration also needs to be made for the Auckland population which consists of many entrepreneurs and people who do not work in the CBD.

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

800m is better than 1200m, particularly since in many instances these metropolitan areas are a bigger source of employment. However, efficacy depends on a range of other factors - crime statistics, amenities, gradient, population demographics to name a few.

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 efficacy of this arbitrary distance depends on a range of other factors - crime statistics, amenities, gradient, population demographics to name a few. 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

This distance is arbitrary without consideration of existing physical features or limitations. For example, there could be infrastructure constraints (e.g. waste/stormwater, sewerage), narrow roads, a lack of relevant amenities (e.g. schools, public parks) or natural features (e.g. water or cliffs) which mean that this is impractical. Detailed consideration of individual towns needs to be considered. I do not want to constrain NZers to a future of poorly planned infill housing with a lack of natural light and/or which is inaccessible to local amenities - this will not lead to greater wellbeing.

There is a risk of applying blanket zoning for terrace house and apartments to a large area will severely diminish the appeal of the area meaning no one will want to live there and it becomes housing of last resort, similar to how the Auckland CBD residential options appear to be today.

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

This distance is arbitrary without consideration of existing physical features or limitations. For example, there could be infrastructure constraints (e.g. waste/stormwater, sewerage), narrow roads, a lack of relevant amenities (e.g. schools, public parks) or natural features (e.g. water or cliffs) which mean that this is impractical. Detailed consideration of individual towns needs to be considered. I do not want to constrain NZers to a future of poorly planned infill housing with a lack of natural light and/or which is inaccessible to local amenities - this will not lead to greater wellbeing.

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

Auckland is characterised by its heritage. We protect the beautiful Waitemata, Hauraki Gulf and the Waitakeres. The natural beaches are spectacular. And our streets lined with the homes constructed by our great-great grandparents, and great-grandparents are equally worthy of our protection as the council has sought to do for decades. Those pockets of the city where the heritage has been lost are looked upon with, at best, disappointment, or at worst, shame. We have a history precisely because we protect it, and once it is gone (even if by an unsympathetic renovation of single home in a character street) it is lost forever. Please do not let this happen again! 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. In support, I have included a newspaper article from approx. 30 years ago which details the history of my home.

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 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

We already have in NZ an infrastructure deficit in the hundreds of billions of dollars. We need to spend over $30b per annum in each of the next 30 years to address this deficit. This estimate is likely to be on the low side given the impact of global warming, the need to transition to new technologies and new sites, and the impact of population growth. We must plan to allocate infrastructure spending in a way that most efficiently addresses this need, rather than in a way that increases the deficit. Specifically, 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. The foregoing also ignores the impact of the residential density on social infrastructure - the need for more local schools, safe walking paths, public recreational facilities

and medical facilities for example. We must address infrastructure constraints as a consideration in determining areas of 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)

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. St Mary's Bay also boasts incredibly special views of the harbour bridge, Waitemata harbour, North Shore, Hauraki Gulf islands and even the Coromandel. Intensification must be avoided to retain this valuable public asset.

Important privacy information

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#5961

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: Lukas Adam

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 happily walk 4km into the city centre from Grey Lynn, and would probably do it more often if conditions for walking were better. Busy arterials and the motorway junction are unpleasant and unsafe to cross.

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 all 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.

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?** Do not support - I think it should be further

Tell us why

I would be willing to walk over hot coals to get to a fast, frequent, reliable public transport connection.

Walkable catchments should be 1600 metres (20 minutes) for Rapid Transit Stops in the isthmus, and 800 metres (10 minutes) elsewhere.

The definition of Rapid Transit in implementing the NPS-UD should include high bus priority areas.

In Auckland, people are often willing to walk further than 10 minutes for rapid transit. Auckland Council research (Wilson, 2013) shows that many rapid transit stops have a walkable catchment larger than 800 metres, and that walking is often the dominant mode up to around 2000 metres. There have been many network improvements since 2013 which will only incentivise walking more.

Furthermore, increased walkable catchments better reflects the cycling and feeder bus catchments of isthmus stations.

Special Character Area overlays should not compromise the development potential of the Walkable Catchments of the rapid transit stops - this is crucial to enabling More Homes in the Right Places and climate-responsive development.

The Business - Mixed Use Zone should be used instead of a Terrace Housing and Apartment Buildings zone, in the first 200 metres of the Walkable Catchment of Rapid Transit stops.

This will support:

The creation of new centres, at stops which aren’t already in Town Centres, and in highly accessible locations on our public transport network;

The development of 15-minute neighbourhoods centred around the rapid transit stop, enabling residents to access daily needs by walking, cycling and micro-mobility and to live lower carbon lifestyles.

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.

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 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.

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.

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

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 think there are areas that should not be identified as 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.

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.