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 4 (2561-3148)

Sub #	First name	Last name	Organisation name	Local board	Volume
2561	Sarah	Kerr		Waitematā	4
2564	Tim	Dixon		Waitematā	4
2567	John	Oyagawa		Waitematā	4
2569	Wayne	Thompson		Waitematā	4
2573	Leroy	Beckett		Waitematā	4
2586	Margo	Hudson		Waitematā	4
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2589	Sunita	Azariah		Waitematā	4
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2594	David	Savidan		Waitematā	4
2600	marc	mckenzier		Waitematā	4
2606	Jennifer	Ward		Waitematā	4
2607	Louise	Malone		Waitematā	4
2609	julia	winterbottom		Waitematā	4
2611	Matt	Hunter		Waitematā	4
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2625	Amy	Tommas		Waitematā	4
2643	Jamie	Hudson		Waitematā	4
2656	Sutty	Sutcliffe		Waitematā	4
2667	Nicole	Pangari		Waitematā	4
2668	Tom	Young		Waitematā	4
2674	Sara	Hardie		Waitematā	4
2678	Richard	Neame		Waitematā	4
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2682	Jeff	Tuffey		Waitematā	4
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2702	George	Brooker		Waitematā	4
2710	Anna	Woodroffe		Waitematā	4
2716	Andrew	Cashmore		Waitematā	4
2719	Shelagh	Coop		Waitematā	4
2723	Bronwen	Klippel		Waitematā	4
2726	Andre	Bodde		Waitematā	4
2737	Ray Rui wen	Qiu		Waitematā	4
2741	Chris	Abel		Waitematā	4
2746	Paul	Izzard		Waitematā	4
2748	Elizabeth	Westbrooke		Waitematā	4
2751	John	Woods		Waitematā	4
2755	Michelle	Deery		Waitematā	4
2758	Lou	Adam		Waitematā	4
2759	liliya	gorbachova		Waitematā	4
2760	Dominique	Bonn		Waitematā	4
2767	Caitlin	Daniel		Waitematā	4
2770	Amoze	Bonn		Waitematā	4
2774	Robert	Butler		Waitematā	4
2775	Penelope	Hansen		Waitematā	4
2776	William	Gibson		Waitematā	4
2780	Sharon	Stayt		Waitematā	4
2783	Ida	Dowling		Waitematā	4
2784	Irene	Bonn		Waitematā	4
2787	Gaynor	Steel		Waitematā	4
2792	Oscar	Fransman		Waitematā	4
2797	Deborah	Cox		Waitematā	4
2798	Desley	Allman		Waitematā	4
2799	David	King		Waitematā	4
2804	Anna	McDermott		Waitematā	4
2819	Paul	Jancys		Waitematā	4
2822	Marc	Michel		Waitematā	4
2823	Richard	Ashurst		Waitematā	4
2827	Ken	Mulcock		Waitematā	4
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2833	Ben	McCarthny		Waitematā	4
2835	Gregory	Anderson		Waitematā	4
2851	Kim	Sumner		Waitematā	4
2853	Russell and Janet	Hughes		Waitematā	4
2859	Rosemary	Wall		Waitematā	4
2866	Philippa	Thompson		Waitematā	4
2872	Robert	Falvey		Waitematā	4
2874	Mark	Oakley		Waitematā	4
2876	Annemarie	Hay		Waitematā	4
2877	Alain	Bourgogne		Waitematā	4
2888	Philip	Mansell		Waitematā	4
2890	Sarah	Shoebridge		Waitematā	4
2892	Donald	Gendall		Waitematā	4
2905	Bridget	Menzies		Waitematā	4
2915	Sarah	Wesley		Waitematā	4
2940	Elizabeth	Bourke		Waitematā	4
2945	Ronald	Watson		Waitematā	4
2953	Peter	Treacy		Waitematā	4
2956	Cheuk Suen	Lau		Waitematā	4
2957	Victoria	Carpenter		Waitematā	4
2963	Kenneth	Wong		Waitematā	4
2979	Amy	Norman		Waitematā	4
2989	Stuart	Thompson		Waitematā	4
2992	David	Punter		Waitematā	4

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2997	Chris	Ross		Waitematā	4
3009	Andrew	Comber		Waitematā	4
3010	Glenn	Elliott		Waitematā	4
3036	Michael	McFadden		Waitematā	4
3037	Erin	Parker		Waitematā	4
3038	Mark	Jenkins		Waitematā	4
3041	Kaarina	Parker		Waitematā	4
3042	John	Parker		Waitematā	4
3049	richard	Sigley		Waitematā	4
3063	Brett	Hellier		Waitematā	4
3064	Eva	Nash		Waitematā	4
3065	Trisha	Toan		Waitematā	4
3066	Lynette	Smart		Waitematā	4
3069	Susan	Young		Waitematā	4
3072	Tim	Duhamel		Waitematā	4
3074	Jillian	Gendall		Waitematā	4
3075	Shelley	Smith		Waitematā	4
3081	Peter	Brook		Waitematā	4
3083	Rcik	Vine		Waitematā	4
3086	Erica	Hellier		Waitematā	4
3091	Jennifer	Keymer		Waitematā	4
3106	Raeburn	Glanfield		Waitematā	4
3115	Kerry	Gunn		Waitematā	4
3122	Melanie	Abernethy		Waitematā	4
3123	Garry	Downs		Waitematā	4
3127	Mark	Henderson		Waitematā	4
3133	Darrin	Johannink	JL Trust	Waitematā	4
3135	Anjala	Natali	Zanj Ltd	Waitematā	4
3137	Marcus	Henderson	Henderson Enterprises Limited	Waitematā	4
3138	Michael	Snowden	Jervois Properties Limited	Waitematā	4
3141	Gary	Deeney	Positive Planning Limited	Waitematā	4
3142	Freddie	Coltart		Waitematā	4
3143	Gary	Deeney	Positive Planning Limited	Waitematā	4
3146	Greg	JONES		Waitematā	4
3148	Gary	Deeney	Positive Planning Limited	Waitematā	4

#2561

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 Kerr

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

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

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

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

Tell us why

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

Tell us why

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

Intensification around town and local centres

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

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

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

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

Tell us why

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

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Further, there seem to be a significant number of houses in St Marys Bay that have not been classified as 5 or 6 that should have that classification. These are houses that are particularly unique (such as the rare American Arts and Craft design house at 27 Ring Terrace that is only rated 4) and/or well-preserved in their original or near original form with many heritage features that have not achieved a score of 5 or 6. The robustness and accuracy of the assessment rating each house out of 6 is questionable. It should be reviewed by expert assessors on a house by house basis. Many houses that have scored a 4 should have scored a 5 or a 6. Similarly, many houses that have scored a 5 should have scored 6 (e.g. 1 Percival Parade and 10 Percival Parade).

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. See comments above though - the accuracy and robustness of the assessment process needs to be revisited.

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.

Iintensifying St Marys Bay with up to 7 storey devlopments could feasibly take the population from approximately 1700 to 20,000. From a public health and safety perspective, there could be serious issues with emergency services such as fire engines and ambulances being able to reach addresses in the area in emergency situations due to the extremely tight streets. Even now, without any intensification, it is impossible to drive along the street I live on (Hackett Street) when on my way to work in the morning without having to pull over and stop 4-5 times to let traffic coming from the other direction pass. The additional traffic movements resulting from intensification would gridlock the streets and, in addition to posing serious issues for access by ambulances and fire engines, would pose a real safety risk for pedestrians, particularly young children.

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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#2564

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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: Tim Dixon

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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We are proposing:

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

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

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

Tell us why

1200m seems reasonable if the measurement is from the city centre i.e the length of Queen St. As i understand it for Freemans Bay the city edge is from Halsey St. This seems a somewhat generous interpretation of edge of the city centre. Also the topography from College Hill or the bottom of Franklin Rd should also be considered - it's quite an onerous walk back up those hills to the top half of Freemans Bay which is a huge disincentive for walking into the city. There also seems to be ample sites available for intensification closer to the city e.g land between Beaumont Qtr and St Mary's Collegs, Wyyard Qtr, City Works Depot and vacant land at Cnr Victoria and Albert. I'd suggest measuring 1200m from Queen St or 800m from Halsey with more realistic topography considerations.

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

Tell us why

OK if local topography and footpath gradients allow.

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 6 level intensification i'd prefer a shorter catchment e.g 600m. If heights were lowered to 3-4 levels then 800m would be appropriate.

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

Support with the proviso of protecting heritage buildings and area of special character e.g city fringe suburbs like St Marys Bay, Freemans Bay. Focus should be on repurposing commercial or semi-industrial areas (wharehouses, light industry etc that has no need to 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

Support with the proviso of protecting heritage buildings and area of special character. Focus should be on repurposing commercial or semi-industrial areas (wharehouses, light industry etc that has no need to close to larger local 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

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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

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

areas requiring protection. The 1980s saw the pillaging of much of our historical and heritage buildings. Lets not repeat those mistakes again 40 years later.

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 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 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

- our home at 6 Pember Reeves which has been excluded despite historically sympathetic restoration and renovation. It also has historical

relevance as the safe haven home for local disaffected and 'at risk' Maori run by local identity Betty Wark who established the Arohanui network of refuges. She was also known as Aucklands Mother Theresa. https://teara.govt.nz/en/biographies/6w2/wark-elizabeth-cecilia-betty

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

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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

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

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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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#2567

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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 Oyagawa

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

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Tell us why

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

Tell us why

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

Tell us why

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

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

Tell us why

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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. Further, there seem to be a significant number of houses in St Marys Bay that have not been classified as 5 or 6 that should have that classification. These are houses that are particularly unique (such as the rare American Arts and Craft design house at 27 Ring Terrace that is only rated 4) and/or well-preserved in their original or near original form with many heritage features that have not achieved a score of 5 or 6. The robustness and accuracy of the assessment rating each house out of 6 is questionable. It should be reviewed by expert assessors on a house by house basis. Many houses that have scored a 4 should have scored a 5 or a 6. Similarly, many houses that have scored a 5 should have scored 6 (e.g. 1 Percival Parade and 10 Percival Parade).

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. See comments above though - the accuracy and robustness of the assessment process needs to be revisited.

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. Iintensifying St Marys Bay with up to 7 storey devlopments could feasibly take the population from approximately 1700 to 20,000. From a public health and safety perspective, there could be serious issues with emergency services such as fire engines and ambulances being able to reach addresses in the area in emergency situations due to the extremely tight streets. Even now, without any intensification, it is impossible to drive along the street my family lives on (Hackett Street) without having to pull over and stop 4-5 times to let traffic coming from the other direction pass. The additional traffic movements resulting from intensification would gridlock the streets and, in addition to posing serious issues for access by ambulances and fire engines, would pose a real safety risk for pedestrians, particularly young children., many of whom walk to the local primary school (Ponsonby Primary School).

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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#2569

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: Wayne Thompson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** 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?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

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 plan change must ensure that trees currently legally protected are included in Schedule 10 (Notable Trees) and Significant Ecological Areas and also add new trees to the schedule and to correct errors in the schedule. These trees must be protected by requiring consents to remove or significantly prune.

Important privacy information

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#2573

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: Leroy Beckett

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

This is in my few far too conservative and restricts the ability to make the most of our city and provide homes for people near our largest single employment centre. I think the catchment should be at least 2400m and the zoning should allow mixed use to allow engaging and safe environments. I do not believe any special character overlays should restrict this zoning, only actual 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 further

Tell us why

Again, this is far too conservative to adequately supply the housing needed in our city. In the isthmus this should be at least 1600 metres. This would reduce the need for sprawling car centric developments which increase emissions.

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

In line with my earlier comments, should clearly be at least 1600m and it seems outrageous that frequent buses, which AT proudly promotes, should be included in the definition of rapid transit.

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

Yes again, this should be 800m and the first few hundred meters should be mixed use to allow thriving neighborhoods and the amenities they need.

5. **What do you think of our proposal to apply the Terrace 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

400m please

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 do not believe the Special Character Area overlay should limit development. That is especially true in areas that are easily walkable to many people, have access to quality public transport, or where higher density housing could be built to encourage a compact city.

I support protection of listed 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

I think the areas that have been retained are some of the closest to our city centre and have been retained more out of political incentive than to fit the ruling of the NPS or the needs of our city.

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

It is a far better use of resources to allow intensification and invest in the infrastructure needed than continue to enable sprawl. 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.

Other qualifying matters

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

These additional qualifying matters include:

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

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

Further analysis of these other qualifying matters is required by Auckland Council to provide evidence that these Matters meet the legislative threshold to be applied.

The NPS-UD sets out that Qualifying Matters need to have identified Specific Characteristics that makes the level of intensification required by the NPS-UD and MDRS inappropriate in light of the national significance of urban development. Heights and density more restrictive than the NPS-UD catchment or MDRS can only be imposed to the extent that it affects the characteristic in question. Site by site evidence is required for qualifying matters, which includes justifying the extent of the area that it's applied to, as well as the sites that it applies to.

I support the protection of viewshafts of cultural and spiritual significance to mana whenua in Tāmaki Makaurau

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#2586

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: Margo Hudson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

St Marys Bay is not within the 1200 meters of a walkable distance to Britomart transport hub and the ferries.

If you did walk, you could only do it in daylight as the pathway beside the motorway is dangerous at night with no lighting and graffiti vandals & homeless always there. It is also a bit worrying in the daytime in recent times. The other route up College hill is very steep and again unsuitable 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 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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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

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

Tell us why

No part of St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

Tell us why

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

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

Tell us why

This identification method should be expanded over the entire suburb of St Marys Bay, identifying 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 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. Commuters from outside the area park vehicles in St Marys Bay which can make it difficult for residents to gain close access to their properties - especially for the elderly and this with small children, groceries to carry etc. Even more residents & vehicles would only add to this congestion.

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)

Cliffside erosion:

St Mary's 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 lease 100 metres where intensification must be avoided to manage the hazard risk. There have been recent cliff damage and quite a few trees & branches have fallen onto the St Marys Bay pathway.

Important privacy information

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#2587

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: Paul Gittins

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?** I don't know

Tell us why

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

Tell us why

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

Intensification around town and local centres

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

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

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

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

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St 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:

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

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

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

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#2589

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: Sunita Azariah

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

As long as it doesn't affect areas of special character that are close to the city centre and transport hubs

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 long as it doesn't affect areas of special character that are close to the city centre and transport hubs

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

Tell us why

As long as it doesn't affect areas of special character that are close to the city centre and transport hubs

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

As long as it doesn't affect areas of special character that are close to the city centre and transport hubs

5. **What do you think of our proposal to apply the Terrace 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 long as it doesn't affect areas of special character that are close to the city centre and transport hubs

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

It is important to preserve the history and character of Auckland once these houses are destroyed that will be irrevocably gone. Most of these areas such as Ponsonby,kingsland,freemans bay, grey lynn,arch hill rec lose to the city centre and transport hubs so are threatened by the government's new housing rules. I am not opposed to housing intensification so long as it is sympathetic to the streetscapes and living and recreational environments of those that live there. This is not a case of NIMBY. Singapore destroyed most of its heritage and now there is little to distinguish it form nameless other modern cities. If we have well deigned public transport then we can intensify in areas accessible to transport corridors. I am concerned that developers will put up low cost ugly badly built buildings that will not stand the test f time and will not provide a good quality of life for those that buy them.

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

Tell us why

I thought the process of identifying seemed robust in the presentation but the map is very difficult to interpret.

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

Tell us why

As aboveI thought the process of identifying seemed robust in the presentation but the map is very difficult to interpret.

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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- 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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#2592

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 Pagani

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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We are proposing:

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

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

Tell us why

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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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

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.

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

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

Tell us why

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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#2594

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

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Your details

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Name: David Savidan

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

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We are proposing:

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

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

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to 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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Tell us why

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

Tell us why

Makes sense as encourages carless households

Qualifying matters

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Tell us why

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Tell us why

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Name: marc mckenzier

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

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Existing rules for the likes of Chch, Hamilton and Auckland already allow sufficient capacity for growth for foreseeable 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

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

Tell us why

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

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

Tell us why

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

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

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

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

Tell us why

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

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

Tell us why

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.

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

Tell us why

Infrastructure constraints

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

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

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

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this

as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

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

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

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

These additional qualifying matters include:

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

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

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

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#2606

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: Jennifer Ward

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

I'm conflicted yet I support intensification but I am concerned by the one-size-fits-all approach. I also acknowledge that this very approach is what is needed to unlock the affordability & accessibility 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

As above - I'm conflicted yet I support intensification but I am concerned by the one-size-fits-all approach. I also acknowledge that this very approach is what is needed to unlock the affordability & accessibility issues.

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

Tell us why

As above - I'm conflicted yet I support intensification but I am concerned by the one-size-fits-all approach. I also acknowledge that this very approach is what is needed to unlock the affordability & accessibility issues.

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?** I don't know

Tell us why

I'm deeply conflicted about Heritage areas. I think I support the 3-story height option only.

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

Tell us why

We need more housing and fewer cars. Intensification is the only way to achieve this. Excluded some areas helps to retain some of the character suburbs yet still provides plenty of land for intensification. The excluded areas can always be revisited at a later date for intensification

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

I think this will exclude too many areas. The government will need to contribute to the provision of the necessary infrastructure for this intensification to go ahead.

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.

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#2607

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: Louise Malone

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'm not sure exactly where Auckland City centre begins but I suppose a brisk 15 min walk from my home in Ponsonby would take me there. Given that government has run roughshod over the Unitary Plan I don't suppose we have much say in the matter, really. I accept that there needs to be intensification but the Unitary Plan took that into account.

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

Tell us why

See above. I guess this is a reasonable 'walkable' distance (for an able-bodied person). I would like to support the Council's efforts to make the best of the harsh hand that government has dealt us. - I'm not sure exactly where Auckland City centre begins but I suppose a brisk 15 min walk from my home in Ponsonby would take me there. Given that government has run roughshod over the Unitary Plan I don't suppose we have much say in the matter, really. I accept that there needs to be intensification but the Unitary Plan took that into account.

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

Tell us why

As above. This distance seems reasonable for walking to a bus stop or whatever. I'm not sure exactly where Auckland City centre begins but I suppose a brisk 15 min walk from my home in Ponsonby would take me there. Given that government has run roughshod over the Unitary Plan I don't suppose we have much say in the matter, really. I accept that there needs to be intensification but the Unitary Plan took that into account.

Intensification around town and local centres

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

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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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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

Your arguments about older areas being built around old transport networks is an excellent one. Auckland has not been known for its preservation of historic buildings over the years - we've already lost a lot. Please let's keep the historic character of suburbs where there are still reasonable areas of well-preserved buildings, trees and gardens. Character isn't just a sentimental notion - an optional extra - it's an important part of our sense of place and feeling of belonging to our city. Citizens connected to the city in this way will derive enjoyment from living here, they will care for the city and each other more than if housing is treated in a totally utilitarian way. Attractive areas with trees and older buildings are an important part of our emotional attachment to our city, and our daily emotional wellbeing.

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

Tell us why

I trust that the council has preserved as much as possible with this proposal, given the rules the government is imposing. It's sad that we can't retain more character areas, but I presume the position laid out is one that may persuade the government to give us a break and retain some of the character of our city.

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

Tell us why

See comments above - the same applies to business buildings. I trust that the council has preserved as much as possible with this proposal, given the rules the government is imposing. It's sad that we can't retain more character areas, but I presume the position laid out is one that may persuade the government to give us a break and retain some of the character of our city.

Infrastructure constraints

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

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

infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

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

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

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

Tell us why

I absolutely support this. Our neighbourhood has a Victorian sewer system - at the moment we have workmen trying to repair a leaking connection. Our beaches are unswimmable when it rains because stormwater is not yet separated from sewerage. The Council has been working hard to fix this problem but it takes time and resources. The Government has shown very little understanding of such issues and is being extremely shortsighted in not taking these matters into account. I feel very angry that the Government has used such a blunt instrument in their bid to build more houses, especially when many people have been working towards solutions to the fact that NZ's (and especially Auckland's) population has increased so dramatically in recent 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)**

I support the Council's move to have these matters taken into account.

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#2609

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: julia winterbottom

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

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

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

Tell us why

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

Tell us why

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

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

Tell us why

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

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

Tell us why

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.

Infrastructure constraints

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

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

infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

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

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

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

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

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

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- Auckland War Memorial Museum Viewshaft
- 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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#2611

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: Matt Hunter

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

Walking further is completely possible for distances further than this.

Especially when you factor in micromobility 1200 meters a tiny distance and we want to be enabling as many people as possible to be living as close to the center as possible.

Both for affordability, decrease traffic, and meeting our carbon goals.

I live in the city center and my primary mode of travel is walking, i regularly walk distances longer than that to reach services.

This distance feels like we are failing to meet the moment and the challenges will face in the future

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.

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

Auckland council's primary role should be about enabling as many people as possible to have access to affordable, climate friendly housing. Reducing the catchment size to such a tiny amount, servery diminishes this

Again This distance feels like we are failing to meet the moment and the challenges will face in the future.

Walkable catchments should be 1600 metres (20 minutes) for Metropolitan Centres in the isthmus (Newmarket, Sylvia Park), and 800 metres (10 minutes) for other Metropolitan Centres.

In Auckland, many people are willing to walk further than 10 minutes to access jobs, services and opportunities that the metropolitan centres provide.

Household Travel Survey data shows that the median walking commute in Auckland takes around 22 minutes, compared with the median driving commute of 23 minutes. This data covers 2011-2014 and it is likely that driving commutes have lengthened since then, due to development in remote suburbs and greater congestion.

Greater walkable catchments for Newmarket and Sylvia Park better reflect the accessibility of these centres by cycling/micro-mobility and the bus network, giving a wide range of options for low-emissions travel.

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

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

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

This feels like a big middle finger to all current and future generations that want to live in affordable, homes with climate friendly and affordable transports options.

We will have to bear the cost of the selfishness of the council deciding that they value loosely defined "special character" for suburbs and those with multi million dollar homes over mine and future generations, ability to afford housing and fight climate change.

Special Character Area overlay should not compromise or limit development in Walkable Catchments

I support protection of listed Heritage, and high quality, continuous SCA outside of Walkable catchments

With the climate emergency, Auckland Council needs to enable More Homes in the Right Places. Special Character overlays in central suburbs - the areas with the greatest access to transport and existing amenities - are significantly limiting sustainable housing development and low emission neighbourhoods.

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

Tell us why

The Special Character Area overlay should not compromise or limit development in Walkable Catchments

I support protection of listed Heritage, and high quality, continuous special character outside of Walkable catchments

With the climate emergency, Auckland Council needs to enable More Homes in the Right Places. Special Character overlays in central suburbs - the areas with the greatest access to transport and existing amenities - are significantly limiting sustainable housing development and low emission neighbourhoods.

Old homes were not built to modern standards of warmth and dryness, nor weather tightness. Replacing older homes and villas with modern apartments will radically improve quality of life for residents, offering warmer, drier and healthier living environments.

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

Tell us why

The Special Character Area overlay should not compromise or limit development in Walkable Catchments

I support protection of listed Heritage, and high, quality continuous special character outside of Walkable catchments

With the climate emergency, Auckland Council needs to enable More Homes in the Right Places. Special Character overlays in central suburbs - the areas with the greatest access to transport and existing amenities - are significantly limiting sustainable housing development and low emission neighbourhoods.

Business zones need flexibility to adapt in order to provide for the needs of a growing local population. This includes providing for local shops and services, as well as apartment-style housing above.

Infrastructure constraints

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

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

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

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

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

Tell us why

I think this is the Auckland Council trying to avoid its responsibility of enabling and allowing housing in the areas that people want to live. Rather than meeting your responsibility that the city is a place for everyone to live you are pushing the costs on to mine and future generations.

Which will drive up the cost of housing everyone, push people into less suitable housing options at the fringes, increasing the transport cost and increasing their climate impact.

It is the responsibility of the NZ Government, Auckland Council and its CCOs to deliver infrastructure in anticipation of future housing growth. It may be reasonable to have extremely limited areas qualified where it is impossible or extremely difficult to address long-term infrastructure constraints.

Wherever there is strong demand to live, and high accessibility, central and local Government agencies should endeavour to address infrastructure constraints to support development.

Intensification in existing urban areas is a more efficient use of infrastructure, compared to greenfield development. Prioritisation of infrastructure funding between greenfield growth and brownfield intensification needs to be considered.

With the climate emergency, investing in infrastructure upgrades to support development in existing urban areas - close to existing amenities and transport - is crucial to reduce transport and housing-related emissions. Auckland Council should minimise and avoid extensive greenfield development requiring new infrastructure in peripheral urban areas, locking-in higher emissions for households.

Other qualifying matters

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

These additional qualifying matters include:

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

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

Further analysis of these other qualifying matters is required by Auckland Council to provide evidence that these Matters meet the legislative threshold to be applied.

The NPS-UD sets out that Qualifying Matters need to have identified Specific Characteristics that makes the level of intensification required by the NPS-UD and MDRS inappropriate in light of the national significance of urban development. Heights and density more restrictive than the NPS-UD catchment or MDRS can only be imposed to the extent that it affects the characteristic in question. Site by site evidence is required for qualifying matters, which includes justifying the extent of the area that it's applied to, as well as the sites that it applies to.

I support the protection of viewshafts of cultural and spiritual significance to mana whenua in Tāmaki Makaurau.

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#2619

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: Julien Leys

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?** I don't know

Tell us why

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

Tell us why

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

Intensification around town and local centres

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

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

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

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

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St 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?**

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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Leys Baker Residence – 15 Percival Parade, St Mary's Bay

Our family home of 13 years is a historical residence that was originally a farm cottage built in the late 1880's – we have had this verified following an extensive renovation that unearthed a variety of old artefacts. The 2012 renovation added a whole new wing to the house (in keeping with the original house design). It should also be noted that at the time Auckland Council also refused to allow gable windows to be part of the roofing design because this was not within the keeping of the heritage of the house.

During the earthworks phase of the renovation various antique artifacts were uncovered including a brass kettle, original iron fence railings and other implements. These were all from the late 19th century. Other artifacts found included an original crank handle for a Model T Ford. This dates from approximately 1908 – 1909.

At the time the original cottage was built, the land around the house and extending to the waters edge of St Mary's Bay was planted as orchards and supplied fruit to the surrounding areas of early inner-city Auckland. Subsequently 15 Percival Parade also had a garage on part of the property and was known to house and service some of the first motorcars in the area.

Historical records also show that 15 Percival Parade was subsequently used as the servant quarters for the grand mansion that was built at 10 Percival Parade (immediately across the street).

We therefore challenge the heritage rating that 15 Percival Parade has been given – it should be a category 6 / 5. It is a cottage of great cultural and historical significance and should be protected for its heritage value to Auckland.

Julien Leys and Dr Heidi Baker

#2625

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

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Your details

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

Name: Amy Tommas

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

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

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

Tell us why

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

Tell us why

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

Intensification around town and local centres

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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.

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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?**

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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Tell us why

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

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

Tell us why

Infrastructure constraints

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

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

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

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

These additional qualifying matters include:

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- 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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#2643

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: Jamie Hudson

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 1200 metres to Britomart transport hub/ferries 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 due to constant graffiti vandalism & homeless people etc. The other return routes from the City Centre to St Marys bay is College Hill which is very steep and would be difficult for many people, including elderly, children, carrying shopping etc.

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 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 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 Mary's Bay there are over 200 properties of heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Mary's Bay in addition to those identified on the draft maps. A heritage house would be ruined by a being overshadowed by a 3 or 6 storey apartment building.

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

Tell us why

But the technique should be expanded over the entire suburb of St Mary's Bay, collecting all houses of Rating 6,5 and 4 as a sub-areas of special character.

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

St Mary's Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading. Also the pipes in St Mary's Bay are 150 years old.

Commuters park vehicles in the streets which prevents residents parking close to their homes, effecting the elderly and families. School buses use the streets to transport students to and from St Mary's College which adds to the congestion.

Other qualifying matters

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

These additional qualifying matters include:

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

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

Cliff exposure hazard:

St Mary's Bay is bounded to the north by an unstable former coastal cliff 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 or more, where intensification must be avoided to manage the hazard risk. There has recently been some cliff damage in adverse weather and also tree damage across St Mary's Bay walkway.

Important privacy information

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#2656

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: Sutty Sutcliffe

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

That is simply too far to walk for it to be easily accessible

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

Make it as easy as possible

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

You are building high density housing in areas that simply aren't suitable, use Te atatu Peninsula for example. All the high density housing should be right in the city centres, not in the surrounding family housing 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.

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

Special Character Areas

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

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

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I 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.

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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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#2667

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 Pangari

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 am in the Freemans Bay / Ponsonby area and it is a hilly area so to propose a walkable catchment area of 1200 mtrs from the city edge is unrealistic.

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

Tell us why

this is not in my area

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

Tell us why

this is not in 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?** Other

Tell us why

this could 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?** Other

Tell us why

this could 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.

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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

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.

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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

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.

Other qualifying matters

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

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

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

Climate Change : Freemans Bay has significant vegetation and green areas which provide environmental and cooling benefits to the Central City. Intensification will result in a loss of these benefits at a time when climate change requires their retention.

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Why Auckland needs to retain character suburbs

Currently, Auckland Council is consulting on proposals to change the city's planning rulebook.

This is in response to central government's demands for greater housing density.

In this instance, it comes in spite of the fact Auckland has already been through a long and expensive process to increase density and supply across the region relatively recently.

There are numerous aspects to these proposals but one, in particular, stands out – the potential loss of a quarter of what remains of Auckland's "special character" areas.

These are areas where current planning rules help maintain a sense of history and place for older residential suburbs by limiting building heights and density, and in many places, requiring a resource consent to demolish existing character buildings.

In the past, Auckland hasn't been all that impressive in preserving its history. Yet now we stand to lose a quarter of what little remains of our special character housing in the one fell swoop.

Northcote and Birkenhead are good examples of what's being proposed across the Auckland region. Together, they comprise two of Auckland's only three historic marine suburbs (Devonport is the other one).



John Watson
comment

John Watson is Auckland councillor for the Albany Ward.

They are defined by many older houses dating back to the late 19th and early 20th centuries – Victorian and Edwardian villas grouped together along with historic shops, churches and community buildings from the same era.

They are an important part of Auckland's heritage, not just for the residents who live there now, but for all of us.

We're told it's necessary to in large part remove the protection for such historic suburbs in order to supply more housing, yet Auckland's current Unitary Plan already enables over 900,000 dwellings to be built on residential-zoned land (in fact a lot more than this when the city centre and future urban areas are taken into account).

Contrary to popular belief there's actually no shortage of land to build houses on for the next 30 years and beyond.

The other rationale being advanced rather hopefully is that this will somehow help build more affordable homes. Unfortunately, this will almost certainly not happen in these special character suburbs.

The immediate consequence will be to escalate the value of the land as a result of the increased development potential.

The notion that poor families or young couples shut out of the housing market will suddenly be able to move into a new townhouse on Northcote Pt is cruelly misleading.

Instead, one historic villa will be demolished and, in places like Birkenhead and Northcote, it will be replaced by three equally expensive and unaffordable dwellings (or as close as makes no difference).

In reality, this is political window-dressing of the worst kind.

Kay Saville-Smith, a social scientist who specialises in housing research, has previously highlighted the dramatic decline in the construction of low-cost housing in New Zealand.

In the early 1960s, 32 per cent of all new homes were in the lower quartile but by 2012 the figure was barely 5 per cent. This dramatic decline reflected the withdrawal of government capital assistance to low-cost new builds which had plummeted to virtually zero by the 1990s, prompted by the earlier Douglas reforms that slashed government assistance.

New Zealand went from being a country that built a lot of modest but decent homes to one that didn't and has never got close to recovering since. Instead, it opted for policies such as the current suite that tinker around the edges but offer no substantive reform to restore the construction of significantly lower-cost homes.

To date, Auckland Council's response to these proposals has been to dutifully detail all the numerous practical shortcomings associated with these poorly conceived policies in submissions and then do nothing – other than, in my view, meekly surrender to the Government's demands despite knowing, like other experts in the field, the policies are fundamentally flawed.

In this specific instance, it can only be hoped that Aucklanders themselves prompt their council into action. Otherwise, significant parts of what remains of our heritage will disappear before our very eyes.

NZ Herald 3rd May 2022

#2668

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: Tom Young

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

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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

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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

Legitimate heritage should be a qualifying matter. Special character areas are, in general, protectionist tools that limit essential urban regeneration for little societal benefit.

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

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** 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?** 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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- 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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#2674

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: Sara Hardie

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

None of St Mary's Bay is within walking distance of 1200 metres to the City centre amenities which residents use. These include retail, entertainment facilities, rapid transport and public transport hubs. The walkable route to the city centre besides the motorway is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the city centre to St Mary's Bay involve steep hills, unsuitable at night for the population cohorts of St Mary's Bay.

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

Tell us why

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

Tell us why

The closest rapid transit stop to St Mary's Bay is Britomart or the future Victoria Street station. Both are not within 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.

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

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

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

Tell us why

None of St Mary's Bay suburb is within 400 metres from the city centre. This means St Mary's Bay is beyond walking distance threshold.

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

‘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 the 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 of St Mary's Bay collecting all houses of Rating 6, 5, 4 as sub-areas of special character.

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

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

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

Other qualifying matters

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

These additional qualifying matters include:

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

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

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

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#2678

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

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Your details

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

Name: Richard Neame

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?** I don't know

Tell us why

West CBD boundary should stop at Nelson Street and 500mtrs Walkable distance be recognised.

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

Tell us why

500 mths.

Intensification around town and local centres

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

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

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

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

Tell us why

Not applicable to my 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?** I don't know

Tell us why

Not applicable in my catchment

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

Leave as is so our heritage is preserved for generations to come, not foresight lack of thinking about the future.

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 added as qualifying

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

Tell us why

Make more of our commercial areas to bring people back especially after Covid lockdowns, AC need to show more support to local businesses

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

Your infrastructure is not suitable for 000's more residents, eg storm water supply, electricity buried get the infrastructure in place first. Every day there seems to be a new fountain coming up under the footpaths somewhere in the Ponsonby area. Get that stuff adequate for more use first.

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)

Why the fixation on CBD when notable corporates are either moving out of the CBD, eg Air NZ to be near Akl Airport, Fonterra considering moving to Waikato, Many Corporates reducing the number of floors they lease in large CBD Building due to the volume of staff electing to work from home, incl AC.

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#2679

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: Kim Francis

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

In particular with regard to St Mary's Bay, the suburb is not within 1200 metres of the City Centre. The nearest retail/ transport hub is Ponsonby Road/ Three Lamps. There are bus routes running past St Mary's Bay, but none running through. There are no nearby stations or any planned. Most walking routes are not accessible for many people as being too steep (eg College Hill; St Mary's Rd access to motorway walkway), inaccessible steps (Jacob's Ladder) and/or poorly lit. The proposal appears to disregard the comment above on the feedback form that "walkable catchments" are "subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways".

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

Tell us why

Fine in principle, but doesn't accurately describe St Mary's Bay. The only "City Centre" area within 800m is one corner of the Wynyard Quarter the includes a marina and largely marine related sites (as per previous Council planning requirements) - and is accessible from St Mary's Bay only via the Jacob's Ladder steps, which are clearly inaccessible for most. This part of Wynyard Quarter (around Beaumont St, Westhaven Drive and Daldy Street) doesn't include any significant general retail sites except for the northern end by the Fish Market, and few other amenities - it's debatable whether this should appropriately be characterised as City Centre. See also the comment above that "walkable catchments" are "subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways" (both of which apply here). Excluding Jacob's Ladder, the closest route from (say) St Mary's College to the nearest "City Centre" zone (Victoria Park market) is 1km. Using Jacob's Ladder as a route is clearly an error.

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

Tell us why

See comments above. St Mary's Bay is not within 800m of rapid transit. There is no rail station nearby or planned. The nearest from St Mary's Bay (specifically by way of example, the Corner of College Hill/ St Mary's Rd/ Jervois Rd/ Ponsonby Rd) would be:

- the planned Aotea Station (1.8km); - Britomart (2.4km); or - planned Karangahape Road station (2.4km).

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?** Other

Tell us why

While fine in principle, St Mary's Bay is obviously not within this catchment and should be excluded - refer comments above. Also, St Mary's Bay is unsuitable for this due to the comparatively small average section size (being historically workers' cottages) compared to suburbs with historically larger (eg, quarter acre) sections.

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 question is confusingly worded, but I think St Mary's Bay's existing special character nature should be protected. St Mary's Bay has numerous older heritage buildings. There should be a Special Character Sub-Area or Areas around these heritage houses in addition to those in 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

More of St Mary's Bay heritage sites should be protected. (Although, again, this question is confusingly worded).

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

"Business special character" seems debatable around the historic Westhaven area, with its traditional focus (and often planning requirements) to protect marine-focused businesses.

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. The roads are narrow and unsuitable for heavy traffic. There are only three entrances to the suburb for cars (New St, St Mary's Rd, Seymour St) and significant congestion is caused simply by the St Mary's College school traffic.

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)**

Note the coastal edge issues with St Mary's Bay making steep northern slopes unsuitable for significant development.

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#2682

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: Jeff Tuffey

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

500 mths with the CBD boundary Nelson St, walkable 500 mths, not “As the crow flies”

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 me

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 me

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

Not relevant to my 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?** I don't know

Tell us why

Not relevant to my catchment

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

Preserve our heritage and architectural style for this area for future generations

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

Tell us why

The read areas of Freemans bay should be added

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

Tell us why

Make more of commercial areas as hubs to attract ppl, support more local business to get people away from TV's and UberEats, to engage as a society.

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

You have no where near the infrastructure you need in place to take on 000's more residents, and all dwellings should have at least be car park provided, eg underneath any new apartment 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)

Important privacy information

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#2687

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: Stephanie Harris

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

walkable catchment is important but it should be limited to main roads not the small surface roads that cannot support the additional loading of traffic and infrastructure where scale of adjoining housing is overwhelmed

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

Tell us why

walkable catchment is important but it should be limited to main roads not the small surface roads that cannot support the additional loading of traffic and infrastructure where scale of adjoining housing is overwhelmed

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

Tell us why

walkable catchment is important but it should be limited to main roads not the small surface roads that cannot support the additional loading of traffic and infrastructure and where scale of adjoining housing is overwhelmed

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

walkable catchment is important but it should be limited to main roads not the small surface roads that cannot support the additional loading of traffic and infrastructure and where scale of adjoining housing is overwhelmed

5. **What do you think of our proposal to apply the Terrace 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

walkable catchment is important but it should be limited to main roads not the small surface roads that cannot support the additional loading of traffic and infrastructure and where scale of adjoining housing is overwhelmed

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

• all existing special character areas should be a qualifying matter. • the assessment for what constitutes a special character area should NOT change from what is currently provided for in the Auckland Unitary Plan (AUP). Those criteria are robust and have been developed from cases decided by the Environment Court and High Court previously. • There is no justification for changing the criteria for establishing when a special character area exists. • There is also 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.

• Proceeding this way results in imbalanced, irrational, and unreasonable responses. • 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 leading to unsustainable conclusions. • It will also lead to unintended consequences – mainly that 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. • If criteria are to be applied it should be the inverse of what is currently proposed i.e. that there should be 80% of buildings that have no special character within a defined neighbourhood, such that more intensive development will not ruin the character of that area. • The special character areas that have been defined should remain and once defined should automatically become qualifying areas. • As residents we have invested heavily in houses within special character areas at exorbitant cost, at the Council’s demand, ironically to preserve the special character and historic heritage of that area. Now that process and the cost to residents is being unwound for reasons that will not give effect to the NPS-UD.

• the suggestions and process proposed by the Council on this issue 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.

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

Tell us why

All Special Areas should be included as that continues the rules which have been developed over many years, detailed in extensive consultation, tested through our legal system, and are the basis for the character housing we have today. All Special Areas should be included as that is the only fair way to proceed under the short time frames being forced on the process The grouping of streets in our area is incorrect as we should be grouped with Herne Bay Road and Masons Ave as our houses from the same period and design. We are all part of what the Council calls Herne Bay West. That more sub-areas be included (e.g. Galatea & Bella Vista) since houses in these areas can achieve the revised 66% threshold for high quality. That the grading of some individual sites is incorrect (if this has an affect on a sub-area to include) eg my house has a carefully protected more than 4m square plastered decorated ceiling which I was prohibited from building over but now under these proposed rules I can demolish my 1900 largely original house and build townhouses That the grading system itself is not justified or proven. The method of survey, area groupings and the grading criteria are arbitrary and not warranted. We already have clearly defined Special Character areas.

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

With combined sewerage and stormwater infrastructure that is a century old, the proposed intensification in Herne Bay will overload the current infrastructure. It will be years before this area is upgraded. In the meantime, the intensification will simply overload an already fragile sewerage and stormwater system and will negatively impact marine life and local beaches.

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

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

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

Other qualifying matters

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

These additional qualifying matters include:

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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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#2693

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: Thornton Scott

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

Makes 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

everyone can walk 800m (I hope)

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?** Support

Tell us why

We need to protect some areas so cheap, unattractive building. We still get plenty in special character areas (The Apartments on Jervois Road with ply wood style cladding for one!). Thats a horrible build. We do need apartments, but they need to be respectful to the area.

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

Tell us why

That map is far too complex for many people to make an accurate and informed opinion on.

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

Tell us why

That map is far too complex for many people to make an accurate and informed opinion on.

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)

All of the above should be protected.

Important privacy information

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#2702

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: George Brooker

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

Tell us why

200m is a vanishingly short distance. The housing won't be built unless it's needed. So there's no need to artificially restrict it with zoning

Qualifying matters

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

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

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

Special Character Areas

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

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

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

Tell us why

We live in the city now, not the past. Buildings of great cultural value should be preserved, but I have lived in some of these "special character" homes and they serve no value to anyone. The City is killed by the ghosts of its misplanned past and it's time to make it livable

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

Instead of artificially restricting density we should be improving out infrastructure

Other qualifying matters

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

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

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#2710

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: Anna Woodroffe

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 further

Tell us why

St Marys Bay is not within walkable distance of 1200m to the city centre amenities which the residents use. The walkable route to the City Centre, beside the motorway, is only suitable in daylight. It has no public lighting so is unsafe at nighttime . Other return routes from the city to SMB involve steep grades which are unsuitable at night-time and for those with health issues and the 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 closest rapid transport stop is the Britomart or the future Victoria Street station. Both are NOT within 800m from SMB

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 SMB is within 400m of the city centre. This means SMB 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 SMB there are over 200 properties which of historical heritage value 6 & 5. I support creating a special character sub -areas around clusters of heritage houses in SMB in addition to those identified in 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 expand over the entire suburb of SMB collecting houses of ratings,4,5 & 6 as sub areas of special character.

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

SMB has significant infrastructure constraints with storm and wastewater and the overall road network. The upgrading of the storm/water system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the propose 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)

SMB is bounded to the north by and 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 100m where intensification must be avoided to manage the hazard risk.

Important privacy information

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#2716

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: Andrew Cashmore

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 only 3 ways to walk to city down the steep College hill or down al the Jacobs Ladder steps or steep St Marys bay to the dog park - people just will not walk from St Marys Bay to the city. Its a lot easier to walk from Ponsonby down Franklin or from freeman's 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

Depending on the area really depends the land hills or not.

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

Tell us why

People dont want to walk over 800m while i do personally - I walk every morning and there is only a very small percentage of people that will walk any distance - that's a fact. Kids all the stuff it becomes to hard.

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

That's depends on the area/location - St Marys bay is full of old Villas and fulling that up with 6 or 7 story housing will destroy the area and then you have a serious parking issues that we already have, waste water and loss of ever bodies 100 year old view to a concrete wall. In other flat locations that dont have a historical heritage then I think that's more durable.

5. **What do you think of our proposal to apply the Terrace 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

Again one size doesn't fit all - every region / loaction needs to looked at carefully as an example the bottom of Parnell is way different than St Marys bay

Qualifying matters

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

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

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

On your map is shows the St Mary's bay special character areas - the problem is that all that fall outside that special character area if they go up 7 stores that will destroy the specials character areas as we be look at concrete high rises and that makes the whole process/ special character areas irrelevant as we will no longer have any special view just a look at a concrete wall no 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

As mentioned we are either all in or all out - from what i can see on the map, many of those homes are older specials character homes but not designated as such - homes on a ridge line should be able to go up as its doesn't impact others in your designated areas as special character - directly in front of us for example will be 3 x7 story's high apartments that will destroy our specials character - one needs to look at the terrain to then understand what can and cant be built up - to protect others and maintain the character of the area. As an example Yarborough St will block the special character Dedwoods Terrace 100 year old Views then directly on the other side of Yarborough they will block their neighbors view and so on - at the moment everybody can enjoy what that purchased because we all confirm to the current height to boundary rules - if you change the rules for some then change for everybody

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

At St Marys you will have major waste water problems - parking problems etc

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 Overlay - this where the houses should be high rises as it doesnt affect as many folks

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#2719

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: Shelagh 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 further

Tell us why

Many heritage areas would be lost

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

Tell us why

You will create another Hong Kong

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

Tell us why

We need spaces in the city centre

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

This is utter madness

5. **What do you think of our proposal to apply the Terrace 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

You are turning our city into a high rise complex. Soul less

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

Anyone visiting always seeks out heritage areas, no one is interested in looking at apartment buildings. Let's hold on to the little history we have left.

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

Tell us why

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

Covid has affected how and where we work.

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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#2723

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: Bronwen Klippel

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

As a resident of the area I know exactly what a walkable catchment is for the area. Based on my own experience I know people will generally only walk from as far as 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.

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 are 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

These issues are 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

These issues are 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. 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.

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 - Areas like Freemans Bay and St Mary's Bay are some of the earliest areas of residential housing in Auckland and although not all the houses are historic, the areas have a special character that is unique in Auckland. This special character includes not only the type and size of housing but also the narrowness of many streets and footpaths, the closeness of the houses to the footpaths with very little setback from the street, and many established trees and gardens. The majority of the houses are well cared for, had extensive work done on them, and significant money spent to comply with Council regulations regarding the existing zoning and heritage rules. The residential areas of Freemans Bay and St Marys Bay should be protected in their entirety rather than identifying individual houses. To intersperse 6 storey apartment blocks amongst older heritage homes will negatively impact on the entire community, and will affect the light and sun that homes currently enjoy, and make our streets impossible to use and enjoy.

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 Emergency services. 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:

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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)

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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#2726

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: Andre Bodde

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

It would cause over crowding , more parking and traffic problems. It would also destroy the character and vibrancy of our heritage suburb. As well it would cause a lot of people to loose their harbour and bridge view, as well it would attract a lesser caliber of tenant or scum like they have created in and around the inner city therefore increasing crime etc...

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

Its a waste of time and would not get used often 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 further

Tell us why

Intensification around town and local centres

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Tell us why

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

Tell us why

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

- 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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#2737

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: Ray Rui wen Qiu

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 starting point for the 1200 metres catchment should be set at the centre of Queen st or even towards the east of Queen at where most the offices and educational institutions and facilities are located but not the edge of the city centre as proposed! — no average person could walk from mid Franklin rd to the city within 15 minutes even in good weather and physical condition, it is at least a 25 to 30 minutes walk . — any sites/ area for intensification should be much closer to city centre such as old city work depot, vacant site at Victoria set and Albert st etc.

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

Reasons as answers for Q1. -— the starting point for the 1200 metres catchment should be set at the centre of Queen st or even towards the east of Queen at where most the offices and educational institutions and facilities are located but not the edge of the city centre as proposed! — no average person could walk from mid Franklin rd to the city within 15 minutes even in good weather and physical condition, it is at least a 25 to 30 minutes walk . — any sites/ area for intensification should be much closer to city centre such as old city work depot, vacant site at Victoria set and Albert st etc.

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

Tell us why

Until there is obvious and definite rapid transit stop us well established

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

It should be right within the small town local 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.

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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

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 blanket approach is a sure way to destroy our well protected history, heritage abd characters of homes and area. There is other areas further out which are much better fit for intensification purpose !

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

— the capacity of the storm water and sewage are extremely limited and outdated which could not withstand more demand and pressure from current and future development and Intensification !
— many of the roads and streets are too narrow to even provide access for fire, emergency and council services let alone increase constant traffic from more developments and intensifications.

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)

The other concern is about serious shadowing / shading from proposed high rise / apartment type development in Freemans Bay Area. Due to the close a proximity of the houses in this area, any building higher than 2 story will create serious shadowing / shading problem blocking sun and view of many other properties.

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#2741

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 Abel

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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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

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

Tell us why

One bad apple can destroy the historic heritage of the entire neighbourhood

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

Tell us why

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

Tell us why

Infrastructure constraints

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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 utilities won’t cope No parking Increased traffic will kill us

Other qualifying matters

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#2746

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: Paul Izzard

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 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.

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 relevant to my area

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

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.

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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

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? Is this what we want for this area of Historical significance? Our

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. 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.

Other qualifying matters

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

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

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

Climate Change Freemans Bay has significant vegetation and green areas which provide environmental and cooling benefits to the Central City. Intensification will result in a loss of these benefits at a time when climate change requires their retention.

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#2748

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

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Your details

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

Name: Elizabeth Westbrooke

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 Saint Marys Bay (SMB) is walkable in 1200m to the city centre amenities. Its 45 mins for us to walk to either the Town Hall or the Ferry Building. The Jacobs Ladder and Vic Park crossing is only safe in daylight hours.

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 transport hub is Britomart and the new Victoria St train station. Neither are within 800m of SMB.

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 closer

Tell us why

None of SMB is within 400m. Therefore its 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?** 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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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

Almost all of SMB are with villa or bungalows. You have not included bungalows (why not - they are a valid historical style in NZ) and these make up most of our street and for the last 40 years

have been considered by Council as Heritage 1. Our house is 1920 and although modified a little over the past 100 years still has its plaster ceilings and its original doors and windows. The whole area is historic character.

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

Tell us why

The whole area is of historic value. It tumbles down the hillside like Naples and is one of the earliest areas of housing for Auckland. Not developed just for the wealthy, it has a variety of styles and is a valuable contribution to the character of Auckland City.

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 are only just getting a temporary fix in to stop sewage overflowing into Hackett St and a large pipe fitted to hold sewage to reduce the number of times it overflows into the harbour. For goodness sake, increased density will just take us backwards!!

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)

Coastal hazards - falling cliffs.

Important privacy information

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#2751

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 Woods

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

I agree we need denser housing in Auckland's central suburbs to reduce pressure on roads and transport and reduce car emissions

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

Tell us why

This makes sense to encourage higher use of public transport

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

Tell us why

As above -This makes sense to encourage higher use of public transport

Intensification around town and local centres

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

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

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

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

Tell us why

Makes sense to have more accomodation available within walking distance of these centres which also provides employment opportunities

5. **What do you think of our proposal to apply the Terrace 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

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?** 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

Makes sense for future planning

Other qualifying matters

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

These additional qualifying matters include:

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

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

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#2755

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

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Your details

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

Name: Michelle Deery

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

Do not support in relation to St Marys Bay - more than 1200 from 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

Fine in many of the ugly, poorly built areas, but not in character neighbourhoods

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 well outside this perimeter

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

As above re character neighbourhoods. Support near rapid transport hubs, train stations

5. **What do you think of our proposal to apply the Terrace 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

Support 200 meters from large town centres, not smaller ones

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

St Marys Bay is not only acharacter neighbourhood, but a thriving, closely knit community rarely found in a major city. Don't turn us in to a homogeneous burb.

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

Tell us why

But the entire area of St Marys Bay should be included - many more character homes than are identified

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

Roardng, storm water and waste water are all designed for current density of housing. Higher density housing would seriously and negatively impact the existing 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
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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 St Marys Bay cliff edge has already been compromised enough, and massive construction would probably compromise it further, creating severe hazards

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#2758

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: Lou 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 closer

Tell us why

None of St Marys Bay is within walkable distance of 1200 meters to the City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public ransport hubs. The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

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

Tell us why

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

Tell us why

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

Intensification around town and local centres

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

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

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

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

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St 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 or 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 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 the overall road network. The upgrading of of the storm water/wastewater system and the planned

separation is based on the existing development capacity. Any proposed incrrease 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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#2759

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: liliya gorbachova

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?** 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

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

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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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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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- 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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#2760

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: Dominique Bonn

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 distinction should be made between a “city centre” or “metropolitan centre” walkable catchment. Aucklanders are Aucklanders no matter where they live, be that in a city fringe suburb or a metropolitan centre fringe suburb. An Aucklander’s location relative to either centre does not change the distance that they would be prepared to walk in order to access amenities and services from their home. Both the city centre and metro centres provide broadly similar amenities and services to one another and I do not believe that a distinction should be drawn between the two. An average person in a city centre fringe suburb is no more likely to walk further to an art gallery than a person living in a metropolitan centre suburb. I am therefore of the view that a 10 minute or 800-meter walk (the lesser of either) should constitute a “walkable catchment”. Metrics for determining “walkable catchment” areas must be based on streets/roads not footpaths and overbridge walkways. To be genuinely “walkable”, routes leading to and from the city centre and metropolitan centres should only include those that are in fact walkable without fear for personal safety at all hours of the day, not only during certain hours of the day. In St Marys Bay for example, Jacobs Ladder overbridge walkway and the connecting footpath from Waitemata Street are poorly lit, isolated and largely sheltered from public view, which makes them unsafe to use for large parts of the day due to crime and should not be included in determining a “walkable catchment”. To include such unsafe routes would be both inaccurate and disingenuous. Suburb-specific topography must be taken into account when determining whether an area is within a “walkable catchment”. Account must be given to: (i) whether a route determined as falling within a “walkable catchment” genuinely takes X minutes to reach Y destination if in fact that route includes a steep incline; and (ii) whether an average person would in reality use a route with any degree of regularity because of a steep incline. By way of example, in St Marys Bay, the only direct road access from the city centre to the suburb is via College Hill. The road has a very steep incline, which itself connects to other steep streets within St Marys Bay. In reality, few people in the suburb would likely walk from the city centre to their homes. It is also worthwhile noting that the outer edges of the city centre adjacent to St Marys Bay provide little service or amenity to local residents. In fact, someone would have to travel much further into the city centre in order to benefit from most services or amenities that they would seek to engage or utilise. Time spent at pedestrian crossings must be taken into account when determining whether an area is within a “walkable catchment”. By not taking this into account, a route cannot be said to be genuinely walkable (for the purpose of identifying a “walkable catchment”) within a given timeframe. Satellite navigation takes account of this for car journeys, so too must a “walkable catchment” metric for pedestrian journeys. By not doing so, this misrepresents genuine travel-times for pedestrians. A “Walkable catchment” should not be arbitrarily extended to include an entire street/road where sites on that street/road are outside of what is truly “walkable” within the definition of a “walkable catchment”. A singular zoning type should not arbitrarily extend to the end of a street/road simply because part of it may fall within one zone or another. All of St Marys Bay from and including New Street towards Herne Bay is not within a “walkable catchment” of the city centre using Auckland Council’s own metrics. I strongly believe that Auckland Council should determine the concept of a “walkable catchment” in light of the points I have raised above. St Marys Bay should not be zoned a Residential Terrace Housing and Apartment Building Zone and

should instead continue to be zoned as a Two-Storey Single Dwelling Residential Area with a Special Character Overlay applying to the suburb.

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

Tell us why

An 800-meter walk seems a reasonable distance to cover to access nearby services or amenities by a reasonably fit individual. I believe that a consistent “walkable catchment” approach ought to be adopted across the city centre zone, metropolitan centre zone and areas near rapid transit stops.

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

Tell us why

An 800-meter walk seems a reasonable distance to cover to access nearby services or amenities by a reasonably fit individual. I believe that a consistent “walkable catchment” approach ought to be adopted across the city centre zone, metropolitan centre zone and areas near rapid transit stops.

Intensification around town and local centres

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

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

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

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

Tell us why

Suburb-specific topography and infrastructure must be taken into account. In St Marys Bay for instance, Seymour Street and the streets connecting with it are very steep and narrow which are not suited to such intense development. Greater consideration must be given to the retention of Auckland's built heritage and the architectural merit of city fringe suburbs. Please see my comments in relation to Question 7 regarding Special 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?** Do not support - I think it should be closer

Tell us why

Suburb-specific topography and infrastructure must be taken into account. In St Marys Bay for instance, Seymour Street and the streets connecting with it are very steep and narrow which are not suited to such intense development. Greater consideration must be given to the retention of Auckland's built heritage and the architectural merit of city fringe suburbs. Please see my comments in relation to Question 7 regarding Special Character 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?** Support

Tell us why

It is extremely important that we recognize the historic value of Auckland's old suburbs. Special dispensation should be given to protect and preserve the history of the city for generations to come. St Marys Bay, being one of Auckland's first settled suburbs.

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

Residential Special Character Areas should include properties identified which score 2-3 or above so that Auckland does not unnecessarily lose its distinguishing historical architectural features merely to allow for more intensive development in suburbs of historical or architectural merit. I would argue that properties identified in these lower categories still have intrinsic historic or architectural merit worth preserving. There are many areas around Auckland that have few (if any) historic or architecturally significant homes and it is those areas that ought to be the focus of greater intensification of development. St Marys Bay for instance is a place of special architectural character value that has a collective importance and relevant interest to both the local area and Auckland region. According to Auckland Council's own report on St Marys Bay, the suburb includes some of the earliest residential subdivision in the city. St Marys Bay physically links Aucklanders to its past as a central city fringe suburb developed early in Auckland's history and illustrates a diversity of historical architectural styles and eras during the early history of the city in a uniquely compact area (more diverse than many other Auckland suburbs). For St Marys Bay to lose its Special Character Status and to rezone it so as to enable the greenlighting of up to six-storey developments in place of a vast array of villas, bungalows and cottages would welcome the destruction of an historically and architecturally significant suburb. A requirement that an area within a "walkable catchment" must have 75% or more individual properties scoring 5 or 6 is unduly onerous. Setting such a high threshold means that historically or architecturally significant suburbs risk losing their historical integrity simply by becoming victims of their geographic location. The result of which being that some of the oldest historical or architecturally significant suburbs in Auckland will be lost to time and future generations. Suburbs with less than 75% risk losing their uniqueness, charm and history entirely. I propose that a lower threshold of 65% ought to be applied to this category. Furthermore, I do not believe that St Marys Bay is within a "walkable catchment" using Auckland Council's metrics. A requirement that an area outside a "walkable catchment" must have 66% or more individual properties scoring 5 or 6 is also unduly

onerous. I propose that a 51% threshold ought to be applied to this category i.e. where the majority of homes in an area are historical or architecturally significant in nature, that area ought to receive Special Character protection in the interests of preserving the built heritage of Auckland city and the integrity of the suburb as a whole. I believe that St Marys Bay sits outside a "walkable catchment" using Auckland Council's metrics. Independent assessment of individual homes ought to be undertaken to determine the ranking of a property and consequently the heritage status of an area. I do not believe that the historical and architectural merit of many homes in St Marys Bay have been accurately assessed. Furthermore, we do not have transparency regarding the specific ratings of each home.

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

Account must be given to the street size of an area relative to the permitted zoning. However, I do not believe that sufficient consideration has been given to the infrastructure constraints faced by certain city fringe suburbs. St Marys Bay for instance has several small-scale, narrow streets which are tight to drive down. By zoning large areas of St Marys Bay as Terrace Housing and Apartment Buildings Zone, this allows for a vast increase in volume of the number of new residents yet the streets will remain the same size. Intense redevelopment of up to six-storeys in the suburb will compound this problem and make the streets/roads difficult to navigate in the

future, particularly for service and emergency service vehicles. Street size must therefore be a key factor to be considered by Auckland Council when considering the rezoning of an area. By Council's own admission in its Special Character Area report for St Marys Bay, most streets other than St Marys Bay Road are narrow and do not have grass verges or street trees. Account must be given to the adequacy of sewage and wastewater pipes in the area being able to meet greater intensification of development. I question whether St Marys Bay has sufficient capacity in place for sewage and wastewater should the area be comprehensively rezone for six-storey development even taking account of the existing stormwater separation initiative being undertaken.

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 suburb of St Marys Bay, being one of the earliest settled suburbs of Auckland, should not be subject to the blunt instrument of legislation without appropriate consideration being given to the retention of its unique and defining built characteristics. Once the zoning for the area is changed, there will be no hope in retaining its historic feel or character which will be a loss to both Auckland and New Zealand.

Important privacy information

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#2767

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: Caitlin Daniel

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

Tell us why

Many people take public transport due to disabilities. A long walk is not help full

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

I do not know what this is

5. **What do you think of our proposal to apply the Terrace 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's good that more people are close to support 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

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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

I live in a "heritage building" in which fibre wifi is not allowed as fibre wifi "detracts from the heritage aspect." I work online and this should not be allowed. We should not focus on special character aspects at the expense of present day peoples

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

Tell us why

I don't know enough about this issue.

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

It's a long time coming

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)

We need better public transport. We need affordable housing. We shouldn't have to be late for an important appointment because the bus was canceled. When I'm older I want to by a house but unless I win the Powerball 2x that is impossible

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#2770

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: Amoze Bonn

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

No distinction should be made between a “city centre” or “metropolitan centre” walkable catchment. Aucklanders are Aucklanders no matter where they live, be that in a city fringe suburb or a metropolitan centre fringe suburb. An Aucklander’s location relative to either centre does not change the distance that they would be prepared to walk in order to access amenities and services from their home. Both the city centre and metro centres provide broadly similar amenities and services to one another and I do not believe that a distinction should be drawn between the two. An average person in a city centre fringe suburb is no more likely to walk further to an art gallery than a person living in a metropolitan centre suburb. I am therefore of the view that a 10 minute or 800-meter walk (the lesser of either) should constitute a “walkable catchment”.

Metrics for determining “walkable catchment” areas must be based on streets/roads not footpaths and overbridge walkways. To be genuinely “walkable”, routes leading to and from the city centre and metropolitan centres should only include those that are in fact walkable without fear for personal safety at all hours of the day, not only during certain hours of the day. In St Marys Bay for example, Jacobs Ladder overbridge walkway and the connecting footpath from Waitemata Street are poorly lit, isolated and largely sheltered from public view, which makes them unsafe to use for large parts of the day due to crime and should not be included in determining a “walkable catchment”. To include such unsafe routes would be both inaccurate and disingenuous.

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

Tell us why

An 800-meter walk seems a reasonable distance to cover to access nearby services or amenities by a reasonably fit individual. I believe that a consistent “walkable catchment” approach ought to be adopted across the city centre zone, metropolitan centre zone and areas near rapid transit stops.

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Tell us why

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Greater consideration must be given to the retention of Auckland's built heritage and the architectural merit of city fringe suburbs. Please see my comments in relation to Question 7 regarding Special Character Areas.

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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

It is extremely important that we recognize the historic value of Auckland's old suburbs. Special dispensation should be given to protect and preserve the history of the city for generations to come. St Marys Bay, being one of Auckland's first settled suburbs.

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

Residential Special Character Areas should include properties identified which score 2-3 or above so that Auckland does not unnecessarily lose its distinguishing historical architectural features merely to allow for more intensive development in suburbs of historical or architectural merit. I would argue that properties identified in these lower categories still have intrinsic historic or architectural merit worth preserving. There are many areas around Auckland that have few (if any) historic or architecturally significant homes and it is those areas that ought to be the focus of greater intensification of development. St Marys Bay for instance is a place of special architectural character value that has a collective importance and relevant interest to both the local area and Auckland region. According to Auckland Council's own report on St Marys Bay, the suburb includes some of the earliest residential subdivision in the city. St Marys Bay physically links Aucklanders to its past as a central city fringe suburb developed early in Auckland's history and illustrates a diversity of historical architectural styles and eras during the early history of the city in a uniquely compact area (more diverse than many other Auckland suburbs). For St Marys Bay to lose its Special Character Status and to rezone it so as to enable the greenlighting of up to

six-storey developments in place of a vast array of villas, bungalows and cottages would welcome the destruction of an historically and architecturally significant suburb.

A requirement that an area within a “walkable catchment” must have 75% or more individual properties scoring 5 or 6 is unduly onerous. Setting such a high threshold means that historically or architecturally significant suburbs risk losing their historical integrity simply by becoming victims of their geographic location. The result of which being that some of the oldest historical or architecturally significant suburbs in Auckland will be lost to time and future generations. Suburbs with less than 75% risk losing their uniqueness, charm and history entirely. I propose that a lower threshold of 65% ought to be applied to this category. Furthermore, I do not believe that St Marys Bay is within a “walkable catchment” using Auckland Council’s metrics.

A requirement that an area outside a “walkable catchment” must have 66% or more individual properties scoring 5 or 6 is also unduly onerous. I propose that a 51% threshold ought to be applied to this category i.e. where the majority of homes in an area are historical or architecturally significant in nature, that area ought to receive Special Character protection in the interests of preserving the built heritage of Auckland city and the integrity of the suburb as a whole. I believe that St Marys Bay sits outside a “walkable catchment” using Auckland Council’s metrics.

Independent assessment of individual homes ought to be undertaken to determine the ranking of a property and consequently the heritage status of an area. I do not believe that the historical and architectural merit of many homes in St Marys Bay have been accurately assessed. Furthermore, we do not have transparency regarding the specific ratings of each home.

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

Account must be given to the street size of an area relative to the permitted zoning. However, I do not believe that sufficient consideration has been given to the infrastructure constraints faced by certain city fringe suburbs. St Marys Bay for instance has several small-scale, narrow streets which are tight to drive down. By zoning large areas of St Marys Bay as Terrace Housing and Apartment Buildings Zone, this allows for a vast increase in volume of the number of new residents yet the streets will remain the same size. Intense redevelopment of up to six-storeys in the suburb will compound this problem and make the streets/roads difficult to navigate in the future, particularly for service and emergency service vehicles. Street size must therefore be a key factor to be considered by Auckland Council when considering the rezoning of an area. By Council's own admission in its Special Character Area report for St Marys Bay, most streets other than St Marys Bay Road are narrow and do not have grass verges or street trees.

Account must be given to the adequacy of sewage and wastewater pipes in the area being able to meet greater intensification of development. I question whether St Marys Bay has sufficient capacity in place for sewage and wastewater should the area be comprehensively rezone for six-storey development even taking account of the existing stormwater separation initiative being undertaken.

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 suburb of St Marys Bay, being one of the earliest settled suburbs of Auckland, should not be subject to the blunt instrument of legislation without appropriate consideration being given to the retention of its unique and defining built characteristics. Once the zoning for the area is changed, there will be no hope in retaining its historic feel or character which will be a loss to both Auckland and New Zealand.

Important privacy information

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#2774

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: Robert Butler

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 walkable to city centre.

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

Tell us why

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

Tell us why

St Marys Bay is not walkable from Britomart.

Intensification around town and local centres

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

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

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

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

Tell us why

St Mary's Bay is further from 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.

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

Special Character Areas

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

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

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

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

Tell us why

St Marys Bay has over 200 properties rated 5 or 6. Many of the newer properties are beautiful and worth protecting.

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

Tell us why

Apply to the whole of St Marys Bay rating 4 to 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

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 stormwater, wastewater, parking and road infrastructure issues.

Other qualifying matters

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

These additional qualifying matters include:

- Ridgeline Protection Overlay
- 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 the unstable former coastal edge.

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#2775

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: Penelope Hansen

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

I agree with walkable catchments in principle for the young and able bodied, but they cannot serve the disabled, the elderly, people with small children. There are many people who need to have public transport very close. Small regular electric buses would serve this purpose for those people while allowing catchments for others.

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

Tell us why

See above. I agree with walkable catchments in principle for the young and able bodied, but they cannot serve the disabled, the elderly, people with small children. There are many people who need to have public transport very close. Small regular electric buses would serve this purpose for those people while allowing catchments for others.

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

Tell us why

See above. I agree with walkable catchments in principle for the young and able bodied, but they cannot serve the disabled, the elderly, people with small children. There are many people who need to have public transport very close. Small regular electric buses would serve this purpose for those people while allowing catchments for 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?** Other

Tell us why

I support the principle but the detail needs to be individualised.

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

Tell us why

As above, I support the principle but would like to see small town centres and large local centres having a say in how this is enacted. They will have the best ideas about how best to do this. I support the principle but the detail needs to be individualised.

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 have made a submission which has been emailed, on this 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 have emailed a written submission which details the my concerns: Five qualifying matters I consider necessary are:

lack of infrastructure to deal with sewage and wastewater; protection of ecological and environmental areas; respect for heritage; dangers of construction issues in fragile areas; destruction of community.

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 cannot make the mistake of building where there is inadequate infrastructure. Already the Waitemata has significant sewage issues borne out by the no swimming signs constantly posted around our harbour.

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)**

I support all these qualifying matters. These are the things that make Auckland the distinctive city it is.

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Submission
Auckland Council Feedback
GovtNZ Housing Intensification Proposal.

Penelope Hansen

Introduction

- Our property and those around us are designated Residential – Terrace Housing and Apartment Building Zone – Modified.

- I am in favour of intensification. We need to provide more housing, preferably lower cost housing, near places of work and travel hubs.

- Intensification can be done well or badly. I have lived my whole life of 74 years in Auckland and I love this city. I want our intensification to improve this city, not degrade it. I want to see our intensification done well.

- Good intensification requires good infrastructure both above and below ground, and widespread green spaces for ecological and psychological well-being.

This submission especially concerns the Ada St/Middleton Rd junction near the Newmarket station and I submit that a number of qualifying matters apply to this area:

Qualifying matters for Ada St/Mamie St/Middleton Stream area
The current proposal allows six and more storey buildings up to the boundary in this ecologically fragile area with small houses built for railway workers in the early part of this century. The following qualifying matters need to be applied:

1 Infrastructure

a. At present whenever Auckland has its frequent deluges, sewage and wastewater mix together in our ancient pipes. This mess of pollution flows down the valley into Hobson Bay and into the Waitemata Harbour. No work is planned on this network until at least 2032.
b. 'Significant investment by Auckland Council and Watercare is currently proposed to address long-term problems but it will take over a decade to make major improvements.'*

c. Any new building above ground, especially new building on this scale, needs to be preceded by extensive upgrading of infrastructure.
d. Unfortunately, when Newmarket Park was developed, no additional infrastructure was provided. This neglect is partly responsible for the present pollution in the waterways in this area. We should not repeat this mistake.
e. Like trees that need good roots to survive, our city needs solid underground infrastructure to live and last well.

2 Ecology and Conservation

a. Ada St, Middleton Rd and Bassett Rd encompass a stream which feeds into the Newmarket Stream which runs down to Hobson Bay.
b. Auckland Council and local boards, Waitemata and Orakei, have long term plans to clean up Hobson Bay and our harbour (see above). This stream is an esssential part of that plan.
c. For the past five years local residents have banded together with the help of Auckland Council and our local boards to clean the stream by planting its banks, getting rid of weeds, and pests such as rats. Our group is called *From the Deck* https://fromthedeck.org
d. The geological structure of this area is very steep and fragile and slips have occurred frequently. The most recent construction near the stream not only saw rubbish being thrown into the steam by the builders (the developer eventually went bankrupt and work has continued on that building for years), but the stream fell into itself.
e. Over four years, to protect this stream *From the Deck* has planted a total of 4350 native trees in the valley including puriri, karaka, kohekohe, haraheke/flax, cabbage trees/ti kouka, kahikatea, ponga, putaputaweta, kanuka(Auckland), coprosma. koromiko, mahoe, kowhai, manuka, and grasses and sedges of various kinds to keep weeds away.
f. These plantings close to the stream help filter pollution.
g. They also provide a corridor for birds through to Mt Hobson from Newmarket Park.
h. The plantings build the historical botanical structure back into the valley keeping the fragile earth intact.
i. This tiny sliver of nature in our environment provides a sense of well-being In a rushing world.
j. Allowing apartments and other buildings to be constructed right up to the boundary excludes the possibility of trees and other plants, vegetables and flowers, being planted and thus enriching the environment. Unless of course it were mandatory to have roof gardens.

3 Construction issues

a. Ada St, Mamie St, and Belmont Rd are very narrow streets, no more than one way, though operating as two way.
b. Any building works on these streets are dangerous, disruptive to residents, and damaging to both roads and footpaths.
c. Even lesser construction, such as renovations to homes, in this and surrounding streets has shown this.

4 Heritage

a. Ada St contains the remainder of the cottages built at the beginning of the 20th century to house railway workers and their families. Some of these houses have been destroyed but some remain as an important link to the past and present of Newmarket as a railway hub.
b. Without our past in our visual world, we are in danger of losing the best future we could provide to our descendants.

5 Destruction of community

a. Allowing six and more storey buildings to be built up to the boundary in narrow suburbs such as ours will destroy communities. Shade, too little light, an inability to grow plants in gardens will drive people away and buildings that tower ominously next door will drive people away from smaller houses. This is surely not the intent. After all mixed age populations are known to be more healthy for all ages.
b. The lack of consultation allowed for in this proposal will cause enormous anguish In strong communities. This is not a plea for no change, but a plea for meaningful consultation and consideration of what exists. We in New Zealand have a habit of replacing rather than rebuilding from what we have.
c. Part of the goal is to have low cost housing near the city. Is it likely that developers will build low cost housing in some of Auckland's more expensive suburbs? Or will developers seize the opportunity to build more expensive, highend apartments?

The Auckland Council Unitary Plan enables at least 900,000 dwellings to be built on residential-zoned land. There is no shortage of land to be built on. Properly constructed

communities with schools, proper infrastructure for sewage and wastewater, green space, access to public transport, a variety of building types can give our citizens in every sense space to breath.

Recommendation :

I submit that any plan for this area be modified to ensure that areas of heritage and ecological value in Ada St be preserved by providing appropriate overlays, for example, SEAs, or some other protective mechanism.

Thank you for the opportunity to make this submission.

Penelope Hansen

*Auckland Council handout for waste water meeting, December 2020

#2776

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 Gibson

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 in within a walkable distance of 1200 metres to the City Centre amentities 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?** Do not support - I think it should be closer

Tell us why

I do not support. Given the geograph of Auckland, I think the simplest solution for intensification is to build the required as apartments within the CBD it will bring much needed footfall and business to an area already struggling.

The infrastructure is already in place and given the govt / council / Auckland Transports desire to remove carparking requirements for new builds then it solve parking congestion which is bound to happen if new townhouse and apartment buildings were allowed to be created, with or without offstreet parking.

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

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

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

Tell us why

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

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

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

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

Tell us why

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

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

Tell us why

The 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.

In addition, St Marys Bay carparking on the New Street and surrounding streets is severely impacted around the time of school start and finish times, let alone issues that will be created with newbuild townhouses and apartment building with limited if any offstreet parking requirements. This will hamper current residents ability to park near their homes and also create a safety hazard around school pick up and drop off times.

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 it should have been. This means that a suitable depth of protection is needed from the formal 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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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.

#2780

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: Sharon Stayt

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

The City Centres are dying as you can't park anymore, shops are easier to find in the malls of the suburbs. People also prefer working from home. Intensification should happen where affordable housing near workplaces actually are. That's not the City Centres.

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 City Centres are dying as you can't park anymore, shops are easier to find in the malls of the suburbs. People also prefer working from home. Intensification should happen where affordable housing near workplaces actually are. That's not the City Centres.

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

Tell us why

There need to be more transport stops available across a wider area of existing housing areas, focusing on what's already there, doesn't help 70% of Auckland's population who can't reach transport. They also can't afford central city living.

Intensification around town and local centres

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

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

DO NOT SUPPORT. I would only support if the housing reflected the same character as existing housing. Destroying the character of Auckland to squeeze more bodies in is repugnant. How do you think Londoners would react to Hyde Park and Regents Park being surrounded by new terraced housing.

5. **What do you think of our proposal to apply the Terrace 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. I would only support if the housing reflected the same character as existing housing. Destroying the character of Auckland to squeeze more bodies in is repugnant. How do you think Londoners would react to Hyde Park and Regents Park being surrounded by new terraced housing.

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 areas are deemed to be that because they do have special character. What we are we left with if we bowl them over. A bunch of ugly boxes? Go up in the areas where the average person can afford to purchase, near to their work sites - and don't ruin the only character areas we have.

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

Special Character areas are deemed to be that because they do have special character. What we are we left with if we bowl them over. A bunch of ugly boxes? Go up in the areas where the average person can afford to purchase, near to their work sites - and don't ruin the only character areas we have.

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

Our waterfront has been destroyed by the ports. Don't let developers destroy our special character suburbs. They're some of the best in the world. We have ample affordable space to build up elsewhere. City centers/special characters areas simply aren't affordable for most people. It will simply line the pockets of developers. Rich people's children will be able to buy apartments.

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

You could solve Auckland's housing crisis overnight by simply enforcing rental of empty properties.

There are thousands upon thousands of investment properties and properties owned by people who live overseas that sit unoccupied. If you enforced occupation by rental or charged extortionate rates for empty homes there would be thousands more available for rental and housing prices would come down. If owners don't occupy a home for more than 12 months or 2 years/ the Council could seize the properties for rental.

Auckland’s historic old wooden housing areas are a significant part of the city’s identity and character. Auckland has one of the best preserved collections of Victorian and Edwardian wooden houses in the world. They are an important part of our heritage

These are currently protected in the Auckland Unitary Plan (AUP) as Special Character Areas. Schedule 15.1.1 in the plan contains a detailed analysis of these areas and their qualities. It says that the Special Character Overlay “seeks to retain and manage the character of traditional town centres and residential neighbourhoods by enhancing existing traditional buildings, retaining intact groups of character buildings, and designing compatible new building infill and additions.”

These Special Character areas have been protected from demolition for many years and there is now an accepted community expectation that they deserve protection and that they will be kept. Unless they are made a qualifying matter in the Proposed Plan Change, these Special Character Areas will be destroyed. If three storey developments are allowed everywhere these old villas, cottages and bungalows will be either demolished or squeezed between monolithic concrete and glass housing blocks. These areas are about scale and cohesiveness, and to have them interrupted by brutal, over-scale developments will be the death knell of the historic fabric of the city.

There is no need to destroy Auckland’s Special Character Areas to provide more housing. As the capacity analysis recently carried out by Auckland Council shows, the AUP already provides for

sufficient capacity for at least 30 years housing development. Auckland Council's figures show there is enough existing development capacity under the AUP for up to 900,000 more dwellings in Auckland now.

The Special Character Areas only cover 3.6% of land zoned residential in the AUP. That leaves plenty of other land available for intensification, in places where the AUP has determined are appropriate for more intensive 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
- 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 the areas below should remain protected to maintain the integrity of the city of Auckland. We do not want to become a skyscraper city with no views of our beautiful volcanoes, hills and waterlines. Why would we want everywhere to look like an overpopulated slum with no natural lighting reaching the inhabitants below. Choose to build up in areas that don't destroy the beauty of our City.

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)

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#2783

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: Ida Dowling

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 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.

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

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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27 April 2022

SUBMISSION – Government's new housing rules

SUBMITTER – NAME, ADDRESS

CONTACT DETAILS – EMAIL ADDRESS, PHONE NUMBER

Additional information regarding Question 7 – 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, **77% of properties being of high quality**.

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.





#2784

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: Irene Bonn

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 distinction should be made between a “city centre” or “metropolitan centre” walkable catchment. Aucklanders are Aucklanders no matter where they live, be that in a city fringe suburb or a metropolitan centre fringe suburb. An Aucklander’s location relative to either centre does not change the distance that they would be prepared to walk in order to access amenities and services from their home. Both the city centre and metro centres provide broadly similar amenities and services to one another and I do not believe that a distinction should be drawn between the two. An average person in a city centre fringe suburb is no more likely to walk further to an art gallery than a person living in a metropolitan centre suburb. I am therefore of the view that a 10 minute or 800-meter walk (the lesser of either) should constitute a “walkable catchment”.

Metrics for determining “walkable catchment” areas must be based on streets/roads not footpaths and overbridge walkways. To be genuinely “walkable”, routes leading to and from the city centre and metropolitan centres should only include those that are in fact walkable without fear for personal safety at all hours of the day, not only during certain hours of the day. In St Marys Bay for example, Jacobs Ladder overbridge walkway and the connecting footpath from Waitemata Street are poorly lit, isolated and largely sheltered from public view, which makes them unsafe to use for large parts of the day due to crime and should not be included in determining a “walkable catchment”. To include such unsafe routes would be both inaccurate and disingenuous.

Suburb-specific topography must be taken into account when determining whether an area is within a “walkable catchment”. Account must be given to: (i) whether a route determined as falling within a “walkable catchment” genuinely takes X minutes to reach Y destination if in fact that route includes a steep incline; and (ii) whether an average person would in reality use a route with any degree of regularity because of a steep incline. By way of example, in St Marys Bay, the only direct road access from the city centre to the suburb is via College Hill. The road has a very steep incline, which itself connects to other steep streets within St Marys Bay. In reality, few people in the suburb would likely walk from the city centre to their homes. It is also worthwhile noting that the outer edges of the city centre adjacent to St Marys Bay provide little service or amenity to local residents. In fact, someone would have to travel much further into the city centre in order to benefit from most services or amenities that they would seek to engage or utilise.

Time spent at pedestrian crossings must be taken into account when determining whether an area is within a “walkable catchment”. By not taking this into account, a route cannot be said to be genuinely walkable (for the purpose of identifying a “walkable catchment”) within a given timeframe. Satellite navigation takes account of this for car journeys, so too must a “walkable catchment” metric for pedestrian journeys. By not doing so, this misrepresents genuine travel-times for pedestrians.

A “Walkable catchment” should not be arbitrarily extended to include an entire street/road where sites on that street/road are outside of what is truly “walkable” within the definition of a “walkable catchment”.

A singular zoning type should not arbitrarily extend to the end of a street/road simply because part of it may fall within one zone or another.

All of St Marys Bay from and including New Street towards Herne Bay is not within a “walkable catchment” of the city centre using Auckland Council’s own metrics. I strongly believe that Auckland Council should determine the concept of a “walkable catchment” in light of the points I have raised above. St Marys Bay should not be zoned a Residential Terrace Housing and Apartment Building Zone and should instead continue to be zoned as a Two-Storey Single Dwelling Residential Area with a Special Character Overlay applying to the suburb.

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

Tell us why

An 800-meter walk seems a reasonable distance to cover to access nearby services or amenities by a reasonably fit individual. I believe that a consistent “walkable catchment” approach ought to be adopted across the city centre zone, metropolitan centre zone and areas near rapid transit stops.

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Tell us why

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Tell us why

Suburb-specific topography and infrastructure must be taken into account. In St Marys Bay for instance, Seymour Street and the streets connecting with it are very steep and narrow which are not suited to such intense development.

Greater consideration must be given to the retention of Auckland's built heritage and the architectural merit of city fringe suburbs. Please see my comments in relation to Question 7 regarding Special Character Areas.

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

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.

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Tell us why

It is extremely important that we recognize the historic value of Auckland's old suburbs. Special dispensation should be given to protect and preserve the history of the city for generations to come. St Marys Bay, being one of Auckland's first settled suburbs.

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Residential Special Character Areas should include properties identified which score 2-3 or above so that Auckland does not unnecessarily lose its distinguishing historical architectural features merely to allow for more intensive development in suburbs of historical or architectural merit. I would argue that properties identified in these lower categories still have intrinsic historic or architectural merit worth preserving. There are many areas around Auckland that have few (if any) historic or architecturally significant homes and it is those areas that ought to be the focus of greater intensification of development. St Marys Bay for instance is a place of special architectural character value that has a collective importance and relevant interest to both the local area and Auckland region. According to Auckland Council's own report on St Marys Bay, the suburb includes some of the earliest residential subdivision in the city. St Marys Bay physically links Aucklanders to its past as a central city fringe suburb developed early in Auckland's history and illustrates a diversity of historical architectural styles and eras during the early history of the city in a uniquely compact area (more diverse than many other Auckland suburbs). For St Marys Bay to lose its Special Character Status and to rezone it so as to enable the greenlighting of up to

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A requirement that an area within a “walkable catchment” must have 75% or more individual properties scoring 5 or 6 is unduly onerous. Setting such a high threshold means that historically or architecturally significant suburbs risk losing their historical integrity simply by becoming victims of their geographic location. The result of which being that some of the oldest historical or architecturally significant suburbs in Auckland will be lost to time and future generations. Suburbs with less than 75% risk losing their uniqueness, charm and history entirely. I propose that a lower threshold of 65% ought to be applied to this category. Furthermore, I do not believe that St Marys Bay is within a “walkable catchment” using Auckland Council’s metrics.

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

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

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this

as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

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

Tell us why

Account must be given to the street size of an area relative to the permitted zoning. However, I do not believe that sufficient consideration has been given to the infrastructure constraints faced by certain city fringe suburbs. St Marys Bay for instance has several small-scale, narrow streets which are tight to drive down. By zoning large areas of St Marys Bay as Terrace Housing and Apartment Buildings Zone, this allows for a vast increase in volume of the number of new residents yet the streets will remain the same size. Intense redevelopment of up to six-storeys in the suburb will compound this problem and make the streets/roads difficult to navigate in the future, particularly for service and emergency service vehicles. Street size must therefore be a key factor to be considered by Auckland Council when considering the rezoning of an area. By Council's own admission in its Special Character Area report for St Marys Bay, most streets other than St Marys Bay Road are narrow and do not have grass verges or street trees.

Account must be given to the adequacy of sewage and wastewater pipes in the area being able to meet greater intensification of development. I question whether St Marys Bay has sufficient capacity in place for sewage and wastewater should the area be comprehensively rezone for six-storey development even taking account of the existing stormwater separation initiative being undertaken.

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 suburb of St Marys Bay, being one of the earliest settled suburbs of Auckland, should not be subject to the blunt instrument of legislation without appropriate consideration being given to the retention of its unique and defining built characteristics. Once the zoning for the area is changed, there will be no hope in retaining its historic feel or character which will be a loss to both Auckland and New Zealand.

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#2787

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: Gaynor Steel

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 Ryle Street and have walked to the city to work over several years. Colleagues have been amazed that I would walk that far!! Most people are lazy in my view. The edge of the city centre is an unrealistic measure for the Western side of the Auckland boundary, due to the percentage of offices, retail, University and AUT which are found to the east of Queen Street. A more appropriate line would sit at Queen St, which is 2000m and around 30 minutes walk from Ryle Street.

Intensification would be suitable on sites close to the CBD, such as the land between Beaumont Quarter and St Mary's College, Wynyard Quarter, Old city Works Depot between Wellesley and Nelson 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 relevant for our area

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

Tell us why

500 metres would be more appropriate as walkable by the general public

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?** 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.

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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 Unitary Plan already identifies special character areas requiring protection. By excluding certain special character areas the amount of land made available for redevelopment is very small. No accounting of the historical value is quantified in Council's suggestion for character value eg one of the first wooden houses in our area was built in Elizabeth Street for Mr Michael Wood who created the original Brookville Estate of 121 sections creating much of North Freemans Bay in the 1850s. Largely intact, this house is proposed zone THAB, making it 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

Areas marked in red in Freemans Bay should be included as a qualifying matter because even if not of high quality character, they are part of the overall historic suburb and they contribute to the retention of Auckland's history and sense of place.

Designating character using tools such as desktop studies using aerial photographs and Google Streetview may not be the best way to ascertain character. Also only using streetview may mean you can't see what is behind a fence or hedging, or properties on rear sections.

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 for Auckland as a whole.

Infrastructure constraints

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

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

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

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

Tell us why

Existing infrastructure in Freemans Bay will not support intensification due to limited stormwater and sewage capacity. Freemans Bay will not be linked to the Western Interceptor and therefore overflows to the harbour will increase.

Our Ryle Street is 6.5m wide and currently presents access difficulties for Fire and Ambulance services, rubbish trucks and construction vehicles and trucks delivering anything! I don't see how the street could withstand demolition and construction on any development. Buildings of 6 floors or more will lead to the creation of wind tunnels, as in the CBD, extreme street shading in the narrow streets, especially for houses categorised as single dwelling 2 storey on the South side of 6 floor 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.

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

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

Climate change. Freemans Bay has significant vegetation and green areas which provide environmental and cooling benefits to the central city. Intensification will result in a loss of these benefits at a time when climate change requires their retention.

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#2792

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Name: Oscar Fransman

Name of organisation/business:

Your local board: Waitematā

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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

No distinction should be made between a “city centre” or “metropolitan centre” walkable catchment. Aucklanders are Aucklanders no matter where they live, be that in a city fringe suburb or a metropolitan centre fringe suburb. An Aucklander’s location relative to either centre does not change the distance that they would be prepared to walk in order to access amenities and services from their home. Both the city centre and metro centres provide broadly similar amenities and services to one another and I do not believe that a distinction should be drawn between the two. An average person in a city centre fringe suburb is no more likely to walk further to an art gallery than a person living in a metropolitan centre suburb. I am therefore of the view that a 10 minute or 800-meter walk (the lesser of either) should constitute a “walkable catchment”.

Metrics for determining “walkable catchment” areas must be based on streets/roads not footpaths and overbridge walkways. To be genuinely “walkable”, routes leading to and from the city centre and metropolitan centres should only include those that are in fact walkable without fear for personal safety at all hours of the day, not only during certain hours of the day. In St Marys Bay for example, Jacobs Ladder overbridge walkway and the connecting footpath from Waitemata Street are poorly lit, isolated and largely sheltered from public view, which makes them unsafe to use for large parts of the day due to crime and should not be included in determining a “walkable catchment”. To include such unsafe routes would be both inaccurate and disingenuous.

Suburb-specific topography must be taken into account when determining whether an area is within a “walkable catchment”. Account must be given to: (i) whether a route determined as falling within a “walkable catchment” genuinely takes X minutes to reach Y destination if in fact that route includes a steep incline; and (ii) whether an average person would in reality use a route with any degree of regularity because of a steep incline. By way of example, in St Marys Bay, the only direct road access from the city centre to the suburb is via College Hill. The road has a very steep incline, which itself connects to other steep streets within St Marys Bay. In reality, few people in the suburb would likely walk from the city centre to their homes. It is also worthwhile noting that the outer edges of the city centre adjacent to St Marys Bay provide little service or amenity to local residents. In fact, someone would have to travel much further into the city centre in order to benefit from most services or amenities that they would seek to engage or utilise.

Time spent at pedestrian crossings must be taken into account when determining whether an area is within a “walkable catchment”. By not taking this into account, a route cannot be said to be genuinely walkable (for the purpose of identifying a “walkable catchment”) within a given timeframe. Satellite navigation takes account of this for car journeys, so too must a “walkable catchment” metric for pedestrian journeys. By not doing so, this misrepresents genuine travel-times for pedestrians.

A “Walkable catchment” should not be arbitrarily extended to include an entire street/road where sites on that street/road are outside of what is truly “walkable” within the definition of a “walkable catchment”.

A singular zoning type should not arbitrarily extend to the end of a street/road simply because part of it may fall within one zone or another.

All of St Marys Bay from and including New Street towards Herne Bay is not within a “walkable catchment” of the city centre using Auckland Council’s own metrics. I strongly believe that Auckland Council should determine the concept of a “walkable catchment” in light of the points I have raised above. St Marys Bay should not be zoned a Residential Terrace Housing and Apartment Building Zone and should instead continue to be zoned as a Two-Storey Single Dwelling Residential Area with a Special Character Overlay applying to the suburb.

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

Tell us why

An 800-meter walk seems a reasonable distance to cover to access nearby services or amenities by a reasonably fit individual. I believe that a consistent “walkable catchment” approach ought to be adopted across the city centre zone, metropolitan centre zone and areas near rapid transit stops.

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six-storey developments in place of a vast array of villas, bungalows and cottages would welcome the destruction of an historically and architecturally significant suburb.

A requirement that an area within a “walkable catchment” must have 75% or more individual properties scoring 5 or 6 is unduly onerous. Setting such a high threshold means that historically or architecturally significant suburbs risk losing their historical integrity simply by becoming victims of their geographic location. The result of which being that some of the oldest historical or architecturally significant suburbs in Auckland will be lost to time and future generations. Suburbs with less than 75% risk losing their uniqueness, charm and history entirely. I propose that a lower threshold of 65% ought to be applied to this category. Furthermore, I do not believe that St Marys Bay is within a “walkable catchment” using Auckland Council’s metrics.

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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

Account must be given to the street size of an area relative to the permitted zoning. However, I do not believe that sufficient consideration has been given to the infrastructure constraints faced by certain city fringe suburbs. St Marys Bay for instance has several small-scale, narrow streets which are tight to drive down. By zoning large areas of St Marys Bay as Terrace Housing and Apartment Buildings Zone, this allows for a vast increase in volume of the number of new residents yet the streets will remain the same size. Intense redevelopment of up to six-storeys in the suburb will compound this problem and make the streets/roads difficult to navigate in the future, particularly for service and emergency service vehicles. Street size must therefore be a key factor to be considered by Auckland Council when considering the rezoning of an area. By Council's own admission in its Special Character Area report for St Marys Bay, most streets other than St Marys Bay Road are narrow and do not have grass verges or street trees.

Account must be given to the adequacy of sewage and wastewater pipes in the area being able to meet greater intensification of development. I question whether St Marys Bay has sufficient capacity in place for sewage and wastewater should the area be comprehensively rezone for six-storey development even taking account of the existing stormwater separation initiative being undertaken.

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 suburb of St Marys Bay, being one of the earliest settled suburbs of Auckland, should not be subject to the blunt instrument of legislation without appropriate consideration being given to the retention of its unique and defining built characteristics. Once the zoning for the area is changed, there will be no hope in retaining its historic feel or character which will be a loss to both Auckland and New Zealand.

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.

#2797

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: Deborah Cox

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 (SMB) is not within 1200m or 15 mins walkable catchment of Auckland Central City.

There are only two walking routes between SMB and AK Central City with hills at both ends, College Hill (a steep hill) or Jacob's Ladder (a steep set of stairs at the end of Waitemata St) at the SMB end and Wellesley or Victoria Streets at the City end. The Jacob's Ladder route is longer, unsafe in the dark, and unsuitable for those walking with pushchairs.

Council has measured distances and walking times from the edge of the City. Distances and walking times should be measured from the centre of the City to the Centre of SMB.

Google maps gives the following calculations:

Cnr Hobson & Wellesley St to New St, SMB (shortest) 1500, 21 mins

Cnr Queen & Victoria St to Selby Square (middle) 2400, 33 mins

Art Gallery Wellesley St to Hackett St (furthest) 2600,35 mins

Times will be longer if Google hasn't factored in hills.

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

SMB is not within walkable distance of rapid transit stops. It takes at least 30 mins to either walk to bus to Britomart.

Intensification around town and local centres

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

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

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

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

Tell us why

St Marys Bay is not within 400m of the City Centre and not within the 1200m walking catchment proposed for terrace housing and high rise apartments.

5. **What do you think of our proposal to apply the Terrace 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

NA

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 strongly support Council including the existing SMB special character area (SCA) as a qualifying matter. In order to achieve this the Council should revisit its methodology:

- Council should revisit the criteria on its rating scale (1-6) and audit the consistency with which this is applied eg garages, carports, fences, pop tops in order to increase the number of houses scoring 5 or 6. From my longstanding residence in the area many scores are inconsistent or wrong.

- Only 50% of properties were visited in person to assess their quality; the remaining 50% were assessed via Google. Council should visit all properties in person to ensure consistent assessment.

- a SCA is more than the sum of its individual properties and certainly more than just the sum of its top scoring properties purely on historic architectural value. Council should add one or more separate weighted measures relating to the SC of the whole neighbourhood such as consistency of scale and form of built environment, integration of green spaces and historic public buildings, social and cultural history. It is a nonsense to protect one highly scoring single storey villa in isolation and allow it to be completely devalued by a 6+ storey apartment block right on its boundary. There are some obvious areas eg the houses around the four sides of unique Selby Square all deserve protection regardless of whether each house scores 5 or 6: it is the scale and cohesion of the whole unit that is valuable, as is proposed along St Marys 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

As described in my response to the previous question, the SMB SCA is special historically in its entirety. It is only a relatively small cohesive area. Allowing high rises in any part of it will destroy the whole character and history.

The area was well used by Maori well before the first mid C19th working class colonial subdivision was built. Right up till the 1920s and 30s Maori used to beach their waka in the bay and walk up to St Marys Bay (or Dedwood as it was then known) with kete of kumara and other vegetables from their gardens to sell door to door or offering their labour. When I moved to Seymour St in 1977 an elderly neighbour, Art Vernon, told me family groups would camp out for days until they'd sold their produce.

High rises would inevitably mean the loss of views of St Marys Bay itself from all but the higher levels of apartment blocks. Currently the view is an integral part of the area's history and Leys Library has (or had before it was mothballed) a fantastic array of photos showing how colonial families would row ashore and use the bay for picnics, yacht races and swimming. Tall apartment blocks right around Selby Square would shade this one available recreational space at all times of the day and remove the opportunity it offers for outdoor recreational enjoyment. Currently residents also have the use of their gardens but apartment dwellers with probably only a small deck would have to go out of the area for outdoor recreational opportunity.

St Marys Bay is valuable as a SCA not just for local residents but for the whole of Auckland, and is also a tourist drawcard eg historic walking tours.

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

'SMB has a significant number of long-term infrastructure constraints to increased intensification.

- The current long overdue stormwater/wastewater separation project in SMB is designed for currently zoned population density and will continue to use the original 100 year old ceramic pipe for wastewater. Any increase in density would likely mean more stress on Mangere (where the septic drip feeds to) and increased discharge into the sea (the very issue the project is designed to overcome).

- Schools in the vicinity are near or at capacity and there is little or no potential land for expansion of existing school or new schools.

- Recreational outdoor space - current single house zoning allows families to enjoy their gardens for outdoor living. Selby Square is the only (small) green space in SMB apart from a pocket park at the top of St Marys Road and the motorway verge. With large numbers living in high rise apartments, people will need to travel outside the area for most day to day recreational outdoor living. Selby Square is unique in its zoning and has served as an central hub for many community events over many years eg cricket matches, Guy Fawkes bonfire evenings, Christmas carol singalongs, long NYE dinners. One reason it works so well is that it's open and safe and accessible to all.

- Car parking and EV charging - streets are narrow and many homes do not have off-street parking. Ironically, those who have built car ports or garages are now deemed to have degraded their property's heritage score. Residents without off-street parking are obliged to pay for resident parking permits as they compete with visitors, workers in local businesses and tradespeople for parking. Under the proposed new zoning and the tight footprint, developers will have little incentive to provide car parks, bicycle storage or EV charging facilities, even though Council wishes to encourage EV use. Lack of home EV charging is a disincentive to purchasing EVs.

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)

Local Public Views - Local sea views are integral to the SC of SMB. As already noted, Maori and early colonialists visited the bay via the sea to trade, work and enjoy recreation on and by the sea. To lose the sea view to high rise apartments, as would be inevitable, would be a significant loss of the story of SMB's SC.

Coastal Hazards - STM 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 margin of protection is needed from the former coastal cliffs inland for at least 100m where intensification must be avoided to mitigate the hazard risk.

I wish to add my "credentials" for having a strong desire to protect the whole of SMB from intense dense housing which, though it may appear to be in urgent need right now, may well change in priority in a few years time.

I am very concerned that all past efforts to protect and enhance the unique cultural, social and historic suburb that is St Marys Bay could be shortsightedly be vandalised unnecessarily when there are a number of other growth areas, specifically the 9 other population and employment hubs on convenient transport routes, where increased density could easily be absorbed without destroying our fast disappearing history.

I first moved into the area in a flat in Caroline Street in 1973 as a newly married 21 year old. After the obligatory OE my husband and I returned to NZ and bought the house at 20 Seymour St in 1977, living there with a growing family for 35 years. With the children grown, I sold it in 2012 for another family to enjoy, and immediately bought an apartment further up the road, in the 1958 block at 6 Seymour Street. This represents continuous residence for 45 years! I know I am not the only one with a similar engagement with our community and this longevity is testament to the Special Quality of the physical area itself and the special quality of the community who live here.

Please do not let this very special area be destroyed. It would be a travesty and a huge unnecessary compromise to preserve just single houses or pockets. Once the zoning changes the area as a SCA is gone forever.

(See separate email for more information)

Important privacy information

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#2798

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: Desley Allman

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 majority of St Marys Bay falls outside the walkable distance of the City Centre amenities that are centred around Queen St, Britomart and Wynyard Quarter (not the Tank Farm and Victoria Park which are inner city residential) . The closest accessible routes are either adjacent to the motorway which has no public lighting or involves steep gradients unsuitable for most inhabitants. Public transport still requires a 5-10 minute walk to most parts of lower St Marys Bay. My personal commute to work from St Marys Bay takes 20 minutes despite being 2 blocks closer than Queen St, these figures make zero allocance for traffic signals, congestion or terrain.

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 St Station both of which 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.

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 and is beyond the walkable catchment threshold.

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

Tell us why

Covid Lockdown restrictions has fundamentally changed work habits and increasingly businesses and individuals will either locate to suburbs or work from home reducing the need to intensify inner city housing.

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 a significant number of heritage buildings rated 5 or 6. These and others which support the heritage status are generally well maintained by residents and kept within a traditional colour palette or have sympathetic renovations. For these reasons I support creating Special Character Sub-areas around clusters of heritage homes in St Marys Bay in addition to those identified in the draft maps. For instance extend to both sides of St Marys Rd, and areas in Ring Terrace, Hackett, Melford and London St.

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 the areas should be expanded to include all houses rating 4, 5 and 6 to capture the special character of St Marys Bay. For example it is difficult to understand how the Eastern side of St Marys Rd has been captured while the Western side falls outside. Below Dunedin St a significant number are reconstructions or new builds (83,79,75,69) compared with original homes on the western side (78,74,68,66)? Given this street offers a classic tourist view of the Harbour Bridge (from Melford St corner) it would make sense to maintain the architectural merit of the western side!?

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

In particular Ponsonby/Three Lamps/Jervois Road should be reconsidered given their popularity for tourists dining or shopping.

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. Planned upgrades are based on existing lower density requirements. Intensification may also impact schools and other supporting institutions that are already at 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)**

As has been shown in recent weather events St Marys Bay is bounded by an unstable former coastal edge (cliff face) that presents a hazard to the motorway. This should be considered as a qualifying matter preventing intensification along the cliffs. Subsidence on the hill slopes is also an issue.

Important privacy information

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#2799

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 King

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

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, and certainly does not adequately consider the sprawl of the city from the 1.2km border. The 1.2km should be tested from the city centre, not the edges.

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 our 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 relevat to 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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4. **What do you think of our proposal 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 relevat to 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 area

Qualifying matters

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

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

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

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

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

Tell us why

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.

Under council guidelines, we were recently forced to spend huge amounts of money to improve our building to meet the local character, which we agreed with as we value the heritage suburb (indeed, it is one of th ereasons we choose to live here). It can hardly be fair that this is now just a waste of money due to an arbitary rezoning.

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

- it is very diffuclt to understand why ireland street has not been identified as a qualifying matter compared to other local areas - given the night number of well presented cottages and villas, many of which are very well looked after, it has a real example of the history of the suburb, especialy one that represented the historical workers and not much grander renovated mansions with pools.

I also note that the average site size on both Ireland Street an Franklin road (low 200m2) mean that any intensificaiton would be hugely overwhelming in relation to the existing sites.

We also alredy have a parking shortage, even with the parking restrictions, driven by the number of local business employees that park in the streets. This would be a lot worse with high rise dwellings with no mandatory car parks

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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#2804

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: Anna McDermott

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 think it is unrealistic due to the nature of the steep hills and dangerous high traffic areas. There are more suitable areas for intensification that are closer to town such as Beaumont Quarter, Wynyard Quarter and City Works Depot etc.

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

Tell us why

This is potentially more suitable

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 me

Intensification around town and local centres

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

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

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

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

Tell us why

This is not relevant to me

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

Tell us why

This is not relevant to me

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

In General the special character areas which have been excluded have small section sizes, difficult typography and many infrastructure constraints which make them unsuitable to redevelopment. I feel that the special character areas are crucial to Auckland's history and identity.

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

You cannot you cannot exclude the proposed areas in red 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

The historical character of Ponsonby Rd and surrounding areas is crucial to the local community and Auckland in 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?** Support

Tell us why

The extremely narrow streets in many parts of Freemans Bay already present access difficulties for Fire Service and Ambulance vehicles - any further intensification will create a much greater hazard for all current and any future residents

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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#2819

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: Paul Jancys

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-one walks to the edge of the city. If they do walk to the city it is to Queent St. But you would get an Uber. Not walk. Also this is not safe for women at night to be walking this area at the 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

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.

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.

Freemans bay has a rich history and Auckland's past leaders did not cover themselves in glory bulldozing the slums in the 70s.

The sculpture installed at the top of Western Park with the buildings sinking under the earth is a not very subtle reference to the suburbs loss of history and character.

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 the bulldozing of Freemans Bay in the 70s.

It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high quality character areas. You're creating a hotch potch

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

Tell us why

Ponsonby Road and Jervois Road are crucial to the identity of the area

Infrastructure constraints

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

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

infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

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

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

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

Tell us why

Freemans Bay sewerage and stormwater is already below standard and the drains stink. All the storm water needs an upgrade. You'll be spending a fortune with contractors having to access narrow streets and digging them up for years. Many of the streets already have difficulty with access for emergency services such as fire and ambulance. I can see a situation where a one way street was dug up and a house burns down because the fire truck could not access the property.

Its makes environmental and financial sense to prioritise development in other areas where existing infrastructure permits.

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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#2822

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: Marc Michel

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

You are going to destroy the amenity of Auckland suburbs and this should be stopped

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

You are going to destroy the amenity of Auckland suburbs and this should be stopped!

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

You are going to destroy the amenity of Auckland suburbs and this should be stopped

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

Stop the madness. All intelligent predictions show an excess of houses and apartments within 3-4 years and declining demand factors.

5. **What do you think of our proposal to apply the Terrace 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

Stop the madness. All intelligent predictions show an excess of houses and apartments within 3-4 years and declining demand factors.

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

You are going to destroy the heritage of Auckland. Madness. Bunch of barbarians especially with an excess of housing forecast

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

Stop the madness. All intelligent predictions show an excess of houses and apartments within 3-4 years and declining demand factors.

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

Stop the madness. All intelligent predictions show an excess of houses and apartments within 3-4 years and declining demand factors.

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

Commonsense

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)

Stop the madness. All intelligent predictions show an excess of houses and apartments within 3-4 years and declining demand factors.

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#2823

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

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Your details

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

Name: Richard Ashurst

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 this and think that if it was further then that would not be a bad thing. It is important we provide density where it can be supported by infrastructure.

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 this and think that if it was further then that would not be a bad thing. It is important we provide density where it can be supported by 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 further

Tell us why

This is terribly small. Existing large cities have density extend far further 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.

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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

400 metres isn't far enough.

5. **What do you think of our proposal to apply the Terrace 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

It should be further.

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 do not think special character areas should be a qualifying matter

Tell us why

This should be overturned by the central government immediately. The SCA have been manipulated in a way to retain the maximum amount of housing by not counting houses that are to the rear of the property, but these rear properties are still included in the SCA. This results in low SCA houses been caught in a SCA limitation for no reason. If these properties were included in the SCA rating, the SCA would be removed. The SCA borders have also been re-drawn to retain a percentage rating, when the original calculation was below the threshold and therefore should have been removed. The result is a zoning mess that removes potential housing from the areas that are most desirable to have more housing. The character rating percentage that was used to determine whether the SCA is retained or removed appears to have been made up for no other reason than to zone what already exists.

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

Tell us why

The SCA qualifying matters look terrible for the future planning of Auckland. It deprives the most desirable and expensive land from having the housing that can best serve inner city and city fringe suburbs. I would suggest that a small section of Auckland be given heritage status, while the rest of the SCA zones are removed.

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

With the increase in density, greenfield zones should be removed because of the provision within brown field sites.

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)**

Stockade hill should not have a viewshaft, and many of the view shafts should be removed.

Important privacy information

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#2827

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: Ken Mulcock

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

walkable area is a concept only and depends very much on terrain and type of residence etc. plus road type, other transport, parking in the vicinity etc.

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

Tell us why

seems better then 1,200 meters, but still should be addressed / decided based on specific immediate factors (one size does not fit all)

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

Tell us why

still should be addressed / decided based on specific immediate factors (one size does not fit all).

Rapid transport has so few stops in any event.

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?** Support

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

we live in an area of character - we have seen other areas of character negatively impacted by changes (K rd. Queen Street etc.)

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

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)

immediate infrastructure does not support the intensification that is proposed.

Auckland has many other areas that can be sympathetically developed to support additional dwellings, including high density.

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#2832

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: Jim 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

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.

I live in St Marys Road (the centre of St Marys Bay) and often walk to and from work in daylight hours. I work at 188 Quay Street, on the corner of Quay Street and Albert Street. This is the edge of the CBD, which is the City Centre. It is a 30 minute walk. I do not walk at night as the route is poor, Jacobs ladder steps dangerous, and the lighting poor.

To get to the train station to travel anywhere else is also a 30 minute walk.

The only way St Marys Bay could be included is if Auckland Council has decided that the "City Centre" now includes the Wynyard Quarter, which is ridiculous. It is a relatively new area made up of some bars and restaurants on one side of the viaduct, apartments and recently built Highrise apartments, and some large commercial office buildings, predominantly on Fanshaw Street. It is not City Centre and is not commonly considered city centre by anyone other than, it seems the Auckland Council.

It also has its own challenges that Auckland Council has created and was advised would be created when it allowed development. These include:

1. No viable public transport options anywhere but north.

2. The creation of a gridlock because of the amount of traffic now crossing Fanshaw Street, which did not previously exist.

Pressure of existing infrastructure.

The simple fact is that St Marys Bay is not within 15 minutes walk of any of the City Centre amenities, such as retail, which is centred around Queen Street and the Commercial Bay development, and transport, which is Britomart Train Station and the only public transport options south, east and west from St Marys Bay. It is also proximate the the Ferry Terminal opening up parts of the North Shore and Waiheke. The nearest entertainment facilities are the theatre at Sky City or the ASB theatre, which are both more than 15 minutes walk away.

It is not credible to stretch the zone claimed to be City Centre into areas that clearly are not City Centre and then measure 15 minutes from that boundary. The 15 minutes should be from the City Centre itself, which was always the GPO, which is now the Britomart Transport hub. All measures should be from the the centre of the transport facilities because that allows the only public transport options for the rest of the city.

The zone claimed to be "City Centre" is a 25 minute walk from the actual City Centre at Britomart Train Station to the limits on either side just along the waterfront. That is almost an hour walk to

get from one extremity of the "City Centre" to the other as shown on the Auckland Council map. I am not aware of any "City Centre" that takes almost an hour to walk from one side to another.

The edge of the City Centre is the problem not the distance from the edge. The measure should be from the middle of a metropolitan centre or a centre line if it is a particular road. The reason is because that is where most people are actually trying to get to, as explained further on in Auckland Council's description of suburban centres. Very few people are trying to get to an edge. The large urban centre is defined too widely to include areas that most people are not trying to get to and creates an area that takes almost an hour for a person to walk across.

Conceivably if a person lived within 15 minutes of the western edge of the identified City Centre, and worked at the Port of Auckland, which is identified within the City Centre, that is at least an hour's walk. Identifying the "edge" of a claimed "City Centre" is not a credible place to measure from when most people are trying to get to the actual 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

The edge of the metropolitan centres is the problem not the distance from the edge. The measure should be from the middle of a metropolitan centre or a centre line if it is a particular road. The reason is because that is where most people are actually trying to get to. Very few people are trying to get to an edge. The large urban centre is defined to widely to include areas that most people are not trying to get to and creates an area that takes almost an hour for a person to walk across.

It is not credible to stretch the zone claimed to be City Centre into areas that clearly are not City Centre and then measure 15 minutes from that boundary. The 15 minutes should be from the City Centre itself, which was always the GPO, which is now the Britomart Transport hub. All measures should be from the the centre of the transport facilities because that allows the only public transport options for the rest of the city.

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The standard from measurement is wrong. It suggests that a sprawling claimed "City Centre" will just incrementally allow the scope of the so called "Walkable Catchment" to just keep extending.

The focus really needs to be on what amenities the plan is seeking to be within "Walkable". It is clear that no part of St Marys Bay is within a 15 minute "Walkable" distance of any amenity, let alone a 10 minute walk.

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

Tell us why

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.

If Auckland Council include, within rapid transport, the Northern Expressway stops that is not credible for St Marys Bay as it only provides transport north.

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

I support this as long as it does not affect the character of existing historical dwellings and the amenity of those areas, e.g. parts close to Mt Eden Road and parts close to Dominion 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?** 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. It is necessary to protect the areas around special character buildings to protect the special character building themselves.

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. In this way it would provide protection for the

existing villas and other character homes by preventing them being dominated by terrace houses and apartments.

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 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.

It already has significant problems with stormwater run off. Road modifications have created a situation where stormwater floods a drain and then runs through properties rather than down the roadway. There is significant work required in St Marys Bay to resolve these issues that extends well beyond stormwater separation. The existing stormwater system is already inadequate with overflowing drains whenever there is moderate rain.

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

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

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

It should also have a Local Public Views Overlay. At the present time many houses in St Marys Bay command a view looking across to the North Shore and the Harbour Bridge. Others also look back east across to the city.

Many tour operators take overseas tourists on large buses down St Marys Bay to show both the historical villas and the views. Those views, and potentially a number of that villas, will be lost if the plan proceeds with a "Terrace Housing and Apartment Building Zone" in that area. It will remove that amenity from the public and will remove St Marys Bay as a tourist tour highlight.

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71 St Marys Road

5 May 2022

It is not just the historical classification that makes properties in the special character area valuable. It is the histories and the stories that go with them.

The house that we purchased in 2003 was a villa that had been split into two flats in the 1960s and one side had had most villa windows removed and replaced with 1960's casement windows and the ceiling lowered to 2.4m (8 feet).

The house was build circa 1910 according to the plan of the time (**included on next page**), and the subsequent amendments to that plan. In 1930 it was purchased by the family of my mothers best friend. The husband drove a tram.

It stayed in that family for the next 80 years. My mother, and father (when dating) attended her friend's 21st in the back garden in the 1950s. My mother and father, and her best friend have since passed on.

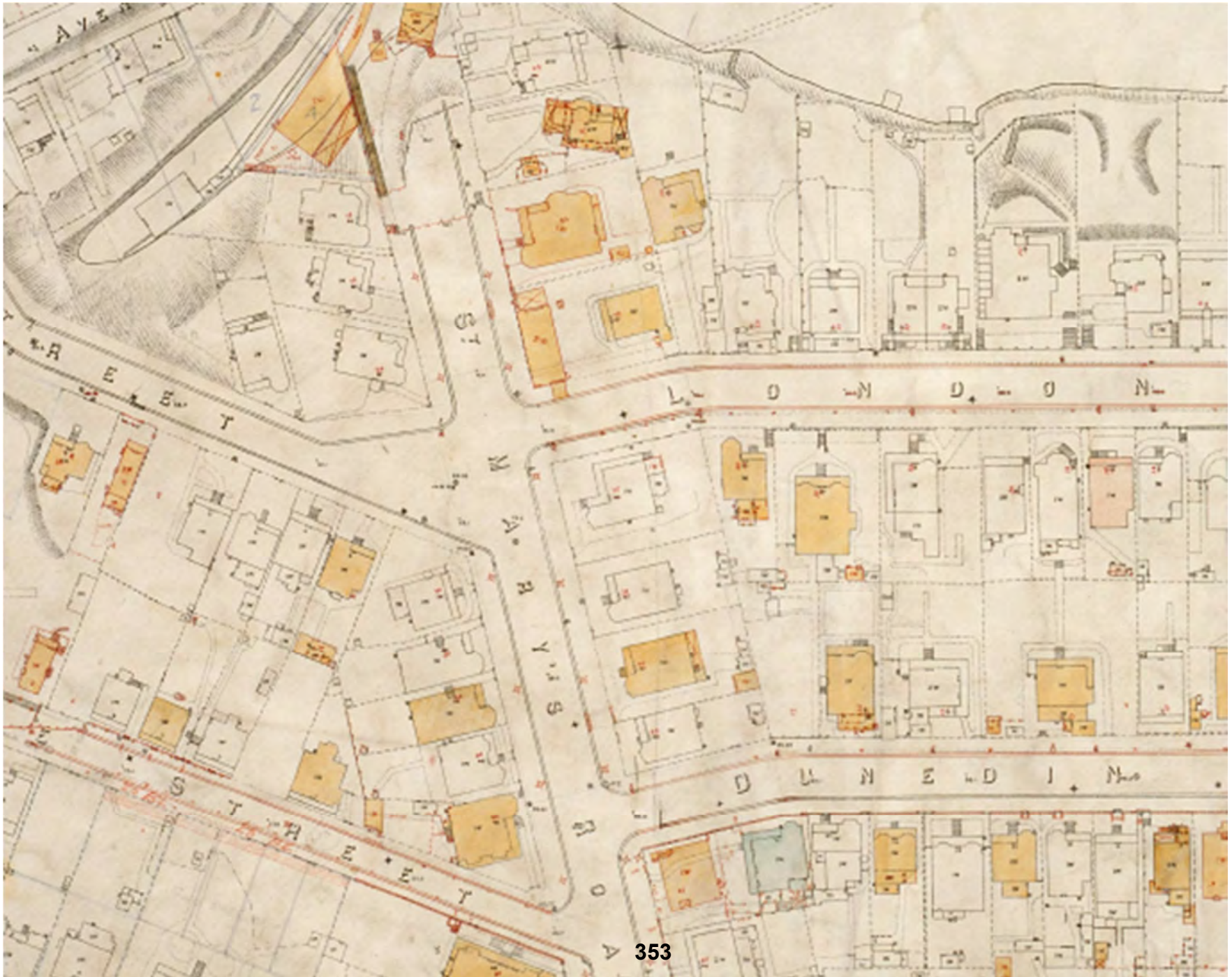
At some point band members from Hello Sailor flatted there, which we learned from a group that dropped in one day to reminisce about the many parties they had attended there.

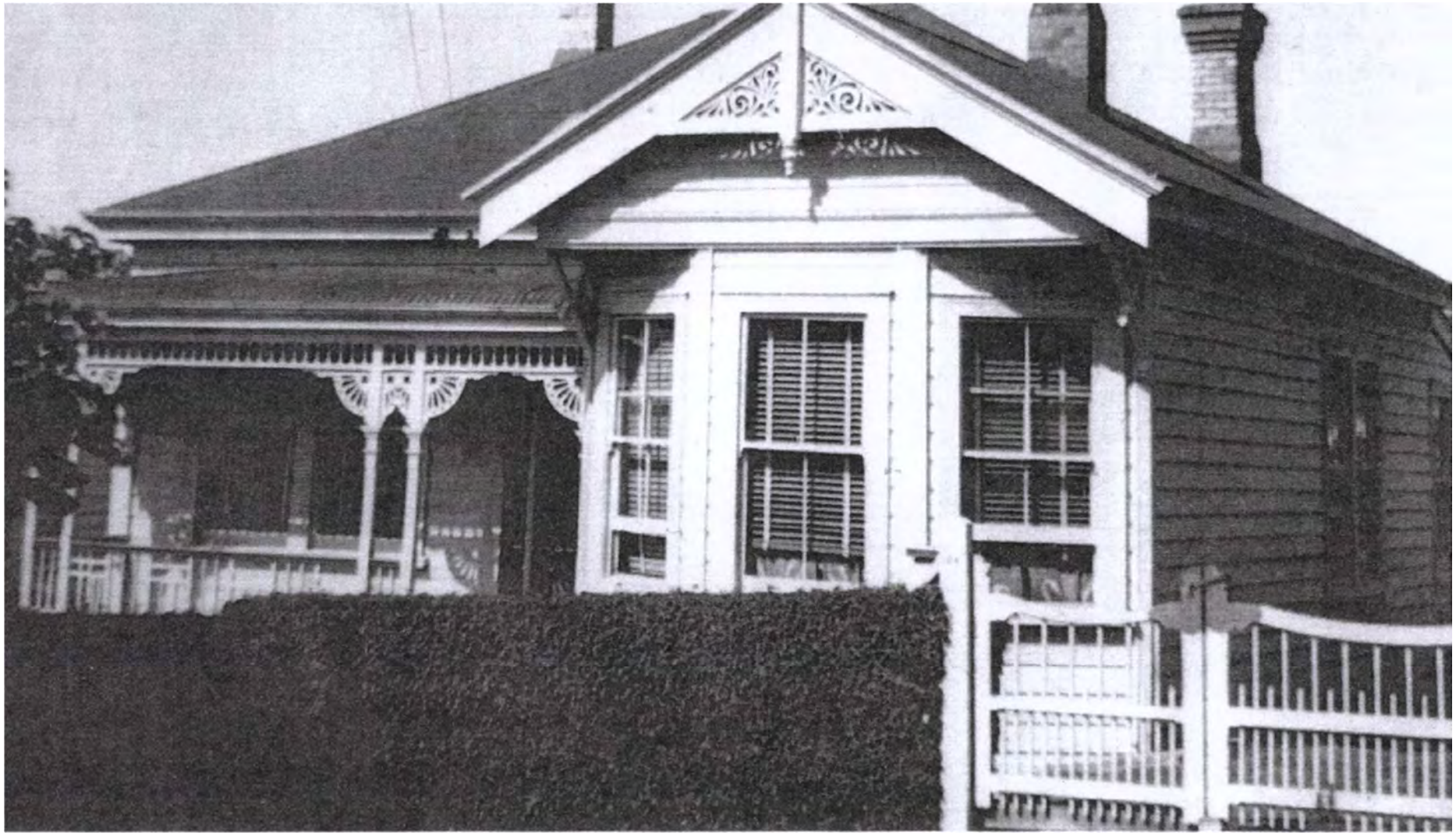
We have gone to some lengths to return the street facing part of the villa to its original glory by reinstating villa windows, reinstating the original hallway, and replicating the 4 original rooms coming off the hallway. Unfortunately, we have not been able to reinstate the chimneys that were removed in the 1960s. We have **included (on last page)** a photo of the house in the 1950s, which was in its original form prior to the 1960s split into 2 flats. We have shared this with our architect to ensure that current renovations do not lose this character. We have rebuilt the remaining chimney.

The current proposal would allow our villa to be dwarfed by a "Terrace Housing and Apartment Building Zone" on its northern and eastern boundary. To protect special character buildings that area around them needs to be protected otherwise they are afforded no protection at all.

Thanking you

Jim Roberts


STREET
LONDON
DUNEDIN
STREET
353



#2833

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 McCarthny

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

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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?** Support

Tell us why

They were built around the ealry public tansit system so they should already be dense enough.

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

- 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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#2835

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

Tell us why

With the exception of the Beaumont Quarter none of St Marys Bay in within an easy 1200m of the City Centre Amentities that are centred around Queen St, Britomart and Viaduct Basin. The suggested area incorporates a generous portion of largely residental areas in the Wynyard and Victoria Park Precincts - hardly defined as central city?

Walking access to St Marys Bay is restricted by the Motorway path without public lighting or the steep gradients of College Hill that extend travel time significantly beyond the suggested limits. My walking commute to Nelson St from St Marys Rd is more commonly 20 min due to traffic, terrain and congestion.

The proposal also fits better with a pre-COVID model of people commuting to a city centre. As the rest of the world is showing, and being evidenced in Auckland, the need to commute to an office has been greatly diminished. The Christchurch earthquakes showed a move by businesses away from the city centre, this is already happening in Auckland along with working multiple days remotely. Does the need for intensification still exist?

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 well outside 800m from either Britomart or proposed Victoria St stations.

Intensification around town and local centres

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

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

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

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

Tell us why

Given the changes in working behaviour (COVID restrictions forcing more working from home) it is entirely logical to encourage decentralised intensification but close to traffic hubs. Fewer people will need to commute daily particularly to white collar central city jobs. This also brings into dispute the need to intensify inner cities - more office space will naturally become available for conversion to housing without the need to further intensify inner city suburbs (St Marys Bay, Freemnas Bay 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

Given the changes in working behaviour (COVID restrictions forcing more working from home) it is entirely logical to encourage decentralised intensification but close to traffic hubs. Fewer people will need to commute daily particularly to white collar central city jobs. This also brings into dispute the need to intensify inner cities - more office space will naturally become available for conversion to housing without the need to further intensify inner city suburbs (St Marys Bay, Freemnas Bay etc).

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 are key to the diversity and cultural backbone of a city - they exhibit, tell and showcase the history and development of the city. As a 30 year veteran of the tourism industry (including 23 years overseas managing international markets for Tourism New Zealand) I have experienced the appeal and drawing power of history and particularly vibrant authentic urban environments (both promoting them in NZ and living in them - Sydney, London, LA). They have a great resonance with international visitors and inner city suburbs like St Marys Bay, Ponsonby, and Freemans Bay are well sought after by many markets (e.g. USA looking at Californian wooden bungalows). When visiting overseas heritage destinations like the Rocks or Balmain in Sydney; the Painted Ladies/Seven Sisters in San Francisco or neighbourhoods like Chelsea in New York or London are eternal drawcards for kiwis. Special character areas in Auckland are equally important for our visitors both domestic and international, particularly inner city (St Marys Bay) when combined with shopping and dining experiences (Ponsonby Road). Without them Auckland will be like Christchurch CBD losing its historic core and key visitor attraction. What value is our iconic photographic memories of the harbour bridge if shadowed by 7 storey apartments?

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

Tell us why

In support of the above I would advocate to expand the identified areas to cover entire suburbs (as per Unitary Plan). You cannot have one side of a street protected while the other is developed. For example St Marys Rd which is one of Auckland most popular photo stops for capturing the Harbour Bridge. The western side is the most important to preserve the view and arguably has more heritage buildings on the western side below Vine/Dunedin than the identified eastern side. 83, 79, 75, 69 are all recreations or modern homes compared with 78, 74, 66, 68 which are all heritage homes. This does not make sense?

I would support all buildings currently covered as 4, 5 or 6 as being included as heritage buildings. Owners in this suburb take great pride in maintaining the heritage character when painting or renovating.

The 75% vs 65% basis on calculating heritage areas appears merely an attempt to satisfy Govt requests to free up more land rather than a serious attempt to manage heritage areas. Shouldn't the same measures apply across all suburbs?

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

They should be assessed alongside residential merit, hence Ponsonby Rd should be considered alongside areas of Freemans and St Marys Bay - and perhaps elevated.

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 challenged by stormwater, waste water and roading issues. Solutions such as separation may need reconsideration. Amentities such as schooling and park space are also limited if the population of the area were to grow significantly or change in structure (more families). Congestion and parking are already issues despite a belief inner city residents don't need 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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- 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)

Cliff erosion is an issue on the northern boundary and would influence boundaries for intensification due to the northern motorway. View shafts would also be greatly impacted from the ridgeline and adjacent properties.

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#2851

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: Kim Sumner

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'm a resident of Freemans Bay, and love to walk. However I believe it is unrealistic to consider a large hill climb, and our location in Arthur Street as a 15 min walk to the central city. Realistically, I see many people walking from around Beaumont Street, and when living there I would consider walking to the city. Many residents in the area would be walking to offices/retail and for the many the University of Auckland which I would not walk to - having once done it, it took 45 min.

There are also more suitable sites for intensification (which I do support) closer to town - land around Beaumont quarter, Wynyard Quarter, old city works depot, land around St Marys Bay college and a vacant site on corner Victoria and Albert Street

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 topography of the land (lots of hills) mean you need to consider a much smaller distance when trying to equate to a 15 min walk. While not relevant to my area, I also believe comments in above section also speak to this. By the way, I'm a fit active person, I can't even begin to imagine how someone who wasn't fit would consider to walk the distances you are proposing.

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

Tell us why

the issues aren't relevant for my area, and I am not sure

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

Unsure, although this would possibly be a more appropriate distance for walking

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

Tell us why

the issues aren't relevant to my area

Qualifying matters

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

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

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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 into the Auckland Unitary Plan to identify special character areas requiring protection. We don't have much of this precious heritage left in Auckland, and need to preserve it for our children. We can do this, alongside good intensification - we just need to be smart about it. My concerns arise because no accounting for historical value is quantified in the councils' suggestion for special character value. For example, many homes in my neighbourhood are from the earliest sections/homes from 1860 onwards. My own home is a 1900 Edwardian villa that has been rezoned as open to demolition. The problem is this will only support developers pockets, and do nothing to help affordability of homes, while also stripping Auckland of rich heritage. I know we can work together to do this better.

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) Concern on your methodology for the score level 1-6 - how was it determined?.

Many properties on the map have real historical significance that has not been captured, for example my own home is on maps dating back to 1910, it's a 1900 Edwardian Villa, and it's been scored a 4 (the same for my immediate neighbour).

(2) Heritage qualification is not keeping to exactly what houses looked like 100 years ago, and instead moves with times.

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

(4) It isn't possibly to exclude those areas without adversely affecting the integrity of the surrounding high quality areas. Hence the use of streetscape as precedent for determining historical significance, a methodology you have not used.

Furthermore, 75% is an arbitrary number that makes no sense given (4) above

(5) Many properties in this area have had council heritage requirements in last 20 years that renovations must incorporate a slightly different style to keep them in line with heritage zoning and to maintain heritage status, and now they are being scored lower for this - as evidenced by a home two doors down from me that has had no renovations, is of the same age, and was scored a 6.

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

(6) There are many houses in the area that qualify to Auckland as having architectural historical significance, even if they're not 100+ years old. For example, many houses around Napier Street (1970s) are studied by Auckland School of Architecture for their historical significance for establishing houses of common. They have huge historical relevance for 1970s architecture (as evidenced by University students using them as case studies). There are homes that are great example of post war deco architecture that have not been given scores above 4 either.

(7) Demolition and rezone to 6 story buildings raises serious concern around infrastructure requirements (sewage/stormwater/parking) - and the cost of doing this and who is providing this? I can only imagine these would be passed on by developers, thereby further inflating property prices, and doing nothing to help affordability of housing, while at the same time stripping Auckland of its very limited heritage stock.

(8) Safety and practical concerns - narrow streets make if difficult for emergency services to navigate a rezone of this nature.

(9) In lacking consideration for infrastructural requirements, this plan does more to support developers pocketbooks, while not delivering on affordability. At the same time it will strip Auckland of it's vital, vibrant and very limited heritage stock that helps to support Auckland as the beautiful city it is.

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 identify and place for not only local community, but also for Auckland as a whole. Many people come to Ponsonby as a destination to visit for it's unique history and cultural place embedded in Auckland's 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?** Support

Tell us why

Freemans bay will not be linked to the Western Interceptor and therefore intensification would not be supported by existing Freemans bay infrastructure - one consequence would be overflows to Auckland Harbour increasing.

Real concern around access difficulties for Fire Service and ambulance services - very narrow streets in this area, and I've seen this first hand with ambulances unable to navigate streets and people being lifted on stretcher for half the distance of a road which i believe is inhumane.

High rise buildings present a much greater fire hazard for residents than low rise, putting apartment residents at risk.

It makes much more environmental and financial sense to prioritise development in other areas where existing infrastructure permits (please see earlier comments). Liited resources of Auckland council mean we must put exisiting infrastructure to best use.

Also my concern that not doing this would only ensure significant additional infrastructural costs might be passed on by developers to new residents, thus limiting further the ability to increase affordability.

I believe and support intensification (with 3 children of my own who will need to find somewhere to live), but it must be done smartly and with good use of existing infrastructural resources.

Finally, the extreme narrow street/footpath infrastructure of upper North Freemans Bay (e.g. Wood St) makes it inappropriate for contractor/supply access, future car parking requirements, while also 6 floor plus building create wind tunnels, extreme street shading and privacy issues.

Other qualifying matters

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

These additional qualifying matters include:

- Ridgeline Protection Overlay

- 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 - we need to keep some trees in here to help cooling benefits to central city. Freemans Bay has significant vegetation and green areas already (as opposed to e.g. Beaumont quarter, old city works depot, vacant cite corner of Victoria/Albert streets), and we need to look after this for our children and their children.

Important privacy information

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#2853

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 and Janet Hughes

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

Having worked and lived in Freemans Bay for 40 years we know that the topography is not conducive to easy walking. From where we live in Margaret Street to walk from Queen Street it entails walking two steep ridges. The proposed outer limit of 1.2kms fails to take account this local topography and road crossings. It is not realistic to suggest the average Aucklander will walk anything like the distance and hill climbs/descents involved in a 1.2km catchment from the western edge of the City.

We believe that a more appropriate line for the edge of the City centrer would be Queen Street. Queen Street is 2000 metres and just under a 30 minute walk from the intersection of Franklin Road and Ponsonby Road.

We consider there are more suitable sites for intensification closer to town including land at sea level such as the Wynyard Quarter and the old City Works Depot.

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

Still the Topography is not suitable for walking particularly in winter and inclement weather. Trying to walk uphill to the top areas of Freemans Bay and the Ponsonby Ridge with groceries or shopping makes it even more difficult. My husband and I are both fit, healthy and keen walkers who have walked many marathons. We have walked up College Hill hundreds of times but we would never contemplate walking up College Hill with groceries or shopping.

800metres from Queen Street is a more appropriate distance for walking.

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

Tell us why

We are not sure what constitutes a rapid transit stop. Again it would depend on the topography and also connecting roads.

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 are 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?** 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.

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

Tell us why

A lot of work has already been done with the Unitary Plan to identify special character areas which need protection. In Freemans Bay the area that would be gained from demolishing some of these homes is very small. Sections are small and the topography is difficult with gullies and ridges.

In addition the streets are narrow and have lots of curves with footpaths sometimes only on one side. Emergency services must struggle to get access even now. The operative Unitary Plan rezoned large areas of Auckland for further intensification. These areas have scarcely been touched. We believe there is no need to compromise the character areas of Auckland when there are suitable sights already zoned for intensification. Most of these areas have suitable transport options ie: railway stations.

In Freemans Bay the historical value of some of these early wooden houses built in the area in the 1850's does not seem to have been taken account of.

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 Elizabeth Street, Freemans Bay, there is the residence of the late Mr. Michael Wood. Mr. Wood created the original Brookville Estate in the 1850's. This estate comprised the first 121 sections which created much of North Freemans Bay.

Freemans Bay is an historic suburb and contributes to the retention of Auckland's history and sense of place

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

Tell us why

Retaining the history and character 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 will not support intensification because there is limited storm water/ sewerage. Freemans Bay will not be linked to the western interceptor. Therefore with intensification overflows to the harbour will increase.

Many of the streets in Freemans Bay present access difficulties for Fire Service and Ambulance vehicles. The labyrinth of narrow, winding streets do not lend themselves to intensification.

Environmental issues such as day lighting and sight lines to Auckland's

treasured Maunga will be greatly affected by intensification due to the gullies and the labyrinth of streets and the small sections in Freemans Bay.

The extremely narrow street/footpath infrastructure of upper North Freemans Bay, (eg. Wood Street, Georgina Street, Renall Street, Ryle Street) is not appropriate for supply access for Contractors building apartment blocks. In addition six floor plus buildings would see the creation of wind tunnels and extreme street shading with such narrow streets. Costley Park, one of the only parks in the area would be deprived of light and could loose its status as an important local amenity for children and their parents.

Privacy issues created by apartment blocks facing each other across 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)

1. Climate Change

Freemans Bay does have small important amounts of green areas and vegetation. These areas and vegetation provide environmental and cooling benefits to the central city . An important part of "The Lungs of the City".

Intensification will result in a loss of these benefits at a time when climate change requires their retention.

2. Viewshaft to treasured Maunga

3. Ridgeline protection.

4. Public views to Victoria Park and the iconic Destructor Chimney Stack.

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#2859

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 Wall

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 (retail, entertainment,ent facilities,public transport hubs)

The walkable route to the city beside the motorway is only suitable in daylight hours.It has no lighting and is an unsafe environment. Other return routes involve steep gradients, unsuitable at night .

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

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria St station . Neither are within 800 metres 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

Nothing is within 800 m 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 superb is within 400m of the city centre. This means 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?** 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?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 & 5 . I support creating special Character Sub-Ares 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 superb of St Marys Bay collecting all houses of rating 6,5 and 4 as sub areas of special character.

When building in Yarborough Street St Marys Bay , I worked alongside council, and heritage architects for 2 years to produce a house sensitive to the character of the area . (pitched roof , cladding imitations weather board , painted exterior surface in pale grey/white) . The houses either side have done the same , and blend well into the

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 and the overall road network. The upgrading of stormwater /waste water 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)**

Coastal cliffs hazard risk .

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

Important privacy information

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#2866

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: Philippa Thompson

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

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

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

Parnell has character houses that are being lost to apartment blocks

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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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 is becoming ugly due to intensification. We are losing our beautiful character houses due to developers

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?** 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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#2872

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 Falvey

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

For elderly and infirm that is a long distance 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

Same reason as above [For elderly and infirm that is a long distance to walk]

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

Tell us why

It takes no account of the impact of intensification on existing infrastructure, existing density streetscape and liveability of the affected 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?** Do not support - I think it should be closer

Tell us why

Turning single-dwelling zones with their existing infrastructure, visual appeal and ambience into an intensified high rise environment would negatively impact infrastructure, parking, sight lines, green environment and liveability in historic heritage neighbourhoods. The Unitary plan recognised these factors. This proposal does not.

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

Tell us why

See above. Same comments. [Turning single-dwelling zones with their existing infrastructure, visual appeal and ambience into an intensified high rise environment would negatively impact infrastructure, parking, sight lines, green environment and liveability in historic heritage neighbourhoods. The Unitary plan recognised these factors. This proposal does 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.

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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 streets where I live in Parnell have a streetscape where the whole street's look and appeal is a result of all the properties contributing to the overall look and appeal. Having random intensified buildings would destroy that liveability. Think of 1960's Mt Eden - development there resulted in a hodge-podge of housing - a visual mess in many cases.

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

Having "sore thumbs" popping up amidst heritage homes makes no sense

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

Streets should be assessed as a whole- if they have special characteristics then all should be treated the same way.

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

It is part and parcel to any consideration of redevelopment

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)

From what I have seen similar properties on the same street with the same qualifying characteristics have been treated differently e.g. the houses on each side of lower Laurie Are (where I live) have different intensifications applied but the same “qualifying characteristics “ on the map descriptions. Similarly the postage stamp sized section at 16 Laurie Ave has been designated for intensification when on three sides it is surrounded by single-dwelling only properties (correctly so designated in my view).

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#2874

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 Oakley

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

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 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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'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 Herne Bay residents and owners of an arguably historic/character home, we are still of the view that Auckland's housing/congestion/infrastructure and environmental issues are bad enough that no housing areas should be exempt from (well designed and executed) intensification.

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 think less areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

We can’t wait indefinitely for infrastructure upgrades. The effects of intensification could possibly be dealt with, short term at least, with on-site mitigation measures.

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.

#2876

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: Annemarie Hay

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 Mary's Bay is not within a walkable distance of 1200metres to city centre amenities which we use. The walkable path to the city centre along the motorway is unsafe when dark and even out of peak hours. The other return routes from the city centre to St Mary's Bay are too steep for older people or disabled.

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

Closest rapid transit stops to St Mary's Bay is Britomart or the planned Victoria St Station. Both are no within 800m of St Mary's Bay

Intensification around town and local centres

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

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

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

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

Tell us why

None of the St Mary's Bay suburb is within 400 meters of the City Centre. St Mary's Bay is beyond the walkable catchment threshold.

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

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

There are over 200 properties of historic heritage, rated 6 and 5 in St Marys Bay. I support creating Special character sub-areas around clusters of heritage houses in St Mary's Bay in addition to those identified on the draft map. Every city needs to retain and care for areas of heritage, character and beauty. Like green spaces they create a soul, fresh air and make a city more than just high rises

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 area of St Marys Bay collection 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 restraints 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. St Marys also has some of the

narrowest streets in Auckland and at times ambulances and fire trucks have difficulty getting through if other trucks are in the street. The logistics of high rise terraces with trucks, ambulances…. Would be chaos. Also in such narrow streets high rise intensification will block light and creat dark, wind tunnels.

Other qualifying matters

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

These additional qualifying matters include:

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

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

St Mary's Bay is is bound to the north by an unstable former coastal edge which presents a coastal and slipping hazard. This area needs to be protected from intensification to avoid the hazard risk.

Important privacy information

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#2877

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: Alain Bourgogne

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 Mary's bay is within 1200m walkable distance to city Centre amenities.

the walkable route besides the motorway is only suitable during daylight hours. other routes are very steep unsuitable 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?** Do not support - I think it should be closer

Tell us why

the closest stop to St Mary's Bay is Britomart or the future Victoria Street station but not within 800m of St Mary's Bay

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

Tell us why

None of the St Mary's Bay suburb is within 800 m of the City Centre

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 Mary's Bay suburb is within 400m of the City Centre. St Mary's Bay is beyond the walkable catchment treshold

5. **What do you think of our proposal to apply the Terrace 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 technique should be expanded over the entire suburb of St Mary's Bay, collecting all houses of rating 6, 5 an 4 as sub areas of special character

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?**

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(Storm water/ waste water an the overall network. The upgrading of Storm/wastewater system an the planned separation is based on the existing development .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 coastal edge which presents a hazard

This means that a suitable depth of protection is needed from the former coastal cliffs for a minimum distance of 100 m where intensification must be avoided

Important privacy information

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#2888

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 Mansell

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

Leave our inner city heritage housing alone. Most people don't even work in the CBD anyway.

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

Auckland's population is enough already.

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's population is enough already. It's infrastructure can't even cope now.

Intensification around town and local centres

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

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

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

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

Tell us why

Auckland's population is enough already. It's infrastructure can't even cope now.

5. **What do you think of our proposal to apply the Terrace 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

Auckland's population is enough already. It's infrastructure can't even cope now.

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

Leave all our heritage houses alone.

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

Leave all our heritage buildings alone.

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

Leave all our heritage buildings alone.

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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#2890

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 Shoebridge

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

We are proposing:

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

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

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

Tell us why

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

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

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

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 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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#2892

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: Donald Gendall

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 walking 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 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 800 metres of St Marys Bay.

Intensification around town and local centres

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

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

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

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

Tell us why

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

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 5 and 6. 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 mean s that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100metres where intensification must be avoided to manage the hazard risk.

Important privacy information

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#2905

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 Menzies

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

The St Marys Bay district is beyond 1200 metres to the city centre amenities such as entertainment venues, retail outlets, main transport hubs, restaurants and the like. Further, the only route to/from the city centre that has a gentle walking gradient is both poorly lit and potentially unsafe during, particularly, the hours of darkness, with confrontations with mischief-makers and/or malcontents being entirely likely. I do not feel safe walking into the city. There have been a couple of terrible attacks on woman walking on route to the city. 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.

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 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.

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.

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?**

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

"What are we if not our history?" How do our children learn to build a future if we can preserve our past and show them what came before?

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. We are a proud community who love our houses and work hard to make our streets look beautiful. I my self have renovated with much consultation with Heritage planners over the past 25 years, is all this in vain? I think not. We must Identify all of St Marys Bay as special character.

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.

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?** Other

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

Other qualifying matters

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

These additional qualifying matters include:

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

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

St Marys Bay 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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#2915

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 Wesley

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

Do not support at all - I think it should be closer. A 10 minute walk from the edge of the city centre is more appropriate than a 15 minute walk.

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. Walking catchment from city centre should be 800m and not 1200m. This would make it consistent with walking catchments for metropolitan centres and rapid transit stops.

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.

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

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

No answer

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 are at the heart of Auckland city. It would be an absolute shame if these were lost. I don’t believe removing special character areas would have an impact on 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.

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

Wood Street, Elizabeth Street, Ryle Street and Georgina Street in Freeman's Bay are all streets that should be included in the area identified as Special Character Qualifying Matters. 75% of properties on Wood Street, Elizabeth Street, Georgina Street have scores of 5 or 6. This means that this sub-area also qualifies for inclusion, with high-quality special character. These streets must 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

Infrastructure constraints

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

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

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

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this

as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

I support 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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#2940

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

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Your details

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

Name: Elizabeth Bourke

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 way in which the catchment area has been generated is far too wide. A 15min walk from the city centre (eg QE11 square or anywhere along Queen St) is quite different from a 15 minute walk from the EDGE of the city centre as proposed. From the western edge of the city centre in particular, there are considerable climbs to walk 1200m and the pathways along the northern motorway are unlit and therefore unsafe for walking at night. None of St Mary's Bay is within 1200m a walkable distance of the public amenities in the city centre. These include retail, entertainment facilities, rapid transit/public transport hubs and museums and galleries. There are 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).

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

A great deal of work was put into the Unitary Plan to identify special character areas requiring protection. This should be preserved to maintain the character and history of our city going forward. In the inner city suburbs, excluding the proposed special character areas from a qualifying matter results in a development area that 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 Council's suggestion for special character value. For example, one of the first wooden houses built in Freeman's Bay 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 of St Mary's Bay that have been identified as a qualifying matter do not capture the full extent of the special character in the area. 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. Even if dwellings are not high quality special 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. Ie, if only a subset of a suburb is considered a qualifying matter this could allow for six-storey apartments to be constructed on the boundary of these properties, completely overshadowing, overlooking and devaluing these properties and altering the streetscape in 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

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. More of our historical buildings need to be 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

St Mary's Bay has significant infrastructure constraints with stormwater, wastewater, the overall road network as well as education and health constraints. 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. Roads are narrow and access for emergency services vehicles is difficult at present. If there were up to six-storey apartments allowed with no provision for car parking, this will place additional demand on the car parking space on the roads, making roads more unsafe, unnavigable and inaccessible for emergency services vehicles. There is one primary school in the area that will not be able to accomodate an increased population as it does not have land to expand. It is situated on Curran Street, which is already a busy and unsafe road for pedestrians and this would be exacerbated by intensification in the area. Similarly, secondary schools in the inner city do not have land to further expand.

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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#2945

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: Ronald Watson

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 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 closer

Tell us why

High rises with no car parks unworkable. Turning two way streets into one way streets. Even using burns to widen street would be unworkable. If implemented suggest make one way streets with yellow line down one side to allow service and emergency vehicle access. Also have height restrictions and set backs and lanes for developments east to west to allow daylight and some sunshine. Also widen distance to boundaries for these boundaries. Note may couples/families

choose to work on one side of Auckland and live on the other side. Also working from home, fully or partially, is the future so reduce need for public transport and carbon footprint.

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

Tell us why

see above -High rises with no car parks unworkable. Turning two way streets into one way streets. Even using burns to widen street would be unworkable. If implemented suggest make one way streets with yellow line down one side to allow service and emergency vehicle access. Also have height restrictions and set backs and lanes for developments east to west to allow daylight and some sunshine. Also widen distance to boundaries for these boundaries. Note may couples/families choose to work on one side of Auckland and live on the other side. Also working from home, fully or partially, is the future so reduce need for public transport and carbon footprint.

Qualifying matters

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

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

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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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#2953

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 Treacy

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?** I don't know

Tell us why

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

Tell us why

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

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

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

Qualifying matters

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

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

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

Special Character Areas

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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?**

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

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

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

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- Auckland War Memorial Museum Viewshaft
- 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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#2956

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: Cheuk Suen Lau

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

Intensification at large scales means significantly less space available for the individuals. History demonstrated that rapid intensification brings problems to health (lowered social distance), mental health. This is especially critical at a time where there are insufficient medical practitioners to cater for the general public, it is a real concern. Additionally, intensification with a catchment of 1200m from edge of city centre, is not right and this change is considered to be too extensive, where significant number of residents will unlikely be able to walk to the edge of metropolitan centres and then walk further to public transport hubs.

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

Intensification at large scales means significantly less space available for the individuals. History demonstrated that rapid intensification brings problems to health (lowered social distance), mental health. This is especially critical at a time where there are insufficient medical practitioners to cater for the general public, it is a real concern. Additionally, intensification with a catchment of 800m from edge of city centre, is not right and this change is considered to be too extensive, where significant number of residents will unlikely be able to walk to the edge of metropolitan centres and then walk further to public transport hubs.

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 at large scales means significantly less space available for the individuals. History demonstrated that rapid intensification brings problems to health (lowered social distance), mental health. This is especially critical at a time where there are insufficient medical practitioners to cater for the general public, it is a real concern. Additionally, intensification with a catchment of 800m from edge of city centre, is not right and this change is considered to be too extensive, where significant number of residents will unlikely be able to walk to the edge of metropolitan centres and then walk further to public transport hubs.

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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

Intensification at large scales means significantly less space available for the individuals. History demonstrated that rapid intensification brings problems to health (lowered social distance), mental health. This is especially critical at a time where there are insufficient medical practitioners to cater for the general public, it is a real concern. Additionally, intensification with a catchment of 400m from edge of city centre, is not right and this change is considered to be too extensive, where significant number of residents will unlikely be able to walk to the edge of metropolitan centers and then walk further to public transport hubs.

5. **What do you think of our proposal to apply the Terrace 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

200m from small town centres or local centers are considered to be adequate, given there are good access to amenity, retails, business and transportation

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

All existing special character areas are a very important part of the Auckland's identity, and should not be removed. Intensified housing will incur negative impact on the community aesthetically.

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 a great number of areas that should be qualified. All existing heritage zones for examples is a key part in maintaining our community's identity, and plays a critical role in social, economic

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 believe the community is predominantly made of residential special character. I see more benefit in replacing the business historic building by more modern and aesthetically pleasing building that builds a stronger, more resilience metropolitan centre

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

Most definitely, these infrastructures will need to be well looked after with proper zone planning that supports it.

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)

Special character (old established architectures) is a part of our identity, and should not be removed. We also have concerns where sunlight of new buildings incurring negative impact on neighboring properties, even current zone requirements did not address this sufficient enough to ensure the negative impact is brought to minimal.

Important privacy information

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#2957

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: Victoria Carpenter

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

As a resident of the area I know exactly what a walkable catchment is for the area. Based on my own experience I know people will generally only walk from as far as 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. It takes 15 minutes to walk up Franklin road for the average person.

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 are 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

These issues are 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

These issues are 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

These issues are 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. 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.

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: 1.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 2. It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high quality character areas. My street has been excluded but has historical value and relevance. My home has developed organically around a core cottage dating back to the 1870's.

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 The special character areas however do not go far enough. Arthur street and Wood street are just as historic as Franklin road.

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 residents at risk. It makes environmental and financial sense to prioritize 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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#2963

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: Kenneth 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?** Support

Tell us why

The 1 ,200 meters catchment is fine but it is inconsistent. Take Freemans Bay (where I live) as an example. The intensification misses the lower streets such as England Street, the lower parts of Ryle, Gunson, Franklin Road and Collingwood Street etc. but require higher streets such as Arthur and Wood Street to have intensification. This does not make sense against catchment factors such as 15 minutes walk from the edge of the city, steep hills and physical barriers. How can England St be more steeper and further away from the city centre and get an exemption from intensification than Wood or Arthur St??? (see my comment on special character later on)

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

Tell us why

Makes sense.

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

Tell us why

Makes sense.

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

I support this however there needs to be a provision added to ensure that such intensification provides for off street car parking Close areas to the city such as Freemans Bay, St Mary's Bay etc. the roads were never built to accommodate car parking on both sides of the roads. No ambulance, fire truck etc. can get down these roads when cars are parked on both sides. you can imagine how disastrous this could be with 6 story buildings where many large life saving trucks would be required. When my father needed the St John ambulance (twice) and they came down Wood St, they would never had made it had cars been parked on both sides. So if you are going to have 6 storey buildings the providing of off street car parking should be a requirement. Even in Japan, government houses have car parking. This streets becoming clogged.

5. **What do you think of our proposal to apply the Terrace 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

Qualifying matters

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

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

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

Special Character Areas

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Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government

is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

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

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

Tell us why

Special character is only good if it is maintained and secondly this qualifying matter allows for inconsistency. Take for example Carlile House on Richmond Road. It is both dangerous and an eyesore because it has not been maintained. The second point on inconsistency, there are villas on Arthur and Wood St which everyone would say are special character but they can intensified however further down the hill on England St, Costley St and Franklin Road etc. there are bachelor cottages which have very little in the way of design (even when they were first built) which are allowed to be retained. This does not make sense.

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 residential special character is resulting inconsistent rulings i.e. no intensification when it should not. How are houses in the middle of Franklin Road more special than the ones on Wood or Arthur Street? If you look into the history of Freemans Bay all the higher port officers lived on Wood and Arthur Street as it had the best views and you could know when the ships came in hence the houses are more ornate than the bachelor cottages that litter England St, middle Franklin Road etc.

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

College Hill is a prime example of why this should not be allowed. It is in resulting in inconsistency and no intensification in areas where it should happen . The LHS sideof College Hill as you go up to Ponsonby has special character overlay but over 90% of the places are commercial due to the properties being under the City Fringe Office control. Therefore this side of College Hill should be subject to intensification because a 6 storey building would have no detrimental affect on any neighbors, the road is wide and would not effect sunlight, has the infrastructure such as water mains to support large residential buildings and importantly is on the LINK bus route.

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

Intensification is fine but needs to be done in a practical manner. If the infrastructure cannot support intensification then it will fail from the word go. This needs to be 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)

The width of the roads need to be a qualifying factor for health and safety reasons. For example Wood St on average is only 6.3 metre wide (curb to curb) and Elizabeth St around the corner is 6.2 metre wide. Assuming 2 cars park on either side of these roads with an average width of 1.9 metres (Toyota Corolla is 1.79m) and are 20cm away from the curb that only leaves a driving space of 2.1 metres. The St Johns ambulance van which Is a Mercedes Sprinter Is 2.02 metres (excluding wing mirrors). This would mean that it would be extremely challenging or impossible for the St Johns van to get down either of these streets in the case of an emerge 1 fire truck could not get down these streets. Please see additional sheets for summary on recommendations for intensification to work - Thanks

Important privacy information

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

Feedback must be received by **Monday 9 May 2022**

Over the past few years, central government has taken a much stronger role in planning for the growth of New Zealand's largest and fastest growing cities. This means new rules enabling more higher-density housing.

These are directed by the government's National Policy Statement on Urban Development 2020 (NPS-UD) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the Act).

These government requirements will enable taller and more higher-density housing, such as apartments, terraced housing and townhouses across our city, with the highest densities in areas close to public transport and centres with shops, jobs and community services.

While the NPS-UD focuses on housing of six storeys or more in and around our largest urban centres (including the city centre) and around rapid transit stops (like train and busway stations), the Act requires Medium Density Residential Standards (MDRS) that enable housing of up to three storeys to be built on most residential sites across the city.

The NPS-UD also allows us to limit intensification where there are features or constraints to enabling the scale of development that would normally be allowed on properties or across particular areas. These are called qualifying matters.

The requirements from the NPS-UD and the MDRS combined will mean medium and high-density housing can be built across much of Auckland's urban area. This means there will be changes to the rules in the Auckland Unitary Plan (our planning rulebook) for how properties can be developed.

The changes set out in the NPS-UD and the Act are not optional. By law, we must change the Auckland Unitary Plan to put these new rules in place. However, the NPS-UD allows us to make a limited number of decisions to help shape the future of our city such as:

- The distances of 'walkable catchments' where buildings of six storeys or more are required
- The size of the areas around our suburban town and local centres where additional height and density of buildings can occur, and what the building heights and density limits are
- Additional 'qualifying matters' (a feature or characteristic which can reduce the three-storey and six-storey building height limits) that will apply in Auckland.

We have prepared a preliminary response to the NPS-UD and the Act, that shows how we think they could apply to Auckland. A summary of this preliminary response is explained in our consultation document available on akhaveyoursay.nz/housing, and the planning maps are shown in the draft NPS-UD map viewer (link to map viewer available on akhaveyoursay.nz/housing)

We want your feedback on the parts of the preliminary response listed above. Your feedback will help inform a plan change. We are required to publicly notify this plan change by 20 August 2022. You can then make a submission on the plan change, so that your views are considered during the statutory decision-making process.

2963

We strongly encourage you to read the consultation document and supporting information before answering the following questions. For more details, go to akhaveyoursay.nz/housing.

We encourage you to give feedback online at akhaveyoursay.nz/housing or you can:

Scan and Email your completed form to:
unitaryplan@aucklandcouncil.govt.nz

Post your completed form to:
Unitary Plan Team
Freepost Authority Number 190197
Auckland Council
Private Bag 92300, Victoria Street West
Auckland, 1142

Your details

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

First name: Kenneth Last name: Wong

Email address or postal address:

Your local board: Waitemata Local Board

Is your feedback on behalf of an organisation or business? (If yes, this confirms you have authority to submit on the organisation's behalf)

☐ Yes ☑ No Name of organisation/business:

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?**

- [x] Support
- [ ] Do not support – I think it should be further
- [ ] Do not support – I think it should be closer
- [ ] Other
- [ ] I don't know

Tell us why

The 1,200 metres catchment is fine but it is inconsistent. Take Freemans Bay (where I live) as an example. The intensification misses the lower streets such as England Street, the lower parts of Ryle, Gunson, Franklin Road and Collingwood Street etc. but requires higher streets such as Arthur and Wood Street to have intensification. This does not make sense against catchment factors such as 15 minutes walk from the edge of the city, steep hills and physical barriers. How can England St be more steeper and further away from the city centre and get an exemption from intensification than Wood or Arthur St??? (see my comment on special character later on).

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

2963

- [x] Support
- [ ] Do not support – I think it should be further
- [ ] Do not support – I think it should be closer
- [ ] Other
- [ ] I don't know

Tell us why

Makes sense.

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

- [x] Support
- [ ] Do not support – I think it should be further
- [ ] Do not support – I think it should be closer
- [ ] Other
- [ ] I don't know

Tell us why

Makes sense.

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. 2963

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?**

- [x] Support
- [ ] Do not support – I think it should be further
- [ ] Do not support – I think it should be closer
- [ ] Other
- [ ] I don't know

Tell us why

I support this however there needs to be a provision added to ensure that such intensification provides for off street car parking. Close areas to the city such as Freemans Bay, St Mary's Bay etc. the roads were never built to accommodate car parking on both sides of the roads. No ambulance, fire truck etc can get down these roads when cars are parked on both sides. You can imagine how disastrous this could be with 6 storey buildings where many large life saving trucks would be required. When my father needed the St John ambulance (twice) and they came down Wood St, they would never had made it had cars been parked on both sides. So if you are going to have 6 storey buildings the providing of off street car parking should be a requirement. Even in Japan, government houses have car parking. This stops streets becoming clogged.

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

- [x] Support
- [ ] Do not support – I think it should be further
- [ ] Do not support – I think it should be closer
- [ ] Other
- [ ] I don't know

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
- [ ] Do not support – I think all existing special character areas should be a qualifying matter
- [x] Do not support – I do not think special character areas should be a qualifying matter
- [ ] Other
- [ ] I don't know

Tell us why

Special character is only good if it is maintained and secondly this qualifying matter allows for inconsistency. Take for example Carlile House on Richmond Road. It is both dangerous and an eyesore because it has not been maintained. The second point on inconsistency, there are villas on Arthur and Wood St which everyone would say are special character but they can intensified however further down the hill on England St, Costley St and Franklin Road etc. there are bachelor cottages which have very little in the way of design (even when they were first built) which are allowed to be retained. This does not make sense.

To answer the next two questions, you will need to view the draft planning maps shown in the NPS-UD map viewer. The maps show areas of special character that are identified as a qualifying matter (in blue) and that are not a qualifying matter (in red). You can find a link to the map viewer on akhaveyoursay.nz/housing

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

- [ ] Support
- [ ] Do not support – I think there are further areas of that should be identified as a qualifying matter
- [ ] Do not support – I think there are areas identified that should not be a qualifying matter
- [x] Do not support – I think no special character areas should be identified as a qualifying matter
- [ ] Other
- [ ] I don't know

Tell us why

The residential special character is resulting inconsistent rulings i.e. no intensification when it should occur and intensification when it should not. How are houses in the middle of Franklin Road more special than the ones on Wood or Arthur Street? If you look into the history of Freemans Bay all the higher port officers lived on Wood and Arthur Street as it had the best views and you could know when the ships came in hence the houses are more ornate than the bachelor cottages that litter England St, middle Franklin Road etc.

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

- ☐ Support
- ☐ Do not support – I think more areas or parts of areas should be identified as a qualifying matter
- ☐ Do not support – I think less areas should be identified as a qualifying matter
- ☑ Do not support – I think no areas should be identified as a qualifying matter
- ☐ Other
- ☐ I don't know

Tell us why

College Hill is a prime example of why this should not be allowed. It is in resulting in inconsistency and no intensification in areas where it should happen . The LHS side of College Hill as you go up to Ponsonby has special character overlay but over 90% of the places are commercial due to the properties being under the City Fringe Office control. Therefore this side of College Hill should be subject to intensification because a 6 storey building would have no detrimental affect on any neighbours, the road is wide and would not effect sunlight, has the infrastructure such as water mains to support large residential buildings and importantly is on the LINK bus route.

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?**

2963

- [x] Support
- [ ] Do not support
- [ ] Other
- [ ] I don't know

Tell us why

Intensification is fine but needs to be done in a practical manner. If the infrastructure cannot support intensification then it will fail from the word go. This needs to be 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)**

The width of the roads need to be a qualifying factor for health and safety reasons. For example Wood St on average is only 6.3 metre wide (curb to curb) and Elizabeth St around the corner is 6.2 metre wide. Assuming 2 cars park on either side of these roads with an average width of 1.9 metres (Toyota Corolla is 1.79m) and are 20cm away from the curb that only leaves a driving space of 2.1 metres. The St Johns ambulance van which is a Mercedes Sprinter is 2.02 metres (excluding wing mirrors). This would mean that it would be extremely challenging or impossible for the St Johns van to get down either of these streets in the case of an emergency. A fire truck could not get down these streets.

Please see additional sheets for summary on recommendations for intensification to work - Thanks

Need more room? You can attach extra pages, but please make sure you include your name and contact information on each page.

Would you like to subscribe to any of the following (tick all that apply):

- ☐ People's Panel – to take part in council surveys
- ☐ OurAuckland – your weekly guide to what's happening in Auckland
- ☐ Auckland Conversations - free public events, offering ideas, inspiration and action for world-class cities

You can also visit AK Have Your Say at akhaveyoursay.nz to find out about, or register to receive regular updates on, consultation activities happening across Auckland

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Kenneth Wong

Background:

My family and I have been a resident of Freemans Bay since 1990 (Wood Street) and my father grew up in the area having gone to Beresford Street primary school in the 1940s (now replaced by Freemans Bay School). We know the area extremely well, it's history, it's positives as well as negatives. I am writing on behalf of my family because we would like to help Auckland Council in getting the best results for the neighbourhood in terms of NPS-UD/MDRS mandate.

Please take this feedback in the positive manner that is has been written with.

Feedback:

First and foremost my family is in support of NPS-UD/MDRS intensification. Like all global cities we understand the need to build up and that intensification can result in a colourful and positive neighbourhood however for intensification to work for everyone in the community it must be based on 3 principles:

1) Fairness,

2) Accounts for the topography and supporting infrastructure, and

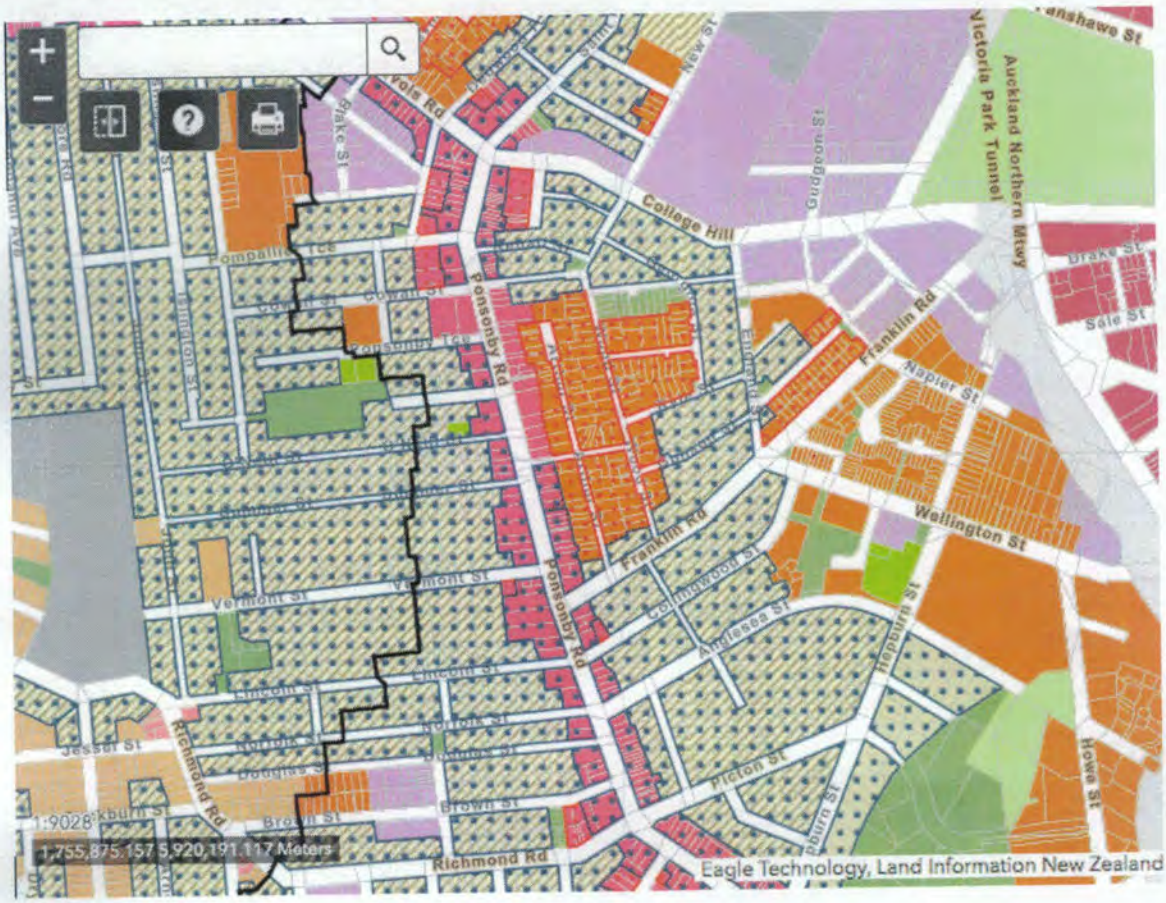
3) Practical

1) Fairness:

Having reviewed the proposed NPS-UD/MDRS zones for Freemans Bay on Auckland City Council's (ACC's) updated GeoMaps based on the walkable catchment rule, we cannot understand why a large swathe of the Eastern and Southern part of Freemans Bay has been excluded from any intensification.

If you look at the map it looks like Arthur and Wood Street have been singled out for intensification. Other areas such as Collingwood, Anglesea, Picton, Hepburn, England and Georgina Street have been excluded. We understand that qualifying matters may have resulted in these streets being excluded from any intensification but the houses that exist in those streets have no greater special character than those that are on Arthur or Wood Street. In fact knowing the history of Freemans Bay the opposite is true. Most of the houses on Arthur and Wood Street were designed for the higher ranking shipping officers servicing the old Auckland port. They could see when the ships came into port and this is reflected in the grand designs of a number of villas.

Compare that to the lower part of Franklin Road and surrounds which are for the most part simple 2 window bachelor cottages.



2) Accounts for the topography and supporting infrastructure

When we look at the topography of Freemans Bay we cannot understand why anyone would want to place 6 storey buildings on the highest point of Freemans Bay i.e. Arthur and Wood Street and not designate a 6 storey zone on England St or lower Anglesea St which are both at the bottom of Freemans Bay. 6 storey housing in these locations would not impede anyone's view and create large shadows. They would flow into the natural city landscape. Furthermore the streets at the lower part of Freemans Bay are much wider and that was purposely done to accommodate heavier traffic.

Another example is College Hill, if we look at the left side as we go up towards Ponsonby we cannot understand why this has retained its 2 storey zoning and is not zoned for 6 storey intensification. Most of the buildings are now commercial (due to the City Fringe Office control) so any 6 storey housing would have minimal impact on any neighbours in terms of shadow or noise. Its on a main arterial route that includes the LINK bus and buses to the North Shore. Lastly it has the supporting electricity and water infrastructure to support large scale buildings. Allowing 6 storey apartments to be built on College Hill just makes complete sense. The bottom left half of College Hill up

to England Street already has the 6 storey Momentum Apartments which blend neatly into the landscape and are well serviced by Auckland Transport.

We would just like to be clear that we do not mean to exclude Wood or Arthur Street from any intensification but we believe the 2 streets are best suited to accommodate 3 storey apartments i.e. Residential – Mixed Housing Urban Zone Modified. The reason is two fold:

1) The narrowness and length of the streets to accommodate off street parking.

Wood and Arthur Street along with a number of streets in the upper part of Freemans Bay are very narrow. Most are around 6.3 metres wide (curb to curb edge). With 2 cars fully parked on the road at say 20cm away from the curb it makes it near impossible for any large vehicles such as a fire engine or ambulance to get through. Can you imagine the repercussions if a fire engine cannot get down a street due to cars parked on the road?

Further if you go back to the recent parking history of the area, due to the large number of cars parking on the streets and blocking traffic, Freemans Bay was granted a residential zone parking permit area. Whilst 3 storey accommodation will be challenging for Wood and Arthur Street it will be near to impossible with 6 storey accommodation.

2) 3 storeys apartments allow for more natural light and will cast much less of a shadow on the lower part of Freemans Bay.

How shadows impact any neighbour is a combination of height to boundary and the width of the road. As stated the upper parts of Freemans Bay such as Wood and Arthur St have very narrow roads. By keeping with the current proposed zoning of 6 storeys this will have a very negative impact on all of the community. We believe that 3 storey zoning will have much lesser of an impact and allows for a great level of intensification if applied across all of Freemans Bay.

3) Practical

For the proposed intensification to work it needs to be implemented on a practical basis. In that regard we believe that all intensifiction builds whether 3 or 6 storeys should be required to provide off street parking for each dwelling. So if there are 6 apartments there needs to be at least 6 off street car parks provided. Why is this? Because none of the older Freemans Bay streets can currently accommodate all residents parking their cars on the street. Imagine what it would be like with say one or two 6 storey apartments? Historically the streets were never designed to accommodate cars and were built at the time when horse and carriage was the main form of transport. The workmen would all be collected by carriage and taken to the docks and hence the narrowness of some of the streets.

Summary:

My family understands the challenges faced by Auckland Council in implementing the government's intensification rules and we know that this is something that needs to happen for the greater good of the community at large. We hope that by sharing our institutional knowledge of the area that changes will be made to the current proposed zoning that results in a fair outcome for all of the Freemans Bay community. As it stands however it would appear that most of that intensification responsibility lies within a 1 mile radius of Wood Street. Clearly we believe that is not what Auckland Council intended.

To ensure that intensification is shared in a fair and equal manner, taking into account of the topography of the area, bus routes, current infrastructure and road width we have taken the liberty of marking out the current proposed ACC geomap with new or revised NPS-UD/MDRS zones (see Appendix 1). "3" on the area refers to "Residential – Mixed Housing Urban Zone – Modified" and "6" refers to "Residential – Terrace Housing and Apartment Building Zone – Modified".

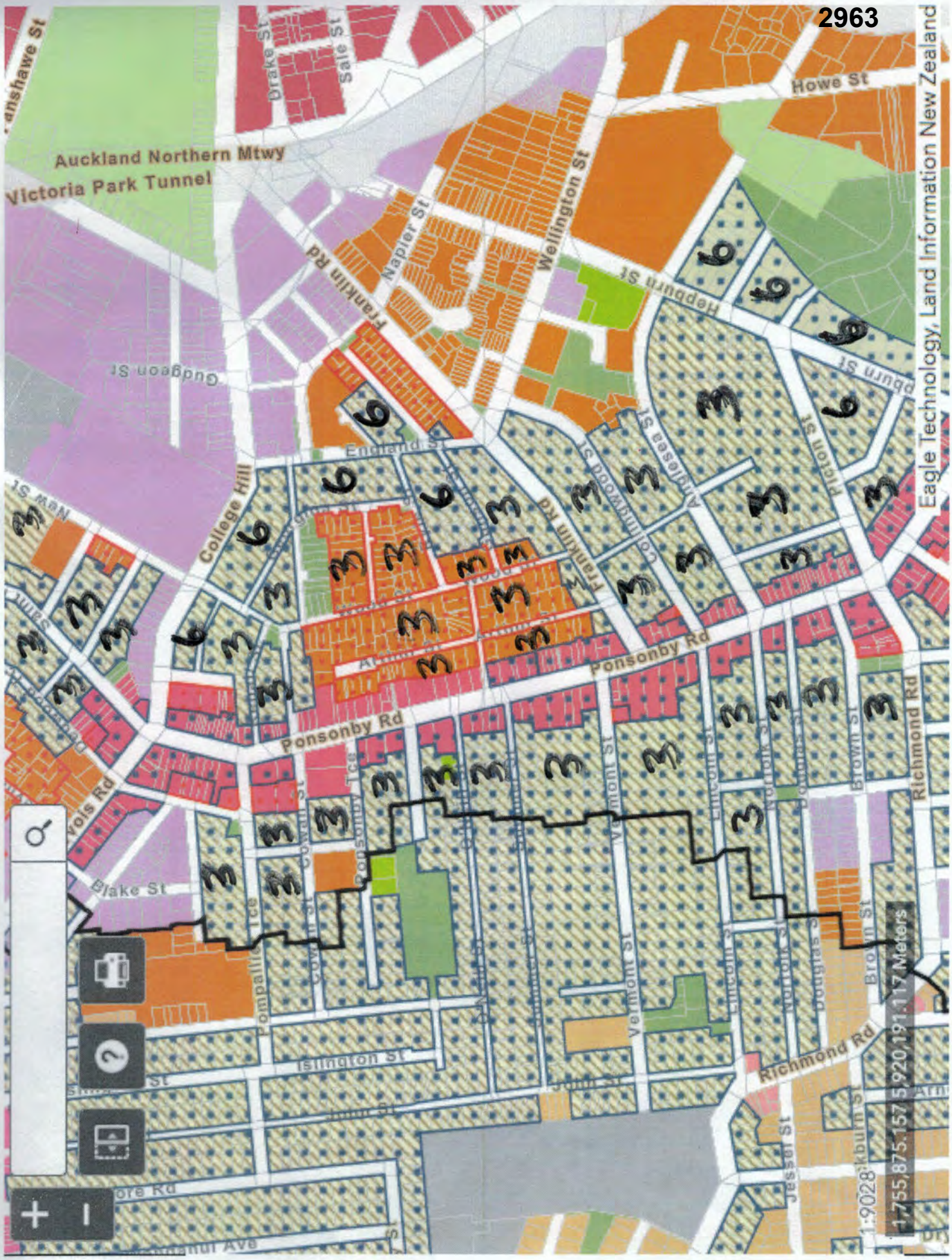
We have purposely left out qualifying matters such as special character because we believe this results in an unequal sharing of community responsibility resulting in specific areas carrying an unfair load (as in the case of Wood and Arthur St).

Lastly, ACC must consider the requirement that off street carparking be provided as part any intensification build or at the very least say 75% of apartments in any one build have off street carparking. My father in his later years required the use of a wheel chair and when the Freemans Bay parking permits were not mandated I found it difficult if not impossible to park near our house during the day. He also required the St John's ambulance twice at our house at 24 Wood Street. If the streets were not accessible I'm not sure what we would have done.

Kind Regards

Kenneth Wong

APPENDIX 1



KENNETH WORK 5

#2979

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: Amy Norman

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** 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 think there are areas that should not be identified as a qualifying matter

Tell us why

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

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#2989

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: Stuart Thompson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

None of St Mary's Bay in within a walkable distance of 1200 metres to the City Centre amenities which residents use. The walkable route to the City Centre beside the motorway is only suitable (safe) in daylight hours. It has no lighting & is a very unsafe environment - particularly at night. Other return routes to St Mayr's Bay involve steep grades at night for the St Mary's Bay population.

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 Mayr's Bay is Britomart or in the future Victoria Street station. Both are not within 800 metres of St Mary's Bay

Intensification around town and local centres

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

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

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

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

Tell us why

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

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

St Mary's Bay has significant infrastructure constraints with stormwater, wastewater & the overall road network. The upgrading of the stormwater / wastewater system & the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

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

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- Auckland War Memorial Museum Viewshaft
- 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)

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

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#2992

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

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Name: David Punter

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?** 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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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 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?** I don't know

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.

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

Proposed Intensification will overload current 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)**

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#2997

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 Ross

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 Cameron St, St Marys Bay which is/was Residential 1 because of the unique character of housing which I believe should be preserved. Further I do not believe we are within 1200 metres of the city centre - it is at least 30 minutes walk away!

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

Tell us why

see comment above -I live in Cameron St, St Marys Bay which is/was Residential 1 because of the unique character of housing which I believe should be preserved. Further I do not believe we are within 1200 metres of the city centre - it is at least 30 minutes walk away!

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

see comment above -I live in Cameron St, St Marys Bay which is/was Residential 1 because of the unique character of housing which I believe should be preserved. Further I do not believe we are within 1200 metres of the city centre - it is at least 30 minutes walk 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.

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?** I don't know

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

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.

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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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#3009

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

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Name: Andrew Comber

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

Seems arbitrary to me, why can't intensification taking into account larger/further walking catchments, I walk 25 mins to work through low rise suburban streets toward Newmarket, no reason why intensification can't happen here.

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

See above, clearly these are arbitrary figures '800 metres'. Has anyone ever lived in an overseas/proper city before? Again 800 metres is nothing, intensification can take into account areas much further out than just 800 metres from a town 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 further

Tell us why

Again similar to above. Push it out further for goodness sake. 900 metres is nothing. By the way I'm in my late 30's and have no hope of ever owning a home, and at this point, could not care less about 'heritage' which is a nonsense catch all term to protect a privileged few.

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

As above, not ambitious enough. Allow upzoning to be further out than just 400 metres. We need to grow up and become a proper urban city, not an overgrown town.

5. **What do you think of our proposal to apply the Terrace 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. Why only 200 metres? Anything within 1 to 2 km of a town centre should be up for intensification/terraces and apartments better services/shops/transport options.

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

GET OUT OF MY FACE WITH HERITAGE :) Sorry to come across as unserious, but actually I am just so exhausted and fed up with this debate, do you know how painful this is for young people (and many older people too!) to have their dreams of ever owning anything ripped away from them? I don't want or expect heritage to be bulldozed, but there must not be blanket protections, so called heritage areas are often in the exact areas where we NEED greater intensification, for goodness sake.

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

As above. Not interested in unlimited protections for 'heritage' areas. Climate Emergency/Huge inequality/massive housing shortage and infrastructure shortage. No no no. Sensible, sympathetic intensification, yes. Blanket overlay protection, no.

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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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

How hard is this? Why can other cities manage intensification and we can't. We are a city of not even 2 million. There are cities overseas of double/triple/quadruple the population. Somehow they can manage infrastructure and we can't? More homes/more transport/better infrastructure please.

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)**

Just be sensible about it. I'm not an expert on these things, I don't want unplanned poorly/designed chaos in the city (that's basically what we've got in Auckland already - shit design - poor quality buildings an homes everywhere), but again, I don't understand why other cities can do this and we can't. Sensible protections sure, but not at the cost of needed infrastructure and homes.

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

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Your details

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Name: Glenn Elliott

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

We are proposing:

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

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

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

Tell us why

I think 800m is enough

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?** 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

I strongly feel the Villa heavy old auckland areas of Mt Eden, Grey Lyn, Freemens Bay Herne Bay need special protection.

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.

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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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#3036

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 McFadden

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

I currently live in Freemans Bay and have often walked to and from the city centre. I enjoy walking up steep hills but most people do not and there are many to climb when returning from the city.

The proposed distance does not take into account the local geography that impacts whether or not people will walk to the city centre. A 1200 metre distance over flat ground might be walkable for most people but 1200 metres up and down steep hills can be challenging even for fit and healthy people. There are many steep hills within this catchment area that most people would be reluctant to walk up such as College Hill, Franklin Road, Howe Street and Hepburn Street among others.

The Southern Motorway acts as a huge barrier to walking into the city centre from Ponsonby or Freemans bay as it restricts the pathway to the city centre to only 4 crossing points K'rd, Hoptoun St, Wellington St and Victoria St West. This plays a huge factor in determining your route when walking into the city centre and can add significant additional time and distance to your walk depending on your destination. It often does not make sense to walk into the city for this reason.

Furthermore, this catchment area includes many older homes that contribute greatly to the character of the area and to Auckland in itself. Removing these homes to accommodate intensification would detract greatly from the character of the area as we have seen in the central city which in many areas has become an unattractive place to live due to the low quality of apartments developed over the past 20 years.

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

It will depend on the location and character of the metropolitan centre.

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

A great deal of work has been done recently as part of the Unitary Plan to identify areas requiring special character protection. These areas contribute greatly towards making Auckland unique and represent the character of the people who have lived here in the past as well as the present inhabitants. We have used the Unitary Plan process to agree that these areas are important to Aucklanders and should be protected. To disregard the voice of the citizens on this matter is undemocratic and insulting to the people of Auckland. A big part of the attraction of living in this area is the character of the buildings and streets. Better account needs to be taken of the historical importance and character of these central city suburbs as once it has gone it has gone for good and this would be a tragedy for all.

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

Freemans Bay is a historic suburb and contributes greatly to the character of Auckland. There are parts of this area between College Hill and Franklin road that are integral to the character of the area and deserve protection due to their special character.

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

Tell us why

It is important to retain the character of Ponsonby Road as it contributes greatly to the sense of identity of those who live nearby and visit to enjoy its services.

Infrastructure constraints

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

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

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

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

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

Tell us why

As a resident of Freemans Bay I have just endured 2 years of disruption due to the upgrade of the local stormwater infrastructure. This has increased capacity to account for the current density but would not support the density proposed. Due to the geography of this area the stormwater upgrade was a very challenging project that ran over time and budget. To propose sever intensification in an area where the infrastructure is not sufficient and where it would be challenging to upgrade is misguided and risks creating complex problems for 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.

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.

#3037

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: Erin Parker

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?** 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 homes on Galatea Terrace, Upton St, Bella Vista and Marine Parade should remain protected because many of these houses were built in the 19th and early 20th century. Their character and our city's history should be preserved. The proposed method to determine which areas deserve protection, based on percentage, is both dangerously arbitrary and unjustifiable. It risks endangering the character and history of both this area, and Auckland city at large, as there are many homes (on Galatea, Upton, Marine, and Bella Vista) that are unique and undoubtedly deserve protection. There is simply no justification for requiring a certain percentage of special character buildings within special character area to 'earn' protection. Residents in these areas

have recently invested heavily in restoring and renovating the special and heritage characteristics and have been required to do so strictly in compliance with the character rules set by council. As a result, this area contains clusters of heritage homes at a very high standard that must be protected from redevelopment, but under the proposed method of selection, would not qualify as their streets do not meet the arbitrary percentage required.

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 would like for the proposed MDRS zoning to be removed for Galatea Terrace, Upton Street, Bella Vista Road, and Marine Parade. These streets are all of individual and unique character, and contain a series of high character and historical villas from early to mid 1900s. This rich part of our history is not represented anywhere else in Auckland, and must be protected.

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

Combined sewerage and stormwater systems in Herne Bay are already under pressure, resulting in frequent discharges of raw sewerage onto beaches. The proposed increase in demand on these already struggling systems will further overload an already struggling system. These systems must be upgraded, including separation of sewerage and stormwater, and transferral of volume to treatment ponds that do not result in overflow to the beaches. Additionally, there already exists a lack of safe and adequate parking since on-site parking is no longer mandated. Increase in population and traffic will only intensify these problems. Public transport services to this area are infrequent, impractical, and difficult to use, and could not support an intensification at this time.

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)

Public views are part of the amenity of our community, and all views of the ocean from public walkways should be protected.

Important privacy information

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#3038

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 Jenkins

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

We strongly feel that all homes on Galatea, Upton, Bella Vista, Annan and Upton Streets should be added to the Special Character areas as a Qualifying Matter. Home owners have invested in the existing properties under the existing council guidelines. Additionally, the streetscape and overall environment needs to be considered.

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 feel that houses on Galatea Tce, Annan and Upton Streets, Bella Vista and Herne Bay Roads should also be included as Special Character areas

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

Makes good business 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
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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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#3041

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: Kaarina Parker

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?**

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

Tell us why

Galatea Terrace, Upton St, Bella Vista and Marine Parade should remain protected because many of the houses on these streets were built in the 19th and early 20th century. Their character and our city's history should be preserved. The proposed method to determine which areas deserve protection, based on percentage, is both dangerously arbitrary and unjustifiable. It risks endangering the character and history of both this area, and Auckland city at large, as there are many homes (on Galatea, Upton, Marine, and Bella Vista) that are unique and undoubtedly deserve protection. There is simply no justification for requiring a certain percentage of special character buildings within special character area to 'earn' protection. Residents in these areas

have recently invested heavily in restoring and renovating the special and heritage characteristics and have been required to do so strictly in compliance with the character rules set by council. As a result, this area contains clusters of heritage homes at a very high standard that must be protected from redevelopment, but under the proposed method of selection, would not qualify as their streets do not meet the arbitrary percentage required.

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 would like for the proposed MDRS zoning to be removed for Galatea Terrace, Upton Street, Bella Vista Road, and Marine Parade. These streets are all of individual and unique character, and contain a series of high character and historical villas from early to mid 1900s. This rich part of our history is not represented anywhere else in Auckland, and must be protected.

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 shops along Jervois Road (from 162 Jervois Road to 246 Jervois Road) should be protected. These buildings are beautiful pieces of history that unequivocally add to the character of the area.

Infrastructure constraints

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

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

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

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

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

Tell us why

Combined sewerage and stormwater systems in Herne Bay are already under pressure, resulting in frequent discharges of raw sewerage onto beaches. The proposed increase in demand on these already struggling systems will further overload an already struggling system. These systems must be upgraded, including separation of sewerage and stormwater, and transferral of volume to treatment ponds that do not result in overflow to the beaches. Additionally, there already exists a lack of safe and adequate parking since on-site parking is no longer mandated. Increase in population and traffic will only intensify these problems. Public transport services to this area are infrequent, impractical, and difficult to use, and could not support an intensification at this time.

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)

Public views are part of the amenity of our community, and all views of the ocean from public walkways should be protected.

Important privacy information

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#3042

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 Parker

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?** Support

Tell us why

Accessibility

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

Tell us why

Accessibility

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

Tell us why

Accessibility

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

Tell us why

The homes on Galatea Terrace, Upton St, Bella Vista and Marine Parade should remain protected because many of these houses were built in the 19th and early 20th century. Their character and our city's history should be preserved. The proposed method to determine which areas deserve protection, based on percentage, is both dangerously arbitrary and unjustifiable. It risks endangering the character and history of both this area, and Auckland city at large, as there are

many homes (on Galatea, Upton, Marine, and Bella Vista) that are unique and undoubtedly deserve protection. There is simply no justification for requiring a certain percentage of special character buildings within special character area to 'earn' protection. Residents in these areas have recently invested heavily in restoring and renovating the special and heritage characteristics and have been required to do so strictly in compliance with the character rules set by council. As a result, this area contains clusters of heritage homes at a very high standard that must be protected from redevelopment, but under the proposed method of selection, would not qualify as their streets do not meet the arbitrary percentage required.

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 would like for the proposed MDRS zoning to be removed for Galatea Terrace, Upton Street, Bella Vista Road, and Marine Parade. These streets are all of individual and unique character, and contain a series of high character and historical villas from early to mid 1900s. This rich part of our history is not represented anywhere else in Auckland, and must be protected.

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

Combined sewerage and stormwater systems in Herne Bay are already under pressure, resulting in frequent discharges of raw sewerage onto beaches. The proposed increase in demand on these already struggling systems will further overload an already struggling system. These systems must be upgraded, including separation of sewerage and stormwater, and transferral of volume to treatment ponds that do not result in overflow to the beaches. Additionally, there already exists a lack of safe and adequate parking since on-site parking is no longer mandated. Increase in population and traffic will only intensify these problems. Public transport services to this area are infrequent, impractical, and difficult to use, and could not support an intensification at this time.

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)**

Public views are part of the amenity of our community, and all views of the ocean from public walkways should be protected.

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#3049

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

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Your details

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

Name: richard Sigley

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I 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?** 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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- 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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#3063

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: Brett Hellier

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 the City Centre amenties which residents use. These include retail, entertainment facilities, rapid transit / public transport.

The walkable route to the City Centre beside the motorway is only suitable for 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 St Station. Both are Not within 80 metres of St Marys Bay

Intensification around town and local centres

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

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

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

Tell us why

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

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

'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 5 and 6. 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 Ratings 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 upgradings 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 costal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

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#3064

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: Eva 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?** 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?** Support

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are 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?** 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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#3065

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: Trisha Toan

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

It should be a 15 minute walk from the center of town eg Queen St to be walkable not the boundary edge. For me to walk from Anglesea St to the amenities in the cbd eg art gallery or ferry building it takes 30 minutes or more crossing spaghetti junction . There are more suitable areas in town for apartments eg The Wynard Quarter and Old city works depot.

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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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

This is possibly a more suitable walking distance. But high rise has to be done sensitively and not turn a pleasant residential area into a shady canyon.

5. **What do you think of our proposal to apply the Terrace 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

This is possibly a more suitable walking distance. But high rise has to be done sensitively and not turn a pleasant residential area into a shady canyon.

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

One or two historic buildings standing in a forest of apartments would be very sad. They need to be able to stand out as jewels . The tiny section size makes it unsuitable for 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

Even though the buildings may not be high historic quality they are still part of an historic suburb. If they are transformed into 6 plus stories it will change the pleasant and charming nature of the suburb to the detriment of all. Sticking super high rise behind Ponsonby Rd in Arthur and Wood St would just spoil the ambience of Ponsonby Rd and block afternoon sun from the houses below them.

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

Tell us why

Ponsonby and its surrounding streets are historic and full of character. People love to live here and people love to visit.

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 infrastructure. Limited storm water /sewage capacity. Narrow streets and footpaths limited access. Extreme shading and lack of privacy extra noise and huge mental stress.

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 agree with the protections of the additional qualifying matters.

I also add climate change and the protection of any green space and trees we have left in Freemans Bay to help with cooling the inner city down eg the row of oaks and green space along the bottom of Anglesea St at 8 Pratt St .

Important privacy information

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#3066

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: Lynette Smart

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to Auckland CBD amenities which we use. These include retail, entertainment facilities, rapid transit/public transport hubs. The walkable route to the city centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Mary's Bay involve steep grades which is unsuitable day or night for most of the residents in St Marys Bay

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

Tell us why

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

Tell us why

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

Intensification around town and local centres

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

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

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

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

Tell us why

Nowhere in 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 5 & 6. I support creating special character sub-areas around clusters of heritage house in St Marys Bay in addition to those identified on the draft maps

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

Tell us why

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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#3069

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: Susan Young

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 meters to city Centre amenities which residents use. These include 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?**

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 meters of St Marys Bay.

Intensification around town and local centres

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

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

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

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

Tell us why

None of the St Marys Bay suburg is within 400 meters 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?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

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

Tell us why

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

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

St Marys Bay has significant infrastructure constraints with storm water, 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)

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#3072

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: Tim Duhamel

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Should be 1km, also it should not be restricted to exisiting walking connections. The catchment should include areas where new pedestrian connections could be added - an example being the south-east of Remuera station, and west of Constellation.

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

Each of these cases should also be considered for increased Mixed Used zoning

5. **What do you think of our proposal to apply the Terrace 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

Each of these cases should also be considered for increased Mixed Used zoning

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

Prevents intensification of central suburbs.

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.

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

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

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

Tell us why

Support this is as a tool to discourage further intensification of distant suburbs in greenfield developments.

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
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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)

Important privacy information

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#3074

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: Jillian Gendall

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

None of St Marys Bay is within walking distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilites, rapid transport/public transport hubs. The walkable route to the City Centre besides the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

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

Tell us why

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

Tell us why

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

Intensification around town and local centres

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

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

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

Tell us why

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

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

Tell us why

Qualifying matters

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

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

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

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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 5 and 6. 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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#3075

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 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

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

The whole existing character area in the Auckland Unitary Plan (AUP) must 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.

All properties on Argyle street Herne Bay that have high 4 to 6 special character rating should remain exempt and remain as a heritage area and not be able to be intensified as per the proposed rules.

The homes on Argyle Street, Herne Bay Road, Masons, Galatea, Upton and Bella Vista must remain protected.

It makes no sense having sea side properties on Argyle Street Herne Bay exempt from the proposed changes, then have north side Arglye street Herne Bay properties included in the proposed changes, and then South side Arglye street Herne Bay properties exempt. They all should be exempt and excluded. This is a mishmash to the intent and character of the street. These character houses must be 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.

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 that in turn adversely affects the historic heritage of the Herne Bay area.

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 all of Argyle Street, Herne Bay Road, Masons Avenue, and surrounding streets including Galatea Terrace, Bella Vista Road and Upton Street.

The houses in these streets individually are of a high character and collectively represent a group of large early 1900 villas that are of a high quality which is not represented anywhere else in Auckland.

The collective character of the streets should be protected by protecting all of the homes on these roads.

All Special Areas should be included as that is the only fair way to proceed under the short time frames being forced by legislation on the process.

The rating of each site on your map, all darkest pink and purple graded houses that are ‘high quality special character’, should therefore automatically remove this houses from the proposed changes and allow each of these individually be deemed special character and therefore exempt from the proposed changes.

Protect all of these unique, high quality special character properties.

Let’s keep the already clearly defined Special Character houses and 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

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

Herne Bay has a combined sewerage and stormwater system that already results in frequent discharges of raw sewage to the beaches. Herne Bay beach, which is a popular local and international visitor destination, is often closed due to poor water quality as a result of the stormwater and sewerage infrastructure.

The proposed intensification, in terms of increased coverage and increased sewage volume, will further overload the current infrastructure. A system that can not cope with the current population, and will be a further health issue with intensification.

We have significant street parking problems around Herne Bay road and Argyle street, this has been further exacerbated by the recent 120 minute parking restrictions to city side Herne Bay Streets that have resulted in pushing ‘city day’ car parkers onto Argyle Street, Masons Avenue and Herne Bay Roads residential streets. These will only become worse with intensification since onsite parking is no longer mandated.

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

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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#3081

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 Brook

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 a significant climb for older residents to reach St Marys Bay from central city. No City amenities ,retail, rapid transit, entertainment are accessible from St Marys Bay.

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

Tell us why

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

Tell us why

Closest rapid transit stop to St Martys Bay is Britomart or the future Victoria Street Station . Both are not within 800 meters of St Marys Bay.

Intensification around town and local centres

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

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

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

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

Tell us why

Again none of St Marys Bay is within 400 meters of the city centre. Therefore 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?** I don't know

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

Tell us why

Absolutely critical to protect our historic heritage. I support creating Special Character Sub- Areas around clusters of heritage housesit 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 process 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 roading network. The planned upgrading of stormwater /wastewater and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

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

These additional qualifying matters include:

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

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

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

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#3083

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: Rcik Vine

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 areas of St Marys Bay, Herne Bay, Ponsonby, Grey Lynn & Freemans Bay are 'heritage'/Special Character areas that will be decimated by this plan. They are subjectively within 15 minutes/1200m from the CDB and are up or down hills precluding easy walking distance.

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

Already businesses are moving/downsizing from the CBD e.g. BNZ, plus there is already intensification within the area e.g Wynyard

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

Many people would not walk 800m to a 'transit' stop - unless Auckland Transport improve bus routes (fat chance)

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 intensification within the area e.g Wynyard

5. **What do you think of our proposal to apply the Terrace 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 will decimate Herne Bay, Ponsonby, St. Marys Bay, Grey Lynn & Freemans Bay. Sections are already very small - how can that be intensified? And the underground services (sewage etc) will not cope with 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?** Support

Tell us why

Ponsonby, St. Marys Bay, Grey Lynn, Herne Bay & much of Freemans Bay are already 'special character' and this must be preserved with their cohesive design elements. And the underground services (sewage, water supply etc) will not cope with intensification. I would like to see the information collected by your statement 'Special Character Areas were surveyed' in order to see the council opinions.

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

Tell us why

I don't see any areas (especially Herne Bay, Ponsonby, St. Marys Bay, Grey Lynn & Freemans Bay) that are marked as 'special character' although they must be classified as such

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

How will having 3 residences of 3 stories in an area of Edwardian/Victorian buildings contribute to a visually appealing city? And on very small sections.

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 would support only if it reduces the limit on building heights and 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.

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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 see areas on ridges/hill sides that will compromise aesthetic views alongside.

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#3086

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: Erica Hellier

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

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 / transport hubs.

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

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

Tell us why

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

Tell us why

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

Intensification around town and local centres

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

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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 suburb is within 400 metres of the City Centre. This means St Marys Bay is beyond the walkable catchment threshold.

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

Tell us why

Qualifying matters

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

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

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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 rates 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 Ratings 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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#3091

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: Jennifer Keymer

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

Why you would make it to the CBD I don't understand most people are working in the suburbs now .

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

Tell us why

People won't walk that far especially in winter.

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

You are ruining all the heritage areas ,all the lovely old villas and cottages are close to the city and they still will not be affordable if developed into apartments given the cost of the land ,I think it is pure jealousy .

5. **What do you think of our proposal to apply the Terrace 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

All houses in the older suburbs of Ponsonby ,Parnell Remuera ,Epsom should remain as they are ,it wasn't so long ago I couldn't build on my garage as it would block my neighbours views now I can build 6 stories and totally ruin their views and light as they remain a one house site of 2 levels .

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 zoning in older areas of Auckland should remain as they are ,I lived in Cheshire St Parnell for most of my life ,it was rezoned mixed use and it ended up being last man standing as houses were sold for ugly buildings ,if you are the last to sell, you end up taking what you can get by greedy developers ,I do not want to be in that position again,unfortunately that is what will happen.

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)

Agree with proposal ,certain areas need to be protected ,sight and sun and views are also important.

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#3106

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: Raeburn Glanfield

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 CBD is not within the walkable distance. Walking to the CBD from St Mary's Bay involves steep hills.

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

Britomart is miles away from St Mary's Bay: certainly further 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?**

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.

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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 can't believe that anyone would think that it's a good idea to destroy the historic nature of St Mary's Bay. New Zealand and Auckland have little enough of our history left. To endanger what is left is vandalization.

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

Tell us why

The whole of St Mary's Bay should be a protected 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

There are many historic retail/business buildings in St Mary's Bay that deserve protection.

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 Mary's Bay just doesn't have the infrastructure to accommodate the increase in population that this new legislation allows.

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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#3115

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: Kerry Gunn

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.

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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?**

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?**

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

Include character of area, not just house. Also internal as well as external

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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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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#3122

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: Melanie Abernethy

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

It is not feasible to consider the distance from my home in Arthur St to the city centre to be a walkable distance for the average citizen. This proposal doesn't take in the hilliness of the western side of the city. There are more suitable sites for intensification : old City Works depot. corner of victoria and Albert Sts

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

I think this would probably be a more appropriate walking distance

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 me

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

This is not relevant to my area.

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

Tell us why

This issue isn'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.

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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 areas identified under the Unitary Plan are hugely significant to allow retaining of the character and identity of Auckland. Very few suburbs have these old houses; it is a joy to walk around them and marvel at the history and beauty of the houses in Freemans Bay and Herne Bay. The area identified is small, the sections and roads are often small.. There is little to be gained but removing the special character but much value in the continued retention of it.

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 red in Freemans Bay should be included as a qualifying matter- they are part of a historic suburband contribute to Auckland's history and sense of place. My house at 4 Arthur St is a small villa over 120 years old. It has been carefully restored to retain character whilst bringing it up to modern living standards. It's presence adds to the essential character of the street.

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

Tell us why

Ponsonby Rd is iconic and one of New Zealand's most attrractive and vibrant main streets. There is a strong sense of community on this street. Retaining this is crucial for the local community and for New Zealand.

Infrastructure constraints

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

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

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

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

Tell us why

Freemans Bay existing infrastructure will not support intensification. As it will not be linked to the Western Intercepto, overflows to the harbour will increase with intensification.

Narrow footpaths and stereets in north Freemans Bay are not appropriate for contractor/supply access for apartment blocks.

Wind tunnels and shading is very likely to occur if 6 story blocks were built in the narrow streets.

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)

Ridgeline protection: Arthur Street is on a ridge- the building of 6 storied apartments here would impact the ridgeline.

Sunshine is essential to the well being of citizens. Building high building on narrow streets with small sections is likely to limit sinshine in the street, increase shading and adversely affect the well being of residents.

Loss of vegetation. Feemans Bay has significant green area. We cannot afford to loose these areas to intensification at a time when climate change requires their retention.

Important privacy information

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#3123

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: Garry Downs

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?** I don't know

Tell us why

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

Tell us why

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

Intensification around town and local centres

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

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

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

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

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St 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.

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

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

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

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#3127

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 Henderson

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.

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Tell us why

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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.

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Tell us why

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Tell us why

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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.

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Tell us why

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

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those identified on the draft maps.

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Tell us why

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

Tell us why

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#3133

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: Darrin Johannink

Name of organisation/business: JL Trust

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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Tell us why

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

Tell us why

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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?** Do not support – I think there are areas that should not be identified as a qualifying matter

Tell us why

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

nearby Ponsonby Town Centre. Jervois Road is served by the frequent 'Outer Link' bus service, along with 101 service, which provide access to destination such as Auckland City Centre (including the Universities, Albert Park etc), Pt Chevalier, Auckland War Memorial Museum, MOTAT / Auckland Zoo, St Lukes, Newmarket and Parnell. Finally, the area is also well served by public open space, including Cox's Bay Reserve, Salisbury Reserve and Point Erin Park. The area also has some of the highest prices in Auckland, highlighting the high demand for people to live in the area. As such, the sites are considered to be highly suitable for intensification, consistent with the overarching intent of the Auckland Unitary Plan and every aspect of the key objectives from the NPS

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 note that the Jervois Road Local Centre is also highly accessible to day-to-day services, employment opportunities

and the public transport network. The properties are within a 2km walk or cycle of the Auckland City Centre, the largest

employment area in New Zealand and are in close proximity to a range of retail units and commercial services within the local

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3133
+64 9 303 1113
www.civix.co.nz
Level 1, 87 Albert Street, Auckland
PO Box 5204 Wellesley St, Auckland 1141

Auckland Council
Attn: Plans and Policy

6 May 2022

NPS-UD Consultation Feedback – Jervois Road, Herne Bay

To Whom it may concern,

On behalf of the landowners of Nos. 155 – 163 Jervois Road, we have prepared feedback on Auckland Council's proposed response to the government's recent housing policy provisions, particularly the 'National Policy Statement on Urban Development' (NPS-UD) upzoning. This submission relates to the retention of the existing restrictive Special Character overlay and height variation control on these properties.

In terms of the special character values of the Jervois Road corridor, we note the following:

- The properties are included within the Special Character Area Residential (SCAR) – Isthmus A overlay area, despite being within the Business – Local Centre zone. As such, while the subject properties contain 'character' dwellings, the majority of these buildings are used for commercial services at present.
- There are no other protected buildings in the SCAR overlay on Jervois Road within 300m of these properties, meaning that only the buildings on the subject properties contribute to the character of the surrounding area. If the special character values of the entire northern frontage of Jervois Road (within the Local Centre zone) was assessed, only 5 out of 15 properties would be considered special character (33%), falling well short of the 75% requirement to be retained within the SCAR overlay;
- The wider Jervois Road corridor between Wallace Street and Curran Street is straight and wide, meaning the sightlines extend down the entire road and much of the streetscape can be viewed from any point. This corridor contains a mix of older dwellings and commercial row buildings, 1980s apartment towers, modern commercial developments (including a petrol station) and modern mixed use apartment and ground level buildings. As such, there is no defining character along the corridor; the subject properties are the only sites within the special character overlay and therefore do not define the streetscape;
- The application of a SCAR overlay to a business zone is not commonly found throughout Auckland and we are not aware of any other examples outside of the Herne Bay / Ponsonby area; and
- The character and amenity values of the Jervois Road streetscape are further reduced given that it contains four vehicle lanes, a flush median and on-street parking.

Despite many other older buildings still being located along the corridor, no other sites have been included in the special character overlay, meaning that they can developed without any character requirements. As such, it is possible that the entire corridor could be redeveloped with modern mixed use buildings, meaning that the subject properties would be even more of an anomaly on the corridor. This effectively penalises these properties for not being redeveloped earlier, or for not being more significantly altered, such that they would not contribute to the character of the area. Allowing five properties along a commercial corridor would not be detrimental to the residential character of Lawence Street or Sentinel Road to the rear.

By contrast, limiting the underlying zoning of this area and applying the SCAR overlay will impact on the potential for the surrounding sites to fully develop in accordance with the zone (because there will be a hard boundary on one side) and the amenity of these houses will be impacted by being surrounded by 5 story buildings. They will appear manifestly incongruous with the surrounding streetscape and have limited character / amenity on their own.

Overall, it is considered that the Jervois Road Local Centre area does not contain a consistent 'special character'' streetscape. It is therefore not appropriate to retain a single block of properties within the overlay, where the rest of the centre is not considered to contain the same level of special character.

The inclusion of these properties within the SCAR overlay, despite being in a business zone, also results in conflicting built form standards that do not clearly signal what scale of development is provided for in the zone. These standards are compared in Table 1 below –

Table 1: Comparison of built form standards between the SCAR overlay and the Local Centre Zone

Standard	SCAR Overlay	Local Centre Zone
Building Height	8m + 1m for roof form	11m + 2m for roof form
Height in Relation to Boundary	3m + 45^0 along any external boundary.	2.5m + 45^0 along northern boundary to Single House Zone 4m + 60^0 along northern boundary to MHU Zone (as proposed under MDRS).
Residential at Ground Floor	Not rule, but expected in overlay	Specifically excluded
Yards	Front yard - The average of existing setbacks of dwellings on adjacent sites Side – 1.2m Rear – 3m	3m to residential zones, no front yard requirement
Building Coverage	300m^2 – 500m^2 – 40 per cent of the net site area 500m^2 – 1,000m^2 – 35 per cent of the net site area	N/A
Landscape Area	200m^2 – 500m^2 – 33 per cent of the net site area 500m^2 – 1,000m^2 – 40 per cent of the net site area	N/A
Maximum Paved Area	200m^2 – 500m^2 – 20 per cent of the net site area 500m^2 – 1,000m^2 – 25 per cent of the net site area	N/A
Fences and Walls	1.2m maximum height	
Outlook	N/A	(a) a principal living room of a dwelling or main living and dining area within a boarding house or supported residential care must have a outlook space with a minimum dimension of 6m in depth and 4m in width; and (b) all other habitable rooms of a dwelling or a bedroom within a boarding house or supported residential care unit must have an outlook space with a minimum dimension of 3m in depth and 3m in width.

In terms of the wider SCAR that the properties are located within, the note that Council's assessment has concluded –

> *"The Herne Bay East Special Character Area - Residential is not of high-quality special character value. An area of high-quality is determined to be one that has 75% or more individual properties scoring either 5 or 6. This area has 68% of individual properties scoring either 5 or 6"*[1].

Subsequently, it appears that instead of removing the entire SCAR overlay from the properties within this grouping, Council have redrawn the boundaries of the area to ensure that the overlay is retained, as shown in Figure 1 below. We believe that this approach is tantamount to gerrymandering, and is an inappropriate approach assessment methodology that appears to prioritse

[1] https://akhaveyoursay.aucklandcouncil.govt.nz/70516/widgets/371486/documents/230995, page 4.

retaining as much of the overlay area as possible. This approach is not consistent with the intent of NPS-UD.



Figure 1: Proposed new SCAR 'sub-areas' for Herne Bay

In terms of the height variation control, we note that the blocks to the immediate west and east of the subject sites are not within this control and can therefore achieve buildings up to 18m in height (subject to resource consent approval). The site at No. 2 Lawrence Street (immediately opposite 163 Jervois Road) has recently been developed with a five storey mixed-use building (see **Figure 2** below), while another similar five storey development has also been completed further to the east at No. 113 Jervois Road (refer to **Figure 3**).



Figure 2: New development at 2 Lawrence Street, with 163 Jervois Road in the foreground (source: Streetview)



Figure 3: Newly completed development at 113 Jervois Road (source: https://uprealestate.co.nz/buy/8-113-jervois-road-herne-bay/18133080)

Finally, we note that the Jervois Road Local Centre is also highly accessible to day-to-day services, employment opportunities and the public transport network. The properties are within a 2km walk or cycle of the Auckland City Centre, the largest employment area in New Zealand and are in close proximity to a range of retail units and commercial services within the local centre area and nearby Ponsonby Town Centre. Jervois Road is served by the frequent 'Outer Link' bus service, along with 101 service, which provide access to destination such as Auckland City Centre (including the Universities, Albert Park etc), Pt Chevalier, Auckland War Memorial Museum, MOTAT / Auckland Zoo, St Lukes, Newmarket and Parnell. Finally, the area is also well served by public open space, including Cox's Bay Reserve, Salisbury Reserve and Point Erin Park. The area also has some of the highest prices in Auckland, highlighting the high demand for people to live in the area. As such, the sites are considered to be highly suitable for intensification, consistent with the overarching intent of the Auckland Unitary Plan and every aspect of the key objectives from the NPS:

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

> *(a) the area is in or near a centre zone or other area with many employment opportunities*
>
> *(b) the area is well-serviced by existing or planned public transport*
>
> *(c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*

It is also contrary to policy 4 of the NPS UD to apply the SCAR. Policy 4 provides:

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

The SCAR is a character matter – not a historic heritage matter and so no qualifying matters arise to reduce ability to development these properties in accordance with the underlying zoning.

Given the above, we request that the SCAR – Isthmus A overlay and 13m Height Variation Control on the properties at Nos. 155 – 163 Jervois Road are removed as part of the NPS-UD upzoning process.

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

Kind Regards,

Written By:



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

CIVIX LIMITED

#3135

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: Anjala Natali

Name of organisation/business: Zanj Ltd

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

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Tell us why

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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.

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Tell us why

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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.

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Tell us why

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Tell us why

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

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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

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Auckland Council
Attn: Plans and Policy

6 May 2022

NPS-UD Consultation Feedback – Jervois Road, Herne Bay

To Whom it may concern,

On behalf of the landowners of Nos. 155 – 163 Jervois Road, we have prepared feedback on Auckland Council's proposed response to the government's recent housing policy provisions, particularly the 'National Policy Statement on Urban Development' (NPS-UD) upzoning. This submission relates to the retention of the existing restrictive Special Character overlay and height variation control on these properties.

In terms of the special character values of the Jervois Road corridor, we note the following:

- The properties are included within the Special Character Area Residential (SCAR) – Isthmus A overlay area, despite being within the Business – Local Centre zone. As such, while the subject properties contain 'character' dwellings, the majority of these buildings are used for commercial services at present.
- There are no other protected buildings in the SCAR overlay on Jervois Road within 300m of these properties, meaning that only the buildings on the subject properties contribute to the character of the surrounding area. If the special character values of the entire northern frontage of Jervois Road (within the Local Centre zone) was assessed, only 5 out of 15 properties would be considered special character (33%), falling well short of the 75% requirement to be retained within the SCAR overlay;
- The wider Jervois Road corridor between Wallace Street and Curran Street is straight and wide, meaning the sightlines extend down the entire road and much of the streetscape can be viewed from any point. This corridor contains a mix of older dwellings and commercial row buildings, 1980s apartment towers, modern commercial developments (including a petrol station) and modern mixed use apartment and ground level buildings. As such, there is no defining character along the corridor; the subject properties are the only sites within the special character overlay and therefore do not define the streetscape;
- The application of a SCAR overlay to a business zone is not commonly found throughout Auckland and we are not aware of any other examples outside of the Herne Bay / Ponsonby area; and
- The character and amenity values of the Jervois Road streetscape are further reduced given that it contains four vehicle lanes, a flush median and on-street parking.

Despite many other older buildings still being located along the corridor, no other sites have been included in the special character overlay, meaning that they can developed without any character requirements. As such, it is possible that the entire corridor could be redeveloped with modern mixed use buildings, meaning that the subject properties would be even more of an anomaly on the corridor. This effectively penalises these properties for not being redeveloped earlier, or for not being more significantly altered, such that they would not contribute to the character of the area. Allowing five properties along a commercial corridor would not be detrimental to the residential character of Lawence Street or Sentinel Road to the rear.

By contrast, limiting the underlying zoning of this area and applying the SCAR overlay will impact on the potential for the surrounding sites to fully develop in accordance with the zone (because there will be a hard boundary on one side) and the amenity of these houses will be impacted by being surrounded by 5 story buildings. They will appear manifestly incongruous with the surrounding streetscape and have limited character / amenity on their own.

Overall, it is considered that the Jervois Road Local Centre area does not contain a consistent 'special character'' streetscape. It is therefore not appropriate to retain a single block of properties within the overlay, where the rest of the centre is not considered to contain the same level of special character.

The inclusion of these properties within the SCAR overlay, despite being in a business zone, also results in conflicting built form standards that do not clearly signal what scale of development is provided for in the zone. These standards are compared in Table 1 below –

Table 1: Comparison of built form standards between the SCAR overlay and the Local Centre Zone

Standard	SCAR Overlay	Local Centre Zone
Building Height	8m + 1m for roof form	11m + 2m for roof form
Height in Relation to Boundary	3m + 45^0 along any external boundary.	2.5m + 45^0 along northern boundary to Single House Zone 4m + 60^0 along northern boundary to MHU Zone (as proposed under MDRS).
Residential at Ground Floor	Not rule, but expected in overlay	Specifically excluded
Yards	Front yard - The average of existing setbacks of dwellings on adjacent sites Side – 1.2m Rear – 3m	3m to residential zones, no front yard requirement
Building Coverage	300m^2 – 500m^2 – 40 per cent of the net site area 500m^2 – 1,000m^2 – 35 per cent of the net site area	N/A
Landscape Area	200m^2 – 500m^2 – 33 per cent of the net site area 500m^2 – 1,000m^2 – 40 per cent of the net site area	N/A
Maximum Paved Area	200m^2 – 500m^2 – 20 per cent of the net site area 500m^2 – 1,000m^2 – 25 per cent of the net site area	N/A
Fences and Walls	1.2m maximum height	
Outlook	N/A	(a) a principal living room of a dwelling or main living and dining area within a boarding house or supported residential care must have a outlook space with a minimum dimension of 6m in depth and 4m in width; and (b) all other habitable rooms of a dwelling or a bedroom within a boarding house or supported residential care unit must have an outlook space with a minimum dimension of 3m in depth and 3m in width.

In terms of the wider SCAR that the properties are located within, the note that Council's assessment has concluded –

> *"The Herne Bay East Special Character Area - Residential is not of high-quality special character value. An area of high-quality is determined to be one that has 75% or more individual properties scoring either 5 or 6. This area has 68% of individual properties scoring either 5 or 6"*[1].

Subsequently, it appears that instead of removing the entire SCAR overlay from the properties within this grouping, Council have redrawn the boundaries of the area to ensure that the overlay is retained, as shown in Figure 1 below. We believe that this approach is tantamount to gerrymandering, and is an inappropriate approach assessment methodology that appears to prioritse

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retaining as much of the overlay area as possible. This approach is not consistent with the intent of NPS-UD.



Figure 1: Proposed new SCAR 'sub-areas' for Herne Bay

In terms of the height variation control, we note that the blocks to the immediate west and east of the subject sites are not within this control and can therefore achieve buildings up to 18m in height (subject to resource consent approval). The site at No. 2 Lawrence Street (immediately opposite 163 Jervois Road) has recently been developed with a five storey mixed-use building (see **Figure 2** below), while another similar five storey development has also been completed further to the east at No. 113 Jervois Road (refer to **Figure 3**).



Figure 2: New development at 2 Lawrence Street, with 163 Jervois Road in the foreground (source: Streetview)



Figure 3: Newly completed development at 113 Jervois Road (source: https://uprealestate.co.nz/buy/8-113-jervois-road-herne-bay/18133080)

Finally, we note that the Jervois Road Local Centre is also highly accessible to day-to-day services, employment opportunities and the public transport network. The properties are within a 2km walk or cycle of the Auckland City Centre, the largest employment area in New Zealand and are in close proximity to a range of retail units and commercial services within the local centre area and nearby Ponsonby Town Centre. Jervois Road is served by the frequent 'Outer Link' bus service, along with 101 service, which provide access to destination such as Auckland City Centre (including the Universities, Albert Park etc), Pt Chevalier, Auckland War Memorial Museum, MOTAT / Auckland Zoo, St Lukes, Newmarket and Parnell. Finally, the area is also well served by public open space, including Cox's Bay Reserve, Salisbury Reserve and Point Erin Park. The area also has some of the highest prices in Auckland, highlighting the high demand for people to live in the area. As such, the sites are considered to be highly suitable for intensification, consistent with the overarching intent of the Auckland Unitary Plan and every aspect of the key objectives from the NPS:

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

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Given the above, we request that the SCAR – Isthmus A overlay and 13m Height Variation Control on the properties at Nos. 155 – 163 Jervois Road are removed as part of the NPS-UD upzoning process.

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

Kind Regards,

Written By:



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Intermediate Planner
022 213 7745
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CIVIX LIMITED

#3137

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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: Marcus Henderson

Name of organisation/business: Henderson Enterprises Limited

Your local board: Waitematā

Your feedback (all questions are optional)

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6 May 2022

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In terms of the special character values of the Jervois Road corridor, we note the following:

- The properties are included within the Special Character Area Residential (SCAR) – Isthmus A overlay area, despite being within the Business – Local Centre zone. As such, while the subject properties contain 'character' dwellings, the majority of these buildings are used for commercial services at present.
- There are no other protected buildings in the SCAR overlay on Jervois Road within 300m of these properties, meaning that only the buildings on the subject properties contribute to the character of the surrounding area. If the special character values of the entire northern frontage of Jervois Road (within the Local Centre zone) was assessed, only 5 out of 15 properties would be considered special character (33%), falling well short of the 75% requirement to be retained within the SCAR overlay;
- The wider Jervois Road corridor between Wallace Street and Curran Street is straight and wide, meaning the sightlines extend down the entire road and much of the streetscape can be viewed from any point. This corridor contains a mix of older dwellings and commercial row buildings, 1980s apartment towers, modern commercial developments (including a petrol station) and modern mixed use apartment and ground level buildings. As such, there is no defining character along the corridor; the subject properties are the only sites within the special character overlay and therefore do not define the streetscape;
- The application of a SCAR overlay to a business zone is not commonly found throughout Auckland and we are not aware of any other examples outside of the Herne Bay / Ponsonby area; and
- The character and amenity values of the Jervois Road streetscape are further reduced given that it contains four vehicle lanes, a flush median and on-street parking.

Despite many other older buildings still being located along the corridor, no other sites have been included in the special character overlay, meaning that they can developed without any character requirements. As such, it is possible that the entire corridor could be redeveloped with modern mixed use buildings, meaning that the subject properties would be even more of an anomaly on the corridor. This effectively penalises these properties for not being redeveloped earlier, or for not being more significantly altered, such that they would not contribute to the character of the area. Allowing five properties along a commercial corridor would not be detrimental to the residential character of Lawence Street or Sentinel Road to the rear.

By contrast, limiting the underlying zoning of this area and applying the SCAR overlay will impact on the potential for the surrounding sites to fully develop in accordance with the zone (because there will be a hard boundary on one side) and the amenity of these houses will be impacted by being surrounded by 5 story buildings. They will appear manifestly incongruous with the surrounding streetscape and have limited character / amenity on their own.

Overall, it is considered that the Jervois Road Local Centre area does not contain a consistent 'special character'' streetscape. It is therefore not appropriate to retain a single block of properties within the overlay, where the rest of the centre is not considered to contain the same level of special character.

The inclusion of these properties within the SCAR overlay, despite being in a business zone, also results in conflicting built form standards that do not clearly signal what scale of development is provided for in the zone. These standards are compared in Table 1 below –

Table 1: Comparison of built form standards between the SCAR overlay and the Local Centre Zone

Standard	SCAR Overlay	Local Centre Zone
Building Height	8m + 1m for roof form	11m + 2m for roof form
Height in Relation to Boundary	3m + 45^0 along any external boundary.	2.5m + 45^0 along northern boundary to Single House Zone 4m + 60^0 along northern boundary to MHU Zone (as proposed under MDRS).
Residential at Ground Floor	Not rule, but expected in overlay	Specifically excluded
Yards	Front yard - The average of existing setbacks of dwellings on adjacent sites Side – 1.2m Rear – 3m	3m to residential zones, no front yard requirement
Building Coverage	300m^2 – 500m^2 – 40 per cent of the net site area 500m^2 – 1,000m^2 – 35 per cent of the net site area	N/A
Landscape Area	200m^2 – 500m^2 – 33 per cent of the net site area 500m^2 – 1,000m^2 – 40 per cent of the net site area	N/A
Maximum Paved Area	200m^2 – 500m^2 – 20 per cent of the net site area 500m^2 – 1,000m^2 – 25 per cent of the net site area	N/A
Fences and Walls	1.2m maximum height	
Outlook	N/A	(a) a principal living room of a dwelling or main living and dining area within a boarding house or supported residential care must have a outlook space with a minimum dimension of 6m in depth and 4m in width; and (b) all other habitable rooms of a dwelling or a bedroom within a boarding house or supported residential care unit must have an outlook space with a minimum dimension of 3m in depth and 3m in width.

In terms of the wider SCAR that the properties are located within, the note that Council's assessment has concluded –

> *"The Herne Bay East Special Character Area - Residential is not of high-quality special character value. An area of high-quality is determined to be one that has 75% or more individual properties scoring either 5 or 6. This area has 68% of individual properties scoring either 5 or 6"*[1].

Subsequently, it appears that instead of removing the entire SCAR overlay from the properties within this grouping, Council have redrawn the boundaries of the area to ensure that the overlay is retained, as shown in Figure 1 below. We believe that this approach is tantamount to gerrymandering, and is an inappropriate approach assessment methodology that appears to prioritse

[1] https://akhaveyoursay.aucklandcouncil.govt.nz/70516/widgets/371486/documents/230995, page 4.

retaining as much of the overlay area as possible. This approach is not consistent with the intent of NPS-UD.



Figure 1: Proposed new SCAR 'sub-areas' for Herne Bay

In terms of the height variation control, we note that the blocks to the immediate west and east of the subject sites are not within this control and can therefore achieve buildings up to 18m in height (subject to resource consent approval). The site at No. 2 Lawrence Street (immediately opposite 163 Jervois Road) has recently been developed with a five storey mixed-use building (see **Figure 2** below), while another similar five storey development has also been completed further to the east at No. 113 Jervois Road (refer to **Figure 3**).



Figure 2: New development at 2 Lawrence Street, with 163 Jervois Road in the foreground (source: Streetview)



Figure 3: Newly completed development at 113 Jervois Road (source: https://uprealestate.co.nz/buy/8-113-jervois-road-herne-bay/18133080)

Finally, we note that the Jervois Road Local Centre is also highly accessible to day-to-day services, employment opportunities and the public transport network. The properties are within a 2km walk or cycle of the Auckland City Centre, the largest employment area in New Zealand and are in close proximity to a range of retail units and commercial services within the local centre area and nearby Ponsonby Town Centre. Jervois Road is served by the frequent 'Outer Link' bus service, along with 101 service, which provide access to destination such as Auckland City Centre (including the Universities, Albert Park etc), Pt Chevalier, Auckland War Memorial Museum, MOTAT / Auckland Zoo, St Lukes, Newmarket and Parnell. Finally, the area is also well served by public open space, including Cox's Bay Reserve, Salisbury Reserve and Point Erin Park. The area also has some of the highest prices in Auckland, highlighting the high demand for people to live in the area. As such, the sites are considered to be highly suitable for intensification, consistent with the overarching intent of the Auckland Unitary Plan and every aspect of the key objectives from the NPS:

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

> *(a) the area is in or near a centre zone or other area with many employment opportunities*
>
> *(b) the area is well-serviced by existing or planned public transport*
>
> *(c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*

It is also contrary to policy 4 of the NPS UD to apply the SCAR. Policy 4 provides:

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

The SCAR is a character matter – not a historic heritage matter and so no qualifying matters arise to reduce ability to development these properties in accordance with the underlying zoning.

Given the above, we request that the SCAR – Isthmus A overlay and 13m Height Variation Control on the properties at Nos. 155 – 163 Jervois Road are removed as part of the NPS-UD upzoning process.

Should you have any questions in relation to any of the above, please feel free to contact the undersigned.

Kind Regards,

Written By:



Harrison Fernandes-Burnard
Intermediate Planner
022 213 7745
harrison@civix.co.nz

CIVIX LIMITED

#3138

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Michael Snowden

Name of organisation/business: Jervois Properties Limited

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** 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?** I don't know

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

we note that the Jervois Road Local Centre is also highly accessible to day-to-day services, employment opportunities and the public transport network. The properties are within a 2km walk or cycle of the Auckland City Centre, the largest employment area in New Zealand and are in close proximity to a range of retail units and commercial services within the local centre area and

nearby Ponsonby Town Centre. Jervois Road is served by the frequent 'Outer Link' bus service, along with 101 service, which provide access to destination such as Auckland City Centre (including the Universities, Albert Park etc), Pt Chevalier, Auckland War Memorial Museum, MOTAT / Auckland Zoo, St Lukes, Newmarket and Parnell. Finally, the area is also well served by public open space, including Cox's Bay Reserve, Salisbury Reserve and Point Erin Park. The area also has some of the highest prices in Auckland, highlighting the high demand for people to live in the area. As such, the sites are considered to be highly suitable for intensification, consistent with the overarching intent of the Auckland Unitary Plan and every aspect of the key objectives from the NPS

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 note that the Jervois Road Local Centre is also highly accessible to day-to-day services, employment opportunities and the public transport network. The properties are within a 2km walk or cycle of the Auckland City Centre, the largest employment area in New Zealand and are in close proximity to a range of retail units and commercial services within the local centre area and nearby Ponsonby Town Centre. Jervois Road is served by the frequent 'Outer Link' bus service, along with 101 service, which provide access to destination such as Auckland City Centre (including the Universities, Albert Park etc), Pt Chevalier, Auckland War Memorial Museum, MOTAT / Auckland Zoo, St Lukes, Newmarket and Parnell. Finally, the area is also well served by public open space, including Cox's Bay Reserve, Salisbury Reserve and Point Erin Park. The area also has some of the highest prices in Auckland, highlighting the high demand for people to live in the area. As such, the sites are considered to be highly suitable for intensification, consistent with the overarching intent of the Auckland Unitary Plan and every aspect of the key objectives from the NPS

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.

3138
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Auckland Council
Attn: Plans and Policy

6 May 2022

NPS-UD Consultation Feedback – Jervois Road, Herne Bay

To Whom it may concern,

On behalf of the landowners of Nos. 155 – 163 Jervois Road, we have prepared feedback on Auckland Council's proposed response to the government's recent housing policy provisions, particularly the 'National Policy Statement on Urban Development' (NPS-UD) upzoning. This submission relates to the retention of the existing restrictive Special Character overlay and height variation control on these properties.

In terms of the special character values of the Jervois Road corridor, we note the following:

- The properties are included within the Special Character Area Residential (SCAR) – Isthmus A overlay area, despite being within the Business – Local Centre zone. As such, while the subject properties contain 'character' dwellings, the majority of these buildings are used for commercial services at present.
- There are no other protected buildings in the SCAR overlay on Jervois Road within 300m of these properties, meaning that only the buildings on the subject properties contribute to the character of the surrounding area. If the special character values of the entire northern frontage of Jervois Road (within the Local Centre zone) was assessed, only 5 out of 15 properties would be considered special character (33%), falling well short of the 75% requirement to be retained within the SCAR overlay;
- The wider Jervois Road corridor between Wallace Street and Curran Street is straight and wide, meaning the sightlines extend down the entire road and much of the streetscape can be viewed from any point. This corridor contains a mix of older dwellings and commercial row buildings, 1980s apartment towers, modern commercial developments (including a petrol station) and modern mixed use apartment and ground level buildings. As such, there is no defining character along the corridor; the subject properties are the only sites within the special character overlay and therefore do not define the streetscape;
- The application of a SCAR overlay to a business zone is not commonly found throughout Auckland and we are not aware of any other examples outside of the Herne Bay / Ponsonby area; and
- The character and amenity values of the Jervois Road streetscape are further reduced given that it contains four vehicle lanes, a flush median and on-street parking.

Despite many other older buildings still being located along the corridor, no other sites have been included in the special character overlay, meaning that they can developed without any character requirements. As such, it is possible that the entire corridor could be redeveloped with modern mixed use buildings, meaning that the subject properties would be even more of an anomaly on the corridor. This effectively penalises these properties for not being redeveloped earlier, or for not being more significantly altered, such that they would not contribute to the character of the area. Allowing five properties along a commercial corridor would not be detrimental to the residential character of Lawence Street or Sentinel Road to the rear.

By contrast, limiting the underlying zoning of this area and applying the SCAR overlay will impact on the potential for the surrounding sites to fully develop in accordance with the zone (because there will be a hard boundary on one side) and the amenity of these houses will be impacted by being surrounded by 5 story buildings. They will appear manifestly incongruous with the surrounding streetscape and have limited character / amenity on their own.

Overall, it is considered that the Jervois Road Local Centre area does not contain a consistent 'special character'' streetscape. It is therefore not appropriate to retain a single block of properties within the overlay, where the rest of the centre is not considered to contain the same level of special character.

The inclusion of these properties within the SCAR overlay, despite being in a business zone, also results in conflicting built form standards that do not clearly signal what scale of development is provided for in the zone. These standards are compared in Table 1 below –

Table 1: Comparison of built form standards between the SCAR overlay and the Local Centre Zone

Standard	SCAR Overlay	Local Centre Zone
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Residential at Ground Floor	Not rule, but expected in overlay	Specifically excluded
Yards	Front yard - The average of existing setbacks of dwellings on adjacent sites Side – 1.2m Rear – 3m	3m to residential zones, no front yard requirement
Building Coverage	300m^2 – 500m^2 – 40 per cent of the net site area 500m^2 – 1,000m^2 – 35 per cent of the net site area	N/A
Landscape Area	200m^2 – 500m^2 – 33 per cent of the net site area 500m^2 – 1,000m^2 – 40 per cent of the net site area	N/A
Maximum Paved Area	200m^2 – 500m^2 – 20 per cent of the net site area 500m^2 – 1,000m^2 – 25 per cent of the net site area	N/A
Fences and Walls	1.2m maximum height	
Outlook	N/A	(a) a principal living room of a dwelling or main living and dining area within a boarding house or supported residential care must have a outlook space with a minimum dimension of 6m in depth and 4m in width; and (b) all other habitable rooms of a dwelling or a bedroom within a boarding house or supported residential care unit must have an outlook space with a minimum dimension of 3m in depth and 3m in width.

In terms of the wider SCAR that the properties are located within, the note that Council's assessment has concluded –

> *"The Herne Bay East Special Character Area - Residential is not of high-quality special character value. An area of high-quality is determined to be one that has 75% or more individual properties scoring either 5 or 6. This area has 68% of individual properties scoring either 5 or 6"*[1].

Subsequently, it appears that instead of removing the entire SCAR overlay from the properties within this grouping, Council have redrawn the boundaries of the area to ensure that the overlay is retained, as shown in Figure 1 below. We believe that this approach is tantamount to gerrymandering, and is an inappropriate approach assessment methodology that appears to prioritse

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retaining as much of the overlay area as possible. This approach is not consistent with the intent of NPS-UD.



Figure 1: Proposed new SCAR 'sub-areas' for Herne Bay

In terms of the height variation control, we note that the blocks to the immediate west and east of the subject sites are not within this control and can therefore achieve buildings up to 18m in height (subject to resource consent approval). The site at No. 2 Lawrence Street (immediately opposite 163 Jervois Road) has recently been developed with a five storey mixed-use building (see **Figure 2** below), while another similar five storey development has also been completed further to the east at No. 113 Jervois Road (refer to **Figure 3**).



Figure 2: New development at 2 Lawrence Street, with 163 Jervois Road in the foreground (source: Streetview)



Figure 3: Newly completed development at 113 Jervois Road (source: https://uprealestate.co.nz/buy/8-113-jervois-road-herne-bay/18133080)

Finally, we note that the Jervois Road Local Centre is also highly accessible to day-to-day services, employment opportunities and the public transport network. The properties are within a 2km walk or cycle of the Auckland City Centre, the largest employment area in New Zealand and are in close proximity to a range of retail units and commercial services within the local centre area and nearby Ponsonby Town Centre. Jervois Road is served by the frequent 'Outer Link' bus service, along with 101 service, which provide access to destination such as Auckland City Centre (including the Universities, Albert Park etc), Pt Chevalier, Auckland War Memorial Museum, MOTAT / Auckland Zoo, St Lukes, Newmarket and Parnell. Finally, the area is also well served by public open space, including Cox's Bay Reserve, Salisbury Reserve and Point Erin Park. The area also has some of the highest prices in Auckland, highlighting the high demand for people to live in the area. As such, the sites are considered to be highly suitable for intensification, consistent with the overarching intent of the Auckland Unitary Plan and every aspect of the key objectives from the NPS:

Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:

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It is also contrary to policy 4 of the NPS UD to apply the SCAR. Policy 4 provides:

> *Policy 4: Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3* ***only to the extent necessary*** *(as specified in subpart 6) to accommodate a qualifying matter in that area.*

The SCAR is a character matter – not a historic heritage matter and so no qualifying matters arise to reduce ability to development these properties in accordance with the underlying zoning.

Given the above, we request that the SCAR – Isthmus A overlay and 13m Height Variation Control on the properties at Nos. 155 – 163 Jervois Road are removed as part of the NPS-UD upzoning process.

Should you have any questions in relation to any of the above, please feel free to contact the undersigned.

Kind Regards,

Written By:



Harrison Fernandes-Burnard
Intermediate Planner
022 213 7745
harrison@civix.co.nz

CIVIX LIMITED

#3141

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: Gary Deeney

Name of organisation/business: Positive Planning Limited

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

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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?** I don't know

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 proposed rezoning and removal of the character area overlay will negatively impact the established character of the area and Auckland's history. · The rezoning has targeted a pocket of sites within Herne Bay where the majority of the properties around the outskirts of this residential area have had their zoning be similarly retained by way of the new 'Two Storey Single Dwelling

Residential Area' and retaining the character overlay over these sites. · The site and wider Herne Bay character area collectively reflect an important aspect, and is representative, of a significant period and pattern of community development within the surrounding Herne Bay/Ponsonby locality, as discussed in the Special Character Area statements. · The site and surrounds jointly reflect a typology, style, method of construction, material and streetscape qualities that in our opinion should be protected and retained from inappropriate redevelopment of these sites.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

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

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FEEDBACK ON AUCKLAND COUNCIL PRELIMINARY RESPONSE TO NPS-UD AND MDRS CHANGES

1.0 Agent Details:

Organisation:	Positive Planning Limited
Contact:	Gary Deeney
Postal Address:	PO Box 582, Shortland Street 1140
Email Address:	gary@positiveplanning.co.nz
Phone:	(09) 302 0461 or 021 828 969

2.0 Details of the NPS-UD and MDRS in relation to this Submission

- This submission is in relation to the site located at 14 Bella Vista Road, Herne Bay, and surrounding residential area.
- Under the Auckland Councils preliminary response to the NPS:UD and MDRS it proposes a rezoning from 'Residential – Single House Zone', to 'Residential – Mixed Housing Urban Zone' for this site and surrounds.
- The current special character area overlay is proposed to be removed from the site and surrounding properties (noted as not a qualifying matter on Council GIS).

3.0 Stance on the Preliminary Response and Rezoning

- We oppose the rezoning of the abovementioned site and surrounding residential area to 'Residential – Mixed Housing Urban Zone'.
- We oppose the removal of the special character area overlay for the abovementioned site and surrounding residential area.

4.0 Reasons for the Submission

Our reasons for opposing the proposed rezoning and removal of the character overlay for the above-mentioned site are as follows:

- In our opinion, the abovementioned site and surrounding residential area contributes to the established character of the wider Herne Bay suburb and surrounding residential areas.
- The existing development of the abovementioned site and surrounding properties establishes a typology of housing that is cohesive with each other and demonstrative of the history of this early established suburb in Auckland.

- The proposed rezoning and removal of the character area overlay will negatively impact the established character of the area and Auckland's history.
- The rezoning has targeted a pocket of sites within Herne Bay where the majority of the properties around the outskirts of this residential area have had their zoning be similarly retained by way of the new 'Two Storey Single Dwelling Residential Area' and retaining the character overlay over these sites.
- The site and wider Herne Bay character area collectively reflect an important aspect, and is representative, of a significant period and pattern of community development within the surrounding Herne Bay/Ponsonby locality, as discussed in the Special Character Area statements.
- The site and surrounds jointly reflect a typology, style, method of construction, material and streetscape qualities that in our opinion should be protected and retained from inappropriate redevelopment of these sites.

5.0 Preferred Outcome

For the reasons stated in section 5.0 of this submission, we consider the following outcomes appropriate:

- Revising the proposed rezoning from 'Residential – Mixed Housing Urban Zone' to 'Two Storey Single Dwelling Residential Area' and for the special character overlay to be retained for the site located at 14 Bella Vista Road, Herne Bay and the surrounding residential properties that form the overall character area.

#3142

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: Freddie Coltart

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?**

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?**

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.

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Tell us why

Other qualifying matters

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#3143

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Your details

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Name: Gary Deeney

Name of organisation/business: Positive Planning Limited

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

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1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

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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?** I don't know

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 proposed rezoning and removal of the character area overlay will negatively impact the established character of the area and Auckland's history. · The rezoning has targeted a pocket of sites within Herne Bay where the majority of the properties around the outskirts of this residential area have had their zoning be similarly retained by way of the new 'Two Storey Single Dwelling

Residential Area' and retaining the character overlay over these sites. · The site and wider Herne Bay character area collectively reflect an important aspect, and is representative, of a significant period and pattern of community development within the surrounding Herne Bay/Ponsonby locality, as discussed in the Special Character Area statements. · The site and surrounds jointly reflect a typology, style, method of construction, material and streetscape qualities that in our opinion should be protected and retained from inappropriate redevelopment of these sites.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

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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- Auckland War Memorial Museum Viewshaft
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10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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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

2.0 Details of the NPS-UD and MDRS in relation to this Submission

- This submission is in relation to the property located at 59 Grange Road, Mount Eden.
- The abovementioned site is currently within the Auckland Light Rail Corridor zoning investigation area under the Auckland Councils preliminary response to the NPS:UD and MDRS and therefore no rezoning has been proposed for the site at this stage.
- The current special character area overlay is shown to be retained over the site under the NPS:UD and MDRS plan changes.

3.0 Stance on the Preliminary Response and Rezoning

- We oppose the current 'single dwelling' zoning shown for the site on the Preliminary Response GIS.
- We oppose retaining the special character area overlay for the site located at 59 Grange Road, Mount Eden.

4.0 Reasons for the Submission

Our reasons for opposing the current rezoning and retaining the character overlay for the abovementioned site, are as follows:

- The 'single dwelling' zoning for the site is not appropriate given the NPS:UD and MDRS direction of providing for 6+ storeys of development within a walkable

catchment/proximity to rapid transit stops. We consider this site to be within this catchment, being located some 500 metres in either direction to Mount Eden Road and Dominion Road, two main arterial routes with rapid transit stops.

- The site hosts multiple dwellings, most of which are located within the rear 'sausage flat' style units/building and unable to be viewed from the streetscape. Rezoning the site to 'Residential – Mixed Housing Urban Zone' and removing the character overlay will allow for the site to be redeveloped into higher quality and more efficient development.

5.0 Preferred Outcome

For the reasons stated in this submission, we consider the following outcomes appropriate:

- Rezoning to 'Residential – Mixed Housing Urban Zone' and removal of the 'Special Character Areas – Residential Overlay' for the site located at 59 Grange Road, Mount Eden.

#3146

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 JONES

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

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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 the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

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- Auckland War Memorial Museum Viewshaft
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- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

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#3148

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Name: Gary Deeney

Name of organisation/business: Positive Planning Limited

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?** 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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Tell us why

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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?** Do not support – I think there are areas that should not be identified as a qualifying matter

Tell us why

The proposed rezoning and removal of the character area overlay will negatively impact the established character of the area and Auckland's history. · The rezoning has targeted a pocket of sites within Herne Bay where the majority of the properties around the outskirts of this residential area have had their zoning be similarly retained by way of the new 'Two Storey Single Dwelling

Residential Area' and retaining the character overlay over these sites. · The site and wider Herne Bay character area collectively reflect an important aspect, and is representative, of a significant period and pattern of community development within the surrounding Herne Bay/Ponsonby locality, as discussed in the Special Character Area statements. · The site and surrounds jointly reflect a typology, style, method of construction, material and streetscape qualities that in our opinion should be protected and retained from inappropriate redevelopment of these sites.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

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.

positiveplanning

FEEDBACK ON AUCKLAND COUNCIL PRELIMINARY RESPONSE TO NPS-UD AND MDRS CHANGES

1.0 Agent Details:

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2.0 Details of the NPS-UD and MDRS in relation to this Submission

- The submitter is the owner of 39 and 39B Disraeli Street, Mount Eden.
- These properties have recently been subject to a subdivision resource consent which split the original site (39 Disraeli Street) into two sites, one containing the existing dwelling (39) and the other a rear vacant site (39B) for future development.
- Under the Auckland Councils preliminary response to the NPS:UD and MDRS has changed the zoning for both sites from 'Residential – Single House Zone', to 'Two Storey Single Dwelling Residential Area'.
- The majority of surrounding properties, in particular, those that adjoin 39B Disraeli Street, are being rezoned to 'Residential – Mixed Housing Urban Zone' as demonstrated in figure 1 below.
- The proposed rezoning of 39 Disraeli Street is considered appropriate given the existing dwelling complements and contributes to the character of the area.
- The rear site, 39B Disraeli Street, has recently been subdivided and is a vacant site with no building, street presence or any form of character.
- The new 'Two Storey Single Dwelling Residential Area' has dropped down on to 39B Disraeli Street as a result of its previous Single House Zoning without considering the sites context within the surrounding area and the recent subdivision of the site.

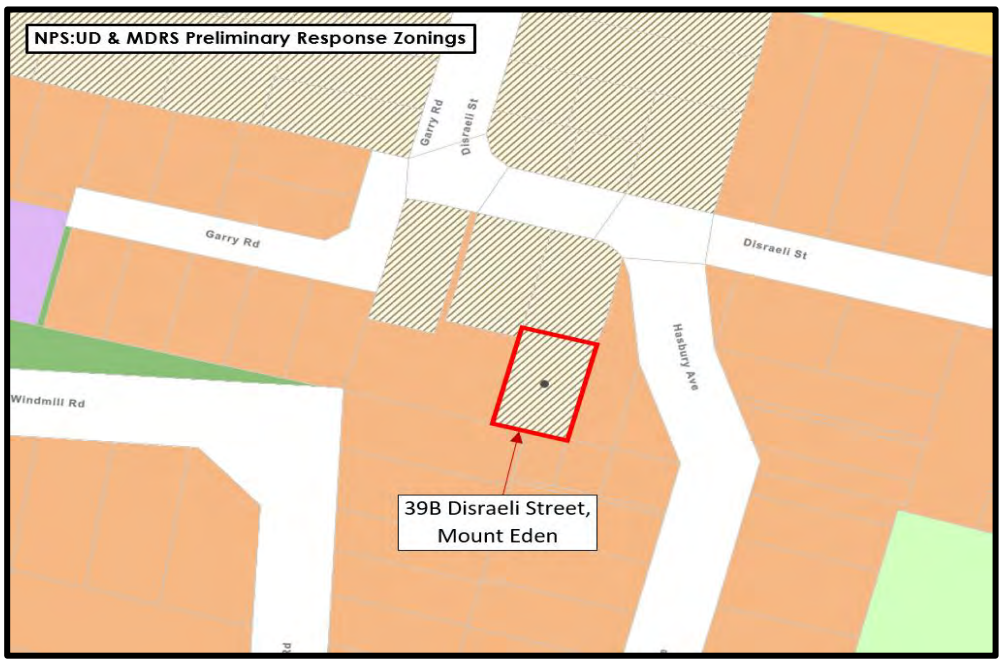


Figure 1 - 39B Disraeli Street Proposed Zoning

3.0 Stance on the Preliminary Response and Rezoning

- We oppose the rezoning of 39B Disraeli Street to 'Two Storey Single Dwelling Residential Area' and consider the 'Residential – Mixed Housing Urban Zone' to be appropriate for this site.
- We oppose retaining the special character area overlay for the site located at 39B Disraeli Street.

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 39B Disraeli Street and consider this site should be rezoned to 'Residential – Mixed Housing Urban Zone' due to it being a vacant rear site and surrounded by similarly zoned sites, as demonstrated in figure 1 above.

- There is little reason to rezone the rear site as 'Two Storey Single Dwelling Residential Area' and that the 'Residential – Mixed Housing Urban Zone is better suited for this site given the context of the area and the site being vacant.

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 39B Disraeli Street, Mount Eden, be revised to Residential – Mixed Housing Urban Zone.