



Date: Monday, 30 May 2022

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

**Devonport-Takapuna
Local Board**

**WRITTEN FEEDBACK Vol. 4
(6987-7847)**

Sub #	Submitter Name	Organisation	Local Board	Volume
6987	Keryn Parkes		Devonport-Takapuna	4
6997	avril cowie		Devonport-Takapuna	4
6999	Katherine Mason		Devonport-Takapuna	4
7005	Fiona Wilson	Castor Bay Ratepayers' and Residents' Association	Devonport-Takapuna	4
7035	Robert Felix		Devonport-Takapuna	4
7038	Christine Macartney		Devonport-Takapuna	4
7048	John Beaumont		Devonport-Takapuna	4
7062	Marina Macartney		Devonport-Takapuna	4
7064	Trish arker		Devonport-Takapuna	4
7068	Sentinel Planning Ltd Sentinel Planning Ltd	Sentinel Planning Ltd	Devonport-Takapuna	4
7073	Nicole Yun		Devonport-Takapuna	4
7076	Sophia Yang		Devonport-Takapuna	4
7081	benon jin		Devonport-Takapuna	4
7114	Dinko Martinovich		Devonport-Takapuna	4
7116	Zenia Dunitley		Devonport-Takapuna	4
7123	Michael Everiss		Devonport-Takapuna	4
7126	Rebecca Munson		Devonport-Takapuna	4
7130	Jill and John McNaughton		Devonport-Takapuna	4
7138	Richard Perry		Devonport-Takapuna	4
7157	J Pegler		Devonport-Takapuna	4
7162	Joan and Rod Mackay		Devonport-Takapuna	4
7163	Wendy Kathryn		Devonport-Takapuna	4
7257	Lucy Lu		Devonport-Takapuna	4
7276	Yuezi Wang		Devonport-Takapuna	4
7300	Qun Wei		Devonport-Takapuna	4
7301	Liang Cheng		Devonport-Takapuna	4
7312	Jeffrey Dong		Devonport-Takapuna	4
7320	Lihua Nie		Devonport-Takapuna	4
7608	Emily		Devonport-Takapuna	4
7618	Qian Xia		Devonport-Takapuna	4
7619	Kun Qian		Devonport-Takapuna	4
7620	Yuezi Wang		Devonport-Takapuna	4
7637	Dongzheng Lyu		Devonport-Takapuna	4
7659	Cameron Smythe		Devonport-Takapuna	4
7669	Michael Campbell	HND TS Limited	Devonport-Takapuna	4
7671	Chris Wilson		Devonport-Takapuna	4
7678	Pheng Lee		Devonport-Takapuna	4
7681	Angela Dellabarca		Devonport-Takapuna	4
7688	Cherie Lane		Devonport-Takapuna	4
7692	Hugh Pollock		Devonport-Takapuna	4
7695	Cameron & Raewyn Smythe		Devonport-Takapuna	4
7697	Linda Lockie		Devonport-Takapuna	4
7698	Bert Denee		Devonport-Takapuna	4
7705	Richard Hughes		Devonport-Takapuna	4
7706	Phillip McGivern & Jody McGivern		Devonport-Takapuna	4
7709	Greg Stacy		Devonport-Takapuna	4
7710	Ella Denee		Devonport-Takapuna	4
7718	Jonathan Skilton		Devonport-Takapuna	4
7727	Ivan Kaverzine		Devonport-Takapuna	4
7753	Melanie Toft		Devonport-Takapuna	4
7802	David Glenn		Devonport-Takapuna	4
7825	Alice Doddrell		Devonport-Takapuna	4
7836	Alistair Toft		Devonport-Takapuna	4
7847	Jill & John McNaughton		Devonport-Takapuna	4



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: Keryn Parkes

Name of organisation/business:

Your local board: Devonport-Takapuna

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?** 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 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

I do NOT support intensification in suburban areas like the Nth Shore.

Qualifying matters

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

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

To include our own qualifying matters, we must provide robust evidence to 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 don't understand the question "qualifying matter". If the question is intensifying character home areas such as Devonport then i do NOT agree with intensification of these areas with 3-6 story high buildings.

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

Tell us why

I do NOT support intensification of character areas such as Devonport.

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

Tell us why

No to intensification of character areas.

Infrastructure constraints

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

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

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

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

Protect all of the above.

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.

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: avril cowie

Name of organisation/business:

Your local board: Devonport-Takapuna

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 do not support this as I think the distance is too great- particularly for families with children and older people. The Auckland Unitary Plan already provides for an additional 900,000 dwellings over the next 30 years. No one has been able to clarify if the government's objectives are carried out through this erroneous and undemocratic legislation, how many more dwellings could be built in Auckland at the expense of the destruction of Auckland's Victorian built heritage areas which are part of our identity. There is also no guarantee that this intensification will lead to housing for the income challenged unless the government is planning to provide more social housing. The current Unitary Plan's intensive development is actually driving up the cost of single houses on largish plots of land at the moment.

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

Tell us why

I do not support as the Auckland Unitary Plan already provided for intensification. In addition, this presumes that everyone is going to work in places other than at home or near to their homes. It is quite possible that the "working from home" will be more common at least some of the days of the week. This also assumes that the most of the population are needing to commute on public transport to metropolitan centres which is not the case for some such as tradesmen and retirees.

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

Tell us why

I do not think that this would be close enough nor do I think that everyone would want to live near a noisy rapid transit stop.

Intensification around town and local centres

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

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

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

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

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

Tell us why

I oppose this as the Auckland Unitary Plan has already catered for intensification through a democratic and well consulted process which does not result in the destruction of 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? Other

Tell us why

I do not support this as it would apply to Devonport and could mean the destruction of some of the houses in the oldest streets in Devonport which have been generally lovingly restored by their owners and admired by passersby including tourists and visitors to the area. Although it is said that an underlying zoning of special character may exempt these streets, it cannot be a given in these uncertain times.

Also Devonport is classified as a town centre of high accessibility however it sits at the end of a peninsula with the only road in being severely congested as it is generally one lane in and one lane out. With further intensification in suburbs north of Devonport proposed, this congestion will only worsen. The ferry service is not that constant and does not cater well for cyclists. Nor does the ferry service deliver you to any other places than the city centre and about 3 times a day to Waiheke nor operate to all hours which might suit shift workers.

Policy 3(d) applying to this area of 200 metres would create a conflict between zoning and special character overlays whereas the current zoning and overlays are consistent in their support for heritage matters. Policy 3(d) management layer would hang over these streets blighting their future.

In addition specifically the access along Clarence Street East St up to Clarence Street west has a very steep incline which makes it unsuitable to be included in the "3 minute walk" for all ages.

The villas at 41 and 43 Clarence are significant landmarks as seen from the harbour and it would be unfortunate if their views and the view of them would be lost by intensive development around them; the Height Sensitive Overlay does not apply across all of 41A and 43A, 45A and 41 Clarence

Street. We would like the 200 metre boundary reduced so it does not affect Clarence Street West from and including 39 Clarence Street. The opposite side of the street contains well maintained bungalows apart from one and because of the topography of the steep street they should also be removed from the 200 metre NPSUD area.

If Victoria Road Special Character Business area is to become a "Historical Heritage Area" then the housing in the surrounding streets should reflect a similar era to enhance its protection and attractiveness. I cannot see that the terrace and apartment zoning of up to 5 storeys could sit easily alongside such an 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

The older areas of Auckland with their timber cottages, villas and bungalows embody the history of our city and give Auckland its unique identity. This unique character should not be sacrificed for intensive housing especially as the special character overlay covers only 3.6% of the city's housing. Therefore it will have little impact on the housing shortage. The Council has an obligation under section 6 of the Resource Management Act to protect heritage and this must not be ignored for the sake of rezoning for housing intensification. The destruction of existing houses would be extremely wasteful and not sustainable with the loss of the native timbers many were built from. In my lifetime I have lived in many places around the city: Grafton, Grey Lynn, Kingsland, Ponsonby, St Mary's bay, Mt Eden, Remuera, St Heliers, Devonport and I can still find those houses where I have lived and even where some of my ancestors have lived - this will not be the case if this massive intensification is allowed to impact the city. It is important for wellbeing to retain a sense of place for humans and for the city's identity.

As stated above the Auckland Unitary Plan already has provided for 900,000 extra dwellings for the next 30 years without involving Special Character Areas. Intensive development is already underway with the Unitary Plan. No one has given a figure for what number of people will be possibly accommodated with the NPS-UD and MDRS imposition. Its quite possible that there will be an oversupply of unaffordable housing with unattractive design that will blight the Auckland landscape for years to come with the loss of beautiful well maintained irreplaceable villas.

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 consider that the 75% criteria for walkable catchments is too high and also the 66% criteria for non-walkable catchments. A quick look at the findings reports would seem to show that sections of Devonport and Grey Lynn that got very high pass marks were those areas where villas had not been altered to gain a second level. This would suggest that the bar has been set very high- too high- as significant special character houses will be lost in Northcote, Birkenhead, St Mary's Bay and Herne Bay for example which are areas where you would expect to see more protection of our history from Auckland Council. Too many villas have been downgraded by this grading criteria which is completely unnecessary as there are other parts of Auckland where intensification can occur without "throwing out the baby with the bath water".

If the villas allowed to remain will be severely impacted by MDRS and NPS-UD development next to them, by loss of sunlight and privacy , that will downgrade their amenity as well.

Whilst I appreciate the work that has gone into the findings reports, there must be a better solution. I note that some were looked at remotely - not on the street so perhaps a sense of the cohesiveness of a street is not felt.

Please let our villa lined streets be honoured and protected! They are irreplaceable!

It is unclear what the "Two Story Single House Zone" will look like. Will it have the same site coverage, side, rear and front yards and height as the existing "Single House Zone"?

In Devonport, I am concerned about the loss of the "Special Character Overlay " in parts of Stanley Point, Vauxhall road , Grove road and Turnbull roads. Some of these places will be subject to the two story house zone and some to the MDRS zone.

In Devonport 3 storeys will be out of place and impact the neighbouring streets causing loss of privacy and sunlight which will affect the amenity of the existing housing stock.

On Grove Road, lovely villas at 16,18 and 20 are doomed for removal or demolition. The height of MDRS will impact across the street and also the back of the Ascot Road houses.

Around the corner at 113 Vauxhall road, a beautiful villa was relocated from Onehunga and is now zoned for MDRS with 2 nice bungalows next to it. Across the road 126 Vauxhall road, a very distinguished two storey house has lost its SCA overlay and is now destined for two storey zoning.

In Turnbull road villas at 4,8 and 10 are earmarked for MDRS as well.

A two storey zone would be preferable if the SCA overlay cannot be fought for in these areas.

Down at Stanley Point road, 61A is a Californian bungalow and 65 is a 1910 villa destined for MHU , 67 and 69 which are large sites with 1915 and 1926 houses on them and 74 a bungalow, are destined for two storey zoning with no SCA protecting them. You would think these houses still have architectural merit.

This seems to be rather unfortunate and will not result in more affordable housing or attractive neighbourhoods.

These areas should retain their existing SCA protection to protect themselves from demolition and the amenity of the surrounding housing. There are no design standards in the MDRS zoning so new development in Devonport may not support the existing visual amenity and character. There are other areas north of Devonport where these concerns do not apply so redevelopment would be more suitable there. Perhaps the west side of Ariho Tce could be considered or the Fort Takapuna site.

At the very worst if houses are to be removed, do not allow them to be demolished!

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

Tell us why

I think that Devonport's Victoria road should be made an Historic Heritage Area to ensure it is protected and managed for future generations. I am surprised it does not have that protection already given that many of the buildings in the street have heritage listings. There are other Special Character Business Areas in Auckland which have this protection already. Devonport is widely recognised as an outstanding historic area and is much valued by the community and is a major tourist attraction.

I am concerned that the Special Character overlay is being removed from parts of the Devonport town centre as I am unsure of what heights will be allowed once that overlay is lifted. In particular there is at 14 Wynyard Street, a well maintained house built in 1925 and a straight fronted villa built in the 1890's that will be affected. There will also be an impact on the houses that back on to Wynyard street, in Anne Street which is one of the oldest residential streets in Devonport. If the

heights are too high in new developments on the west side of Wynyard Street, this will affect the back yards of those on Anne Street. Developments on the east side of Wynyard Street could impact the historic buildings on Victoria Road. particularly if they are out of scale with existing buildings on the main street.

Infrastructure constraints

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

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

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

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

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

Tell us why

Intensification should only occur where the infrastructure can cope. The Auckland Unitary Plan already identified where intensification could occur and this provides a blueprint for future development. This should be adhered to.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed 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 all the present overlays and controls being qualifying matters . In relation to Devonport , I support the volcanic viewshaft overlay and the height sensitive areas overlay as well as the coastal erosion and coastal inundation overlays.

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.

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: Katherine Mason

Name of organisation/business:

Your local board: Devonport-Takapuna

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 believe that the existing INNER city centre is an appropriate area for high density housing. It is more appropriate than in the existing residential suburbs, which have far greater historic and amenity value, so I support further development in the INNER city centre, rather than in suburbs.

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

Tell us why

The 10 metropolitan centres are already built up and some areas near them may be suitable for high density development, but I do not support blanket allowances for development in all areas that are 800m from the edge of the centres.

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

Tell us why

This depends on the Rapid Transit Stop. Just because a suburb has been identified as having a rapid transit stop does NOT automatically make it suitable for high density housing. There are SO many other factors to consider. In some areas there should not be a new 'walkable catchment' at all.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and 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

In some areas around 'large town centres' apartments and high density housing will not be appropriate, so a blanket rule of 400m, or any distance is not appropriate as a methodology.

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

Tell us why

I am concerned about council's actual selection of "small town centres or large local centres with high accessibility", as Devonport has very poor accessibility and so SHOULD NOT be included in this proposal at all. It is not appropriate to put a blanket zone (of any 'distance' from the village centre) as it covers an area Devonport village which is of important significance to our community. Devonport developed from its centre, so destroying areas from the centre out, is illogical. The Devonport community relies on tourists (both local and overseas) who enjoy its historic architecture and ambience. This should not be destroyed.

Qualifying matters

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

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

To include our own qualifying matters, we must provide robust evidence to 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 above wording of the proposal could be ambiguous as the 'identified' does not actually include all currently identified special character areas, but could initially be read that it does. I believe that all the current character areas are important and relevant. Once they have been destroyed they can never be replaced. Our history is important to us and these buildings have strong emotional and aesthetic value. We should not be destroying areas that have already been identified as important to our city. The council has an obligation to protect this heritage.

- 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 many areas that should be identified as a qualifying matter, including all current special character areas.

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

Tell us why

Devonport is a community that is unique in New Zealand and the historic commercial buildings in Devonport should be protected, but are not yet included in the proposed business special character area. Either the special character area needs to be extended or Devonport needs to be identified as Historic Heritage Area. One such building (9-15 Victoria Road) was built by my great uncle Oliver Mays circa 1880. This building has particular significance to me and I can provide more on its history. It survived the town fire of 1888 and should not be destroyed by the stroke of a pen. It contains a unique and beautiful arcade that is worthy of protection (see photo attached), and is a significant aesthetic architectural feature on Victoria road. If features like this are destroyed then Devonport will lose its heart and long history. Destroying a heritage commercial area is a very high price to pay for the provision of new accommodation for a relatively small number of people. There are thousands of homes already proposed in areas already zoned, and planned, as future urban, that will not require the destruction of buildings with significant historical value.

Infrastructure constraints

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

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

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

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

9. What do 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 logical that if an area's infrastructure can not support high density housing then high density housing should not be built there. For example, Devonport is on a peninsular with ONLY ONE ROAD in and out. It already has one of the worst access problems of any suburb in Auckland, as there is NO possible vehicular route that does not cross or use Lake Road. Likewise, devonport's pipes are very old, and after rain many devonport beaches are unusable due to water quality issues. I support that infrastructure issues such as this should be considered as qualifying matters. New subdivisions are better able to cope with high density housing, as public transport and other new infrastructure can be part of the 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)

I support all qualifying matters especially viewshafts, existing built forms, ridgeline protection and character buildings. There should also be environmental considerations. The destruction of numerous existing buildings, just to build bigger buildings, means more building material dumped in land-fill, increased traffic, noise and the unscrupulous waste of existing housing stock. Building on empty land is environmentally less wasteful and destructive.

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.



- OVER A HUNDRED YEARS OF TRADING

LUNCHEONS
TEA ROOMS

1-7 VICTORIA ROAD - LOT 29

9-11 VICTORIA ROAD - LOT 28

13 VICTORIA ROAD - LOT 27

15 VICTORIA ROAD - LOT 26

17 VICTORIA ROAD - LOT 25

19 VICTORIA ROAD - LOT 24

21 VICTORIA ROAD - LOT 23

23 VICTORIA ROAD - LOT 22

25 VICTORIA ROAD - LOT 21

27 VICTORIA ROAD - LOT 20

29 VICTORIA ROAD - LOT 19

31 VICTORIA ROAD - LOT 18

33 VICTORIA ROAD - LOT 17

35 VICTORIA ROAD - LOT 16

37 VICTORIA ROAD - LOT 15

39 VICTORIA ROAD - LOT 14

41 VICTORIA ROAD - LOT 13

43 VICTORIA ROAD - LOT 12

45 VICTORIA ROAD - LOT 11

47 VICTORIA ROAD - LOT 10

49 VICTORIA ROAD - LOT 9

51 VICTORIA ROAD - LOT 8

53 VICTORIA ROAD - LOT 7

55 VICTORIA ROAD - LOT 6

57 VICTORIA ROAD - LOT 5

59 VICTORIA ROAD - LOT 4

61 VICTORIA ROAD - LOT 3

63 VICTORIA ROAD - LOT 2

65 VICTORIA ROAD - LOT 1

Coffee
La Crema
Espresso

La Crema
Espresso

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: Fiona Wilson

Name of organisation/business: Castor Bay Ratepayers' and Residents' Association

Your local board: Devonport-Takapuna

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 AUP already provides for significant intensification in Auckland city. With negative net migration and people moving out of Auckland, or working from home, or the many ethnic suburban housing 'bubbles' who have little interest in the city Centre, there is no reason yet to increase density in the city, until statistical data can show otherwise.

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

Similar to above, there should be an evolutionary approach to 6-storey intensification, subject to the changing population growth model, and changing social preference for living in an intensified urban location. It should commence with an evaluation of current capacity for intensification, which is already provided for in the AUP and should only provide for densification to 6-storeys in incremental distance increased starting with 300m from the edge of the Metropolitan Centre, and reassessed in 10 year time increments, and extended if necessary.

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 reasons above, to allow for incremental densification around commercial and transit hubs.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and 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

For reasons above, to allow for incremental densification around commercial and transit 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?** Do not support - I think it should be closer

Tell us why

Small Town Centres are often unique and located within a landscape and social heritage context, and should retain their height and density as provided in the AUP. These Small Town Centres are in fact an urban village, and their Place Identity is scale-related, dependent on building height and density, with the difference also based on a strong sense of community, social cohesion, people interactions and mental and physical well-being. Additionally, most lack the necessary infrastructure to support significant additional population burden.

Qualifying matters

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

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

To include our own qualifying matters, we must provide robust evidence to 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

Auckland has many streets which do not fit the strict 5-6 point system of categorisation, but which form part of the a heritage value for most people. Streets like Franklin Ave in Auckland City, and Brett Ave, O'Neills Ave and Minehaha St at Takapuna are so iconic and a majority of their 'streetscape' should be retained, so future generations can understand the different contexts in the evolutionary growth of Auckland, not only in the historic house context.

- 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 AUP has previously evaluated these areas and people live there and value the locations based on these guidelines. To change these now to THAB will negatively change the city built-form and those special areas for which Auckland is known, and for which tourists love to visit.

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

Tell us why

It is not only the collection of individual buildings that create special character, but the streetscape and how it is used by people, and the value they place on it.

Infrastructure constraints

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

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

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

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

9. What do 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 Labour Government with National support has provided a knee-jerk reaction to a housing supply issue which is acknowledged in academic papers in 1959 (John Cox) and 2005 (A.J.Cullen), and the disconnect between evolutionary population growth, and the infrastructure pressures caused by immigration, cannot financially or physically support continuous growth without firstly rectifying the underlying deficit in many infrastructure issues including open space and mature greenery, permeable surface to absorb stormwater deluges in a new climate change environment, hospitals, schools, community centres, and a range of other facilities and amenities.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed 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.

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 Felix

Name of organisation/business:

Your local board: Devonport-Takapuna

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 assume you mean Auckland's CBD when you talk about the "edge of the city's centre" -- but that is far too vague to ask anyone to agree to. Are you thinking a 15-minute walk from Stanley Street, for instance? That would cover virtually all of Parnell up to Gladstone and the Cathedral. Plus it is another 15-minute walk from the "edge" to the centre, at say Queen St and Customs St. A very solid hike from half-way up the Parnell Rise, and much too far away to be siting a six storey residence. So a definite "no" to this proposal for "1200 m" from the edge of the city. You would save everyone a huge amount of shouting if you defined your plans, for "the city" and for the "metropolitan areas" in terms of metres from the city centre. Plus far more realistic in terms of what people would accept and developers might build.

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 comments as above for the city centre. This proposal is far too vague to have support. And what are the "metropolitan areas" anyway. Could you not at least list them. Manukau city? Takapuna? Regardless, the "edge" of these places is too poorly defined to allow a sweeping enablement of a six-storey allowance, even with your caveats about volcanoes and motorways. These policies are much too broad, too much of a license to do whatever, too much "one size fits all", to be acceptable. For its many faults, Auckland and Manukau City and Takapuna, amongst many others, are not Kerikeri or Gore.

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

Still do not support, but at least I presume a "rapid transit stop" is an identifiable point on the map, but it is very unclear what Auckland's "rapid transit" system are (I did not really think we had "rapid transit", at least not as the term is used in other major cities.)

Intensification around town and local centres

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

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

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

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

Tell us why

The general idea is good, and I could support it, except it is a blunt weapon that would needlessly destroy much of the city's character, in its many suburbs, from Remuera to Northcote, from Browns Bay to Pukekohe. Each unique, each with some buildings that probably should be redeveloped but each including buildings and shops that have survived for decades and should be respected. To apply a blanket rule to all is wrong.

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

My own suburb of Devonport is a good example, with some fine old buildings that have survived and given character to the city along Victoria Avenue for many decades. To jeopardise these buildings is to destroy the very character that makes Devonport unique. Auckland is one of the most diverse cities and celebrates this fact and is a magnet because of it. To suggest the individual neighborhoods should be reduced to cookie-cutter sameness, and in the process to destroy the small unique businesses that make each neighborhood special, is unambiguously poor planning. There are many Devonports in Auckland. Terraced housing, appropriately sited, would benefit them all, but this policy is too much a blunt instrument.

Qualifying matters

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

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

To include our own qualifying matters, we must provide robust evidence to 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

Again, your lack of clarity is the sticking point. What is an "identified" special character area, and more importantly, what areas are then excluded. and 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 do not have the computer sophistication to manage to understand your maps. I have tried, but they are just too complex -- too many overlays, too awkward to manipulate, too dense -- for the average person to respond to, Technically virtuosity, yes, but helpful, no.

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

Tell us why

I do not have the computer sophistication to manage to understand your maps. I have tried, but they are just too complex -- too many overlays, too awkward to manipulate, too dense -- for the average person to respond to, Technically virtuosity, yes, but helpful, no.

Infrastructure constraints

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

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

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

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

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

Tell us why

This is insane. Of course you have to consider "infrastructure" and no, new or expanded infrastructure is not going to get built in a year, or even a decade. Not enough money, not enough capability to do it. To allow developers to build whatever buildings without regard for the underlying infrastructure -- roads, sewerage, water, power etc - is close to criminal.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed 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)

These should not have to be specified.

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.

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: Christine Macartney

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

It needs to be assessed on an individual projects by project basis, as many new builds are not even fully occupied, especially apartments. As for the waterfront areas in the CBD it seems unbelievable that someone could even apply to build a huge apartment block in front of all existing buildings, blocking their waterviews, (as was proposed, we were notified as owners of apartments in the heritage) let alone make it law to be able to build it as of right.

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

Tell us why

It needs to be assessed on an individual projects by project basis, as many new builds are not even fully occupied, especially apartments. As for the waterfront areas in the CBD it seems unbelievable that someone could even apply to build a huge apartment block in front of all existing buildings, blocking their waterviews, (as was proposed, we were notified as owners of apartments in the heritage) let alone make it law to be able to build it as of right.

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

Needs further consultation with the public. Maybe encourage people to move out of the big cities not into it. Highrises are ugly and create lookalike overcrowded cities

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and 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 could work if there is enough parking in the buildings and after consultation with residents

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

Tell us why

That could work if there is enough parking in the buildings and after consultation with residents

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

We need to retain those special areas to stay a little bit more unique than every other city in the world heritage and special character buildings are equally important than nature. NZ is not an offshoot of China (They destroyed almost all their heritage buildings and replaced it with Concrete Apartments).

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

Tell us why

GOOD START, could be more

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

Tell us why

Good start

Infrastructure constraints

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

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

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

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

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

Tell us why

No infrastructure, no good or safe living for the population, it is so important

Other qualifying matters

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

These additional qualifying matters include:

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

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

Please add as many of the above as you can

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.

Government's new housing rules:

What it means for Auckland

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

Your details

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

Name: John Beaumont

Name of organisation/business:

Your local board: Devonport-Takapuna

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 destination of someone going to the city is most likely to be not at the city edge. The distance to travel could be easily as much as 2000m. The government's removal of onsite parking means inevitably there will be developments built with no care for the transport needs of the inhabitants.

- 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 would not fancy having to carry home the weekly shopping 800m or even try to get it onto a bicycle. And without my home having a parking space I would be car less.

- 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 seems to be a notion that everyone works in the city. Let me be one of the many people to advise that in fact most people do not. When we have in place a public transport system that can efficiently get people from point A to point B (neither being in the city centre) then it will be time to consider disadvantaging those that don't work in the central city.

Intensification around town and local centres

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

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

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

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

Tell us why

If you don't have a car you are going to find it difficult to enjoy the facilities of our soon to be less livable city. You will find it harder to even do the shopping. Forget encouraging the kids to take part in sport. If you are not well then even if the doctor's visit was free you'd be adding up the cost of getting there and back. Public transport to get from one suburb to another is going to take a couple of trips and anything up to two hours or more. And then you've got to get back again.

Make these mandated areas with no requirement for on site parking as small as possible and then zone just outside them for high density housing with sensible on site parking.

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

Tell us why

I didn't see the distinction between small and large town and local centres.

However, if you don't have a car you are going to find it difficult to enjoy the facilities of our soon to be less livable city. You will find it harder to even do the shopping. Forget encouraging the kids to take part in sport. If you are not well then even if the doctor's visit was free you'd be adding up the cost of getting there and back. Public transport to get from one suburb to another is going to take a couple of trips and anything up to two hours or more. And then you've got to get back again.

Make these mandated areas with no requirement for on site parking as small as possible and then zone just outside them for high density housing with sensible on site parking.

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

I support but suspect there are large areas that lack sufficient infrastructure for the scale of development envisaged.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed 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.

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: Marina Macartney

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Lots of Devonport buildings have lost their heritage status. It is shocking. Yet the cemetery has it in Bayswater. They are of historic importance, but so are the buildings. It seems that Ak council would rather pay less for maintenance as a cemetery is cheaper to maintain than the heritage buildings.

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

always protect the heritage buildings. Look at EUROPE. We destroyed so much history and beauty for ugly modern buildings.

Infrastructure constraints

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

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

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

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

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

Tell us why

No infrastructure to the Devonport peninsula. There is no room for more people. The road cannot handle it. No one wants to bike or bus, we have children and lots of gear to transport.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed 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.

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: Trish arker

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

I do not think you can ignore the issue of lack of carparking. You say it is up to developers but cars are necessary to get around Auckland or travel outside of the city. Residents will be forced to park in surrounding narrow streets and this is already causing issues. The movement of people to and from bus stations without for example a lift or wide footpaths. lack of pedestrian lighting etc, although it appears not the concern of planners, is an concern from those using the bus station or living nearby.

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft

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

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

Important privacy information

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.

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: Sentinel Planning Ltd
Sentinel Planning Ltd

Name of organisation/business: Sentinel Planning Ltd

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

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

See attached letter.

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

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

See attached letter.

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.

09 May 2022

To: Auckland Council

Feedback on Auckland Council's Preliminary Response to the NPS:UD and the MDRS

This feedback is made by Sentinel Planning Ltd.

The council's Preliminary Response Map Viewer shows that, in accordance with the new Medium Density Residential Standards (**MDRS**) in the RMA, residential zoned land will generally be up-zoned to Residential – Mixed Housing Urban (**MHU**) except for land parcels subject to a qualifying matter layer (regardless of its extent). In those situations, the council proposes to zone the entire parcel either Two-Storey Single Dwelling Residential Area (**TSSDRA**) or Two-Storey Medium Density Residential Area (**TSMDRA**). There is no detail on what controls the TSSDRA and TSMDRA zones will entail beyond their names.

Issues

1. We are concerned with the council's application of a less-enabling zone to the whole of a land parcel that is only partly subject to a qualifying matter. We believe this undermines the intent of the NPS:UD and MDRS, and conflicts with the requirements of the RMA.
2. The council's application of qualifying matters to up-zoning results in a disrupted 'piano key' zoning pattern in some urban areas.
3. The Mairangi Bay and Milford town centres should have a far greater level of THAB around them that currently proposed.

We discuss these below.

1. Using zoning to accommodate qualifying matters is problematic

Our study of the council's Preliminary Response map shows that all land parcels that are overlapped by the a qualifying matter layer are proposed to be zoned TSSDRA or TSMDRA, or left

as MHU or THAB if zoned that already, regardless of the extent of the overlap. This is most noticeable with the Significant Ecological Area (SEA), Coastal Inundation and Coastal Erosion layers

We question this approach, because:

- a. The areal extent of cadastral land parcels and qualifying matters do not align.
- b. Applying a lower intensity zoning over an entire site where a qualifying matter layer applies, regardless of the layer's areal extent, means that the reasonable development potential of entire sites can be hobbled from development where they could otherwise be enabled in accordance with the MDRS or policy 3 of the NPS:UD.
- c. Figures 1-XXX below provides illustrative examples of how how land parcels touched by a qualifying matter will effectively be down-zoned compared to the MDRS as a result of the council's approach. Land that is not within the area of the qualifying matter and otherwise suitable for development is sterilised (shaded black) by the TSSDRA and TSMDRA zones.

Figure 1: Extracts from Preliminary Response Viewer showing examples of areas where qualifying matters unnecessarily affect land parcels.



Onewa Road, Northcote



Beresford Street, Bayswater.



Hurstmere Road, Takapuna



Riddell Road, Glendowie



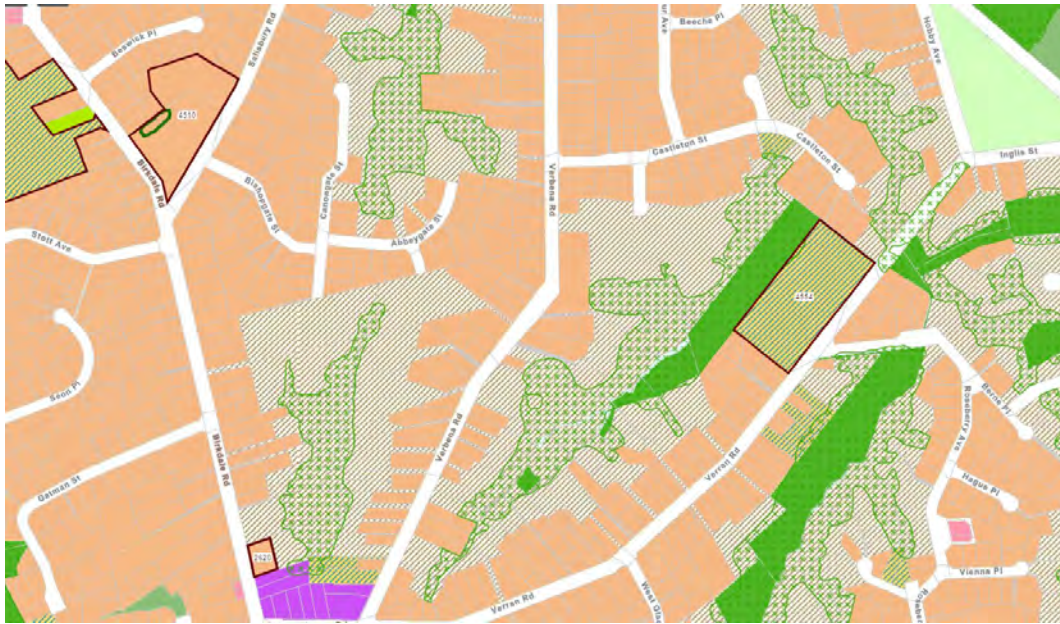
Marine Parade, Mellons Bay



Northern tip of Te Atatu Peninsula

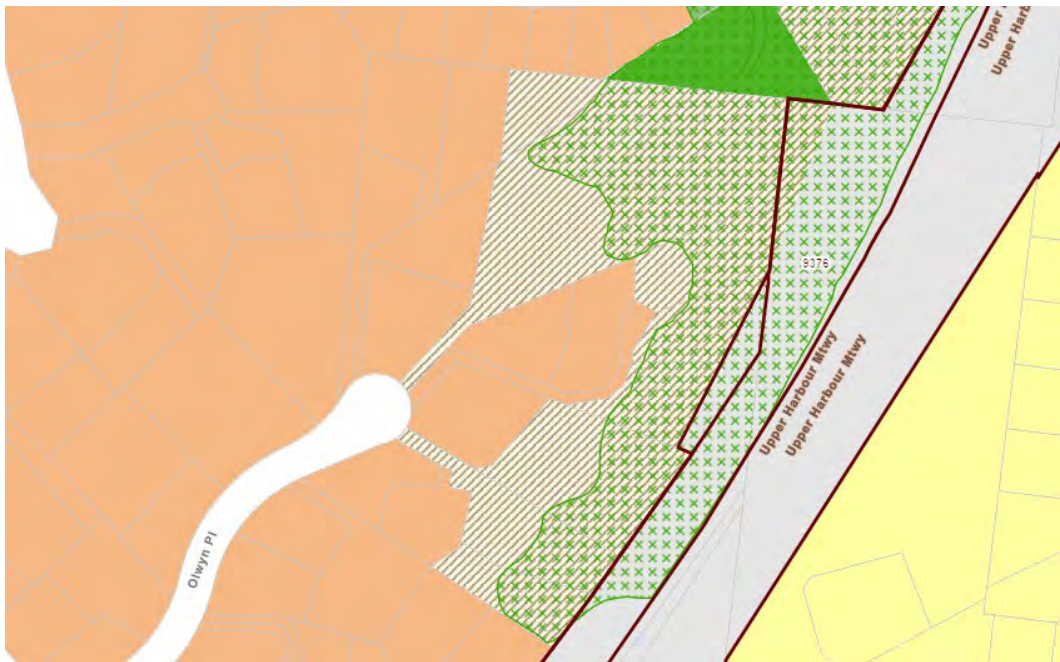


Land near Don Buck Road, Massey

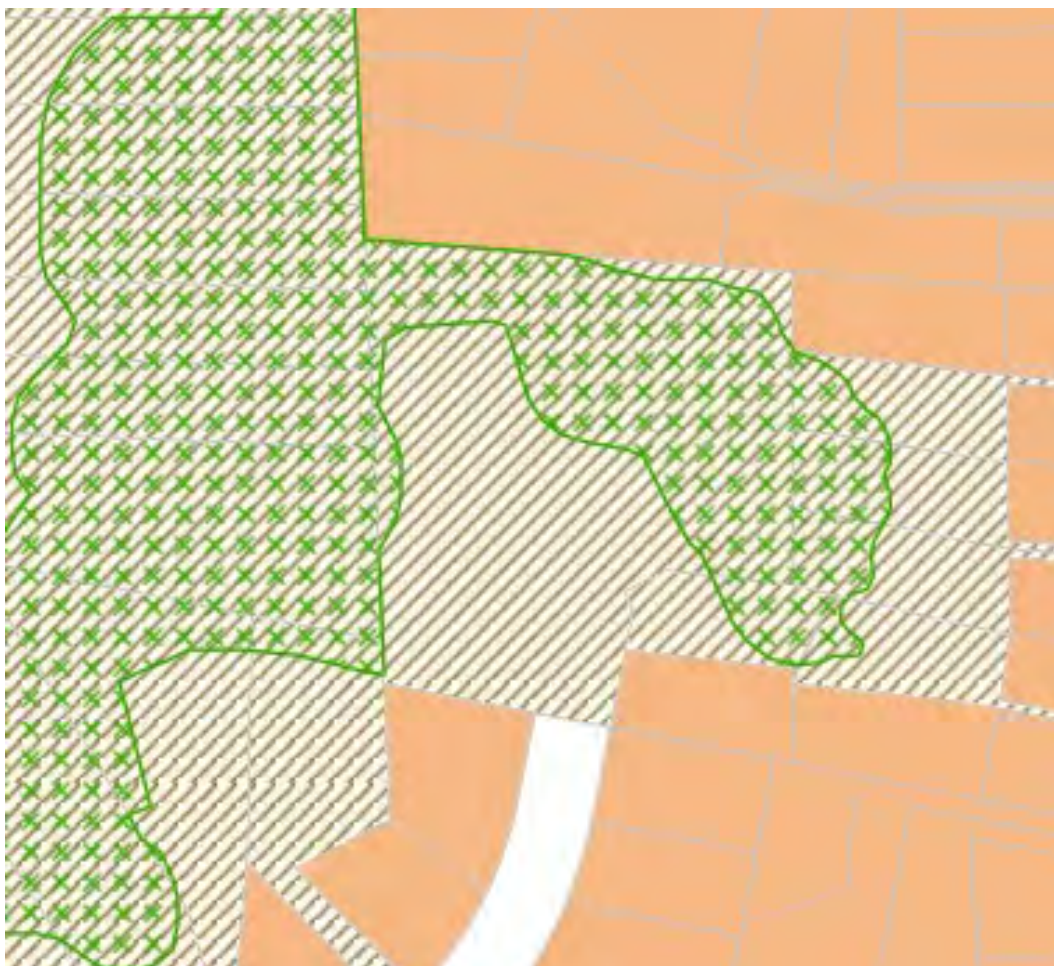


Birkenhead valleys

- d. In our review of the maps, we also found instances where the proposed zoning does not reflect the existing environment or consented development. Two examples are illustrated below.



14 Olwyn Place, Greenhithe –a 14 unit development has been consented over the area not affected by the SEA (BUN60388636)



17-25 Abbeygate Street, Birkdale – contains a 10-unit development

- e. Applying zoning across entire land parcels appears to be contrary to section 77I of the Resource Management Act, which says that councils may make their plans less enabling of development only to the extent necessary to accommodate the qualifying matters. We contend that the application of TSSDRA and TSMDRA to land parcels that only partly contain a qualifying matter overlay is disproportionate and goes beyond what is necessary to accommodate the qualifying matter.

Therefore, in our opinion:

- The council should change the way it accommodates these qualifying matter layers.
- The application of a lower-intensity zone to an entire parcel of land regardless of the layer's extent is too blunt and does not comply with section 77I of the RMA.

Applying these layers with accompanying rules and/or standards that apply only to the part/s of a site affected by the qualifying matter would be a more appropriate method of accommodating the features without sterilising or significantly constraining unaffected land.

This would be also consistent with the existing regime in the Unitary Plan where the underlying zoning is the starting point but is subject to other existing overlays and features areas such as Significant Ecological Area, Groups of Notable Trees, viewshafts, aircraft noise, and the 1% AEP

floodplain. These do not follow cadastral parcel boundaries but can reduce or redistribute development on the site in an appropriate manner.

2. Piano key zoning

The council's application of lower intensity zoning to any land parcel that is subject to any amount of a qualifying matter overlay has resulted, in some areas, in broken and inconsistent patterns of zoning resembling piano keys. This is illustrated in Figure 2 below.



Figure 2: Annotated extract of Preliminary Response map showing ONF layer from Lake Pupuke affecting many parcels right through to Hurstmere Road despite the ONF only affecting parts of the sites.

We contend that applying qualifying matters in a more specific manner will remove the piano key zoning effect that comes from applying the zoning to entire land parcels affected by qualifying matter overlays.

3. Mairangi Bay and Milford town centres should have a far greater level of THAB around them that currently proposed.

We consider the council should review the appropriate level of zoning and intensification enabled around Mairangi Bay and Milford centres. These are high value areas under significant demand for development and the current extent of intensification does not appear to be commensurate with

that demand. The Council's approach of not applying intensification to 'small' local centres appears to be flawed.

Relief sought

1. That the council abandon the use of the TSSDRA and TSMDRA zones to accommodate the SEA qualifying matter and instead accommodate it in a manner that does not curtail development unnecessarily, such as by using overlay rules that are applicable only to the areas of land that are subject to the qualifying matter and not entire sites.
2. That the council correctly zone individual sites where intensification has already occurred.
3. That the council review the extent of intensification proposed for Mairangi Bay and Milford centres.

Sentinel Planning Limited

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: Nicole Yun

Name of organisation/business:

Your local board: Devonport-Takapuna

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

I support this, however I have a question about approval of resource consent. My house is in Terrace and Apartment zone in Takapuna. 8 minutes walk from Northern Bus Station. The road is always busy, because it is near the motorway. One developer approached to purchase my house late last year but he had withdrawn the purchase agreement because he said that he could not get the resource consent due to our house location. (He wanted to build three storeys of townhouses.) It doesn't make sense. The government encourages to build six storeys or more in large urban area, but it is not easy to get a resource consent and not getting support of traffic management??

The houses in the area of walkable catchment will be near busy traffics. I want to know how it works when it comes to the resource consent.

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

Important privacy information

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.

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: Sophia Yang

Name of organisation/business:

Your local board: Devonport-Takapuna

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 the elderly, infants, and toddlers, 1.2km 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?** Support

Tell us why

Because it is closer than 1.2km and I think it is unreasonable to reduce it further

- 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 transfer is to save time and increase efficiency, but the continuity of 800m is not ideal.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and 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

Central traffic and overcrowding will become more complex

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

I think it is good to preserve the old style and character of the city

- 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? Support

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft

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

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

Important privacy information

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.

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: benon jin

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

Important privacy information

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.

Kia ora Benson

This card is your personal vaccine pass – an official record of your COVID-19 vaccination status.

My Vaccine Pass allows you to access places within Aotearoa New Zealand that require proof of your vaccination status.



Please cut out your pass and keep it somewhere safe.

Let's work together to protect each other



Stay home if you're sick



Wash or sanitise your hands



If you have COVID-19 symptoms, get a test



Cough or sneeze into your elbow



Wear a face covering on public transport and in many public places



Use the NZ COVID Tracer app to scan QR codes to record your visits & turn on Bluetooth tracing



**Te Kāwanatanga
o Aotearoa**
New Zealand Government

Thank you for protecting New Zealand.

**Unite
against
COVID-19**



M27-0303(3) V1.5 | HP7880

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: Dinko Martinovich

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

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?**

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

I support Auckland Council's proposal to include identified areas of special character as a qualifying

matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

The reasons why I support the proposal are embodied in my above comments about heritage matters.

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other Qualifying Matters (As referred to in paragraph entitled "Areas with significant infrastructure

constraints" on the 6th page of Auckland Council's Consultation Document.)

Auckland Council advises that it is investigating whether it can clearly identify areas in Auckland with

long-term significant infrastructure constraints as a qualifying matter. At this stage the Council has

not yet determined how it might be able to apply this qualifying matter but despite that uncertainty

Council still wants feedback on whether or not it should proceed.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed 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.

FIRST PAGE OF DINKO MARTINOVICH SUBMISSION

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: DINKO

Last name: MARTINOVICH

Email address or postal address: _____

Your local board: Devonport - Takepuna

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: _____

DINKO MARTINOVICH SUBMISSION

It is of concern to me that one of the likely outcomes of Central Government's initiative regarding freeing-up of land for housing development could be a serious erosion of the heritage status that presently applies to certain Auckland locations. The locations in question include some hinterland suburbs south of the harbour bridge plus the maritime Northshore suburb of Devonport. I believe that any such erosion would be contrary to common sense for the following reasons:

- 1). The heritage locations I refer to constitute such a small percentage of the total area targeted by the Central Government's initiative that there is no compelling land-availability reason for sacrificing presently-applicable heritage protection.
- 2). The fact that we care about heritage protection identifies us as an enlightened society.
- 3). Any partial easing of heritage protection that might be "granted" in today's environment could well translate into serious erosion of heritage protection in tomorrow's environment.

Despite the concern I have outlined above I am generally in favour of most of the proposals that Auckland Council staff members (both elected persons and employed specialists) have developed in response to the Central Government initiative.

In this context I wish to elaborate on the following 2 aspects of the Auckland Council's questionnaire:

Special Character Areas (As referred to in Qu 6 of the questionnaire).

I support Auckland Council's proposal to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

The reasons why I support the proposal are embodied in my above comments about heritage matters.

Other Qualifying Matters (As referred to in paragraph entitled "Areas with significant infrastructure constraints" on the 6th page of Auckland Council's Consultation Document.)

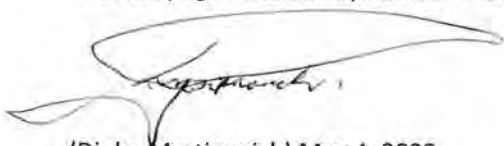
Auckland Council advises that it is investigating whether it can clearly identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. At this stage the Council has not yet determined how it might be able to apply this qualifying matter but despite that uncertainty Council still wants feedback on whether or not it should proceed.

My own view is that Council should proceed. The main reason why I hold that view is that I recently learnt that the land on which my Anne Street Devonport home is located is classified as being subject to inundation (presumably due to geological subsidence or rising sea levels, or to a combination of both!).

End of Dinko Martinovich submission.

This is the second page of my 2-paged scanned submission.

The first page includes my hand-written personal details.



(Dinko Martinovich) May 4, 2022

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: Zenia Dunitley

Name of organisation/business:

Your local board: Devonport-Takapuna

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

Much of Auckland is hilly, this topography should be considered for elder people and mums pushing prams.

- 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

Large buildings in very suburban areas cause feeling of claustrophobia and dark areas are undesirable for psychological and safety concerns of residents.

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

Tell us why

As above. Large buildings in very suburban areas cause feeling of claustrophobia and dark areas are undesirable for psychological and safety concerns of residents.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and 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

Easy access to the shops and transport.

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

Tell us why

This would be easier for small families and the elderly but with a provision - narrow streets should only go to 2 storeys or if there is a slope away from the road e.g. Alamein Ave, Belmont, the apartments/ houses should be terraced up the slope, with garaging at road level then the next level back from that, so the roof of the lower building can be a green space/garden for the level above, good for children and adults.

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

We have already lost too much of our heritage, great cities of the world preserve theirs. I used to have a B&B and the majority of the guests, national and international only came to Auckland because of our unique Victorian and Edwardian architecture and commented "Thank goodness they are saved". To destroy our heritage is an indictment on our society, besides destroying golden geese.

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 of the heritage areas, as in the Auckland Unitary plan should be saved plus any "discovered" during city survey

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 building on the corner of Church St and King Edward Parade housing "Platter", Art Studio and the residential apartment should be included as part of the streetscape.

Infrastructure constraints

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

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

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

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

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

Tell us why

There should not be any building allowed on a narrow flood plains. The new data on the sea levels must be considered and any waterways routing into the sea must be kept clear of any constructions to alleviate flooding.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed 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)

It seems that building on some of the most arable land in the country is not desirable at a time of rapid climate and unpredictable weather should be a priority. Do not demolish but move all possible houses, Northland was promised houses for their maraes. Let's make it possible. P.S. It would have been a good idea to have proof-read the transcripts, the most obvious Davenport and North Coat but lots of strange words!!! Try to discourage houses painted black, these "heat boxes" are not what we want with global warming. With intensification a lot more open areas and parts will be needed for people's mental and physical health.

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.

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 Everiss

Name of organisation/business:

Your local board: Devonport-Takapuna

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

Provided it does not interfere with existing legal covenants

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

Tell us why

Provided it does not interfere with existing legal covenants

- 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?

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 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? 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 live in Forrest Hill in what was the Becroft estate. These properties were sold and purchased in good faith with a covenant of a single dwelling on each property. I believe this legal agreement should be reflected in the new housing rules ref record of title under land transfer ac 2017 freehold identifier NA32c/364 interests land covenant in transfer 371813.1 27/10/1977 of 11:12am memorandum of transfer - second schedule 37813.1 Copies can be provided if required.

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.

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: Rebecca Munson

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

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?**

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

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

Tell us why

We have reviewed the proposed council's response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. There appears to be a mistake in the zoning as

'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be in the 'Two-Storey Single Dwelling Residential Area' zone with some having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This would ensure consistency of zoning treatment and maintain the existing heritage of Grove Road / Ascot Ave.

Specific impact to our property would be from 20 Grove Road. A 3-storey property at this address would completely block our existing open clear view of Maungauika. To be consistent with the immediate and broader Devonport / Narrow Neck area we think the zoning assessment for the northern side of Grove Road (including 20 Grove Road) should be amended to 'Two-Storey Single Dwelling Residential Area' with the 'Special Character Area' overlay, with qualifying matter 'Height Sensitive Area'.

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

Tell us why

Infrastructure constraints

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

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

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

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

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

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.

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: Jill and John McNaughton

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

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?**

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

I see from the Unitary Plan proposal that we are zoned Modified Mixed Urban which I assume is 3 dwellings per site up to 3 stories high.

I find it bizarre that our side of Grove Rd , only about 10 dwellings, is virtually the only area in all of 'old' Devonport (the area south of Seabreeze Rd) that has been zoned thus.

Why is that? The homes at 16,18 and 20 Grove Rd are fully restored turn of the century villas. The Palm Grove Rest Home at 8 Grove Rd is a large historic building over 100 years old.

There are plenty of other areas in Devonport that do not have this density of restored historic buildings so why are we singled out?

If all the area north of Seabeeze is slated for intensification why pick on a tiny area in the historic part of Devonport?

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how

they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

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

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

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.

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: Richard Perry

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

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?**

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

Bayswater Peninsula - zones that are coastal (seaward side of Norwood Road and Beresford Street) and currently zoned single house.

In the new council Preliminary response some random areas / sites have changed to Residential - Mixed Housing Urban Zone (as opposed to Two-Storey Single Dwelling Residential Area). Image attached.

Why / how we're these random areas / sites identified? There does not seem to be a general reason.

My view is the whole peninsula area is suitable for Residential - Mixed Housing Urban Zone and it is unfair and discriminatory to have amended small pockets and individual sites when the surveys conducted identified and grouped significant areas and in general there appears to be no qualifying matters.

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.



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: J Pegler

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

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?**

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

Doesn't Auckland Council know that Auckland holds the worlds largest collection of timber Victorian/Edwardian houses? How can you dare to destroy World Heritage UNESCO World heritage must be told urgently.

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

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

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.

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: Joan and Rod Mackay

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

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?**

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

We live at 15a Ascot Avenue Narrow Neck backing on to Grove Road. We have reviewed the proposed and believe that a mistake have be made in the zoning for the Northern side of Grove road .We believe it should stay two storey single dwelling residential to be consistent with the Devonport /Narrow Neck area.

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

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

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.

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: Wendy Kathryn

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

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?**

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

I live at 9 Ascot Ave, Narrow Neck 0624. I have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. I'm writing to say I oppose this and as a rate payer wish it to have further and more considered review

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

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

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.

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: Lucy Lu

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

- 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?** Support

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

Local Public Views Overlay

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.

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: Yuezi Wang

Name of organisation/business:

Your local board: Devonport-Takapuna

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

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

Important privacy information

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.

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: Qun Wei

Name of organisation/business:

Your local board: Devonport-Takapuna

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?** Other

Tell us why

Try to build as few high-density houses as possible

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

Tell us why

Try to build as few high-density houses as possible

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

Should protect culture and value of special character areas

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Infrastructure should be improved as soon as possible

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed 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.

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: Liang Cheng

Name of organisation/business:

Your local board: Devonport-Takapuna

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? Support

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Infrastructure should be improved as soon as possible

Other qualifying matters

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

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: Jeffrey Dong

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

Important privacy information

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.

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: Lihua Nie

Name of organisation/business:

Your local board: Devonport-Takapuna

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? Support

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

Important privacy information

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.

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: Emily

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

Important privacy information

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.

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: Qian Xia

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

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?**

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

Important privacy information

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

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: Kun Qian

Name of organisation/business:

Your local board: Devonport-Takapuna

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? Support

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

Important privacy information

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.

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: Yuezi Wang

Name of organisation/business:

Your local board: Devonport-Takapuna

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? Support

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

Important privacy information

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.

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: Dongzheng Lyu

Name of organisation/business:

Your local board: Devonport-Takapuna

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?** Support

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

Important privacy information

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.

From: cameron.smythe@

Sent: Tuesday, 3 May 2022 2:44 PM

To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>

Cc:

Subject: 70 Wairoa Road, Narrow Neck - National Policy Statement on Urban Development 2020 & Medium Density Residential Standards (MDRS) - Owners Submission (Requested - Mixed Housing Suburban Zone)

Importance: High

Hi,

Auckland Council currently record our property zone as “Two-Storey Single Dwelling Residential Area”.

This zoning is inconsistent with National Government objectives and statutory requirements of the NPS-UP and MDRS.

Our property is a 602m² single site which borders a large Council park area (Woodall Park) and is close to Narrow Neck Beach (approx. 200m away).

The dwelling was constructed in 2004 and is NOT in any way a Heritage home.

There is a Council walkway along the northern boundary which lends itself to providing pedestrian access to any future units constructed on this land.

We believe that this property would easily support the development of three homes, up to three storeys on each site, thereby allowing for the intensification that is desperately needed in our Auckland region.

We understand that there is considerable lobbying within our community to safeguard existing Heritage Housing areas and prevent others from developing within our area.

We believe that intensification is the only way that future generations will be able to afford to live in areas such as ours.

We would like to have the opportunity to share our wonderful area with other families in the future.

We therefore request that Auckland Council zone our property at 70 Wairoa Road, Narrow Neck as MIXED HOUSING SUBURBAN ZONE.

Should you require any further information, please do not hesitate to contact me

Kind regards,
Cameron Smythe





CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: cameron.smythe@

Sent: Wednesday, 4 May 2022 2:58 PM

To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>

Cc:

Subject: 18 OLD LAKE ROAD, NARROW NECK (Lot 34 DP 7449) - National Policy Statement on Urban Development 2020 & Medium Density Residential Standards (MDRS) - Owners Submission (Requested Full Site Zoning - Business - Neighbourhood Centre Zone)

Importance: High

Hi,

Auckland Council currently record our property zone as having a 50%/50% split “Mixed Housing Suburban Zone and Business – Neighbourhood Centre Zone”.

The freehold single lot site area is 733m² and has been historically divided in two parts with different zoning as described above.

This is inconsistent with the actual historical use of the property, which is the subject of commercial leases (and is not used for residential purposes).

Given the proposed intensification within the local area through the proposed “Mixed Housing Suburban Zone” and the fact that this property (or part) is the only Business Zoned property in this area it makes logical sense to zone the entire property as “Business – Neighbourhood Centre Zone”.

This would allow for low impact commercial activities to take place to service the developing intensified local community for the future.

We therefore request that Auckland Council zone the whole/full site of our property at 18 OLD LAKE ROAD, NARROW NECK as BUSINESS – NEIGHBOURHOOD CENTRE ZONE.

We also note that our property is subject to Regionally Significant Volcanic Viewshafts which significantly restrict the ability to intensify the development of this property (and surrounding properties).

This view shaft appears to be excessive and we are unsure where the views would be taken from to require a view shaft above this property.

Auckland will be unable to provide housing for our future generations with such excessive height restrictions on the development within the region.

These viewshafts are inconsistent with the National Government objectives and statutory requirements of the NPS-UP and MDRS.

We therefore also request that Auckland Council remove the REGIONALLY SIGNIFICANT VOLCANIC VIEWSHAFT restrictions from our property at 18 OLD LAKE ROAD, NARROW NECK.

Should you require any further information, please do not hesitate to contact me

Kind regards,
Cameron & Raewyn Smythe
Directors
Forever Investments Limited



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: cameron.smythe@

Sent: Wednesday, 4 May 2022 3:20 PM

To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>

Cc:

Subject: 130 LAKE ROAD, BELMONT (Lot 5 DP 37086, Lot 6 DP 37086) - National Policy Statement on Urban Development 2020 & Medium Density Residential Standards (MDRS) - Owners Submission (Removal of Volcanic Viewshaft Restrictions)

Importance: High

Hi,

Auckland Council currently record our property zone as “Business – Local Centre Zone”.

The freehold single lot site area of 402m².

We note that our property is subject to Regionally Significant Volcanic Viewshafts which significantly restricts the ability to intensify the development of this property (and surrounding properties).

This property is located on the main accessway from Takapuna to Devonport – is on the main public transport network and should be subject to as intensive development as possible to allow for maximum use of this public infrastructure.

This view shaft appears to be excessive and we are unsure where the views would be taken from to require a view shaft above this property.

Auckland will be unable to provide housing and other development for our future generations with such excessive height restrictions on the development within the region.

These viewshafts are inconsistent with the National Government objectives and statutory requirements of the NPS-UP and MDRS.

We therefore also request that Auckland Council remove the REGIONALLY SIGNIFICANT VOLCANIC VIEWSHAFT restrictions from our property at 130 LAKE ROAD, BELMONT.

Should you require any further information, please do not hesitate to contact me

Kind regards,
Cameron & Raewyn Smythe
Directors
Forever Investments Limited



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: Mark Thode <Mark@campbellbrown.co.nz>
Sent: Friday, 6 May 2022 7:41 AM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Cc: Michael Campbell <michael@campbellbrown.co.nz>; Allen Lv
Subject: Feedback on the NPSUD

Morena

On behalf of our clients HND TS Limited, please find attached feedback in relation to the proposed NPSUD changes to the Auckland Unitary Plan.

Kind regards | ngā mihi nui

Mark Thode | [Principal Planner](#) | [MplanPrac \(hons\), MNZPI](#)

Campbell Brown Planning Limited

Level 1, 56 Brown Street, Ponsonby | PO Box 147001, Ponsonby, Auckland 1144

Cell 021 811 885 | DDI - Ph 09 394 1698 | Ph 09 378 4936 | mark@campbellbrown.co.nz | www.campbellbrown.co.nz



DISCLAIMER: This electronic message together with any attachments is confidential. If you are not the intended recipient, do not copy, disclose or use the contents in any way. Please also advise us by return e-mail that you have received the message and then please destroy. We are not responsible for any changes made to this message and/or any attachments after sending. We use virus scanning software but exclude all liability for viruses or anything similar in this email or any attachment. Views expressed in this email may not be those of [Campbell Brown Planning Limited](#)

Please consider the environment before printing this email.

FEEDBACK ON THE AUCKLAND COUNCIL'S CONSULTATION ON PROPOSED CHANGES TO UNITARY PLAN TO ADDRESS THE NATIONAL POLICY STATEMENT: URBAN DEVELOPMENT AND THE HOUSING ENABLING ACT 2021

To: Auckland Council

Name of submitter: HND TS Limited

This submission provides feedback on the proposed changes to the Unitary Plan to address the National Policy Statement: Urban Development and the Housing Enabling Act 2021. In particular, this feedback relates to land located in Takapuna. This property falls within the Devonport-Takapuna local board.

The submission is concerned with the land that is land bounded by The Strand, Hurstmere Road, and Channel View Road, and by Hurstmere Green to the North. This is identified in Figure 1 below.



Figure 1 – Land owned by the Submitter

The specific provisions addressed by this feedback are as follows:

- a) The above area of Takapuna is subject to the Takapuna 1 Precinct (I540) sub-precinct A of the Auckland Unitary Plan – Operative in Part ('AUP(OP)'), and is therefore identified as being 'under investigation' as a 'qualifying matter' under Policy 4 of the NPSUD (refer Figure 2 below).
- b) This feedback relates to potential implications of the NPSUD and the requirements of Policy 3(b) in relation to the existing I540 Takapuna 1 precinct, zoning and building heights.



Figure 2 – NPSUD viewer (sites circled in yellow)

The submitter has the following feedback in relation to zoning and building heights:

- a) In accordance with Policy 3(b) of the NPS UD, the sites are within a Metropolitan Centre zone and should be provided with “building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys” (emphasis added).
- b) The submitter notes that Policy 6(b) of the NPS:UD also states that that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes “*may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types and are not, of themselves, an adverse effect.*”
- c) The central location of the land lends itself to policies that seek to maximise building heights and density in an area that clearly has demand for additional housing. Being located within the Metropolitan Centre zone itself, the sites are located within a close walk of existing frequent (FTN) bus services to the Takapuna Centre (the Hurstmere bus stops adjacent to Shore City Galleria), as well as the Akoranga Station to the southwest which provides access to the Northern Busway RTN service. In addition, the RTN (while slightly beyond a 1,200m walkable catchment distance) is connected by extensive cycleways that make micro mobility transportation a viable choice. ‘Micro mobility’ and ‘active’ transport modes (i.e., scooters, bikes etc) are expanding traditional ‘walkable’ distances and this is acknowledged by the MfE guidance on walkable catchments. The guidance notes that:¹

¹ Ministry for the Environment, *Understanding and implementing intensification provisions for NPS-UD*, clause 5.5.3 Different locations will have different-sized walkable catchments.

...not all places are equal and different locations with different characteristics may often have different-sized walkable catchments [...] a city or a metropolitan centre with a rapid transit stop located within or close by, is also likely to have a larger walkable catchment than a centre without a rapid transit stop.

- d) The use of such alternative modes and their relationship to ‘walkability’ is also acknowledged within Auckland Transport’s ‘Urban Street and Road Design Guide’ in which it is noted in relation to increased density of residential occupation:²

Density (and a diversity of housing choices) gives people the opportunity to live in neighbourhoods that meet their lifestyle preferences and economic means. The goal should be to provide residents with the choice to live in amenity-rich neighbourhoods where they are a short walk or bike ride away from shopping, parks, schools and cafés, and take public transport or drive to work and regional destinations. Density allows for more options for more people. Prioritising investment in frequent, high-capacity public transport to support density is a mutually supportive strategy that can rapidly shift people from private cars to public transport and active modes [emphasis added].

- e) As such, the site is well-located to benefit from the high levels of service-amenities within the existing Takapuna Centre and its general access to transportation options. Consideration of the appropriateness of heights within the existing Takapuna 1 Precinct provisions are therefore, in my view, appropriate in light of the NPSUD requirements.

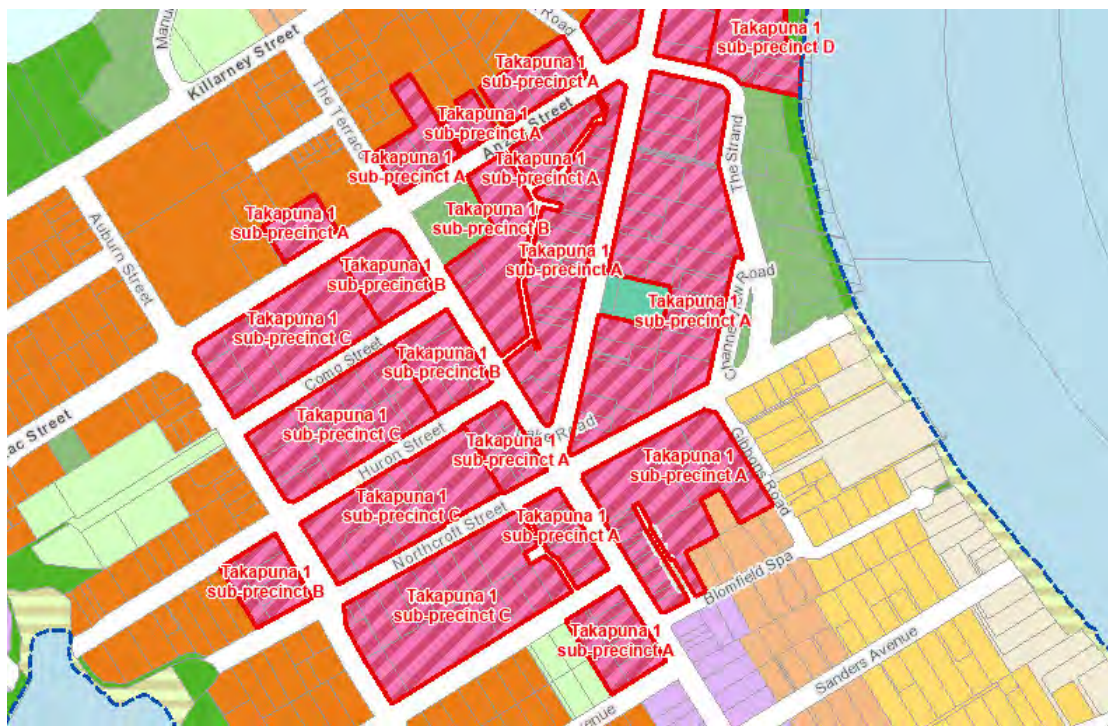


Figure 3 – AUP(OP) Takapuna 1549 sub-precincts

<https://environment.govt.nz/publications/understanding-and-implementing-intensification-provisions-for-the-national-policy-statement-on-urban-development/>

² Auckland Transport ‘Urban Street and Road Design Guide’, page 51.

- f) In terms of height, the I540 precinct provisions apply the following heights to sub-precincts identified in Figure 3 above:

I540.6.1. Building height

(1) Buildings must not exceed the height limits set out in Table I540.6.1.1 below.

Table I540.6.1.1 Building height

Sub-precinct	Maximum height
Sub-precinct A	24.5m
Sub-precinct B	36.5m
Sub-precinct C	Unlimited
Sub-precinct D	12.5m

Table 1: I540 Precinct Height areas

- g) As it presently exists, sub-precinct C provides for unlimited building heights, with sub-precincts B, A and D providing a stepped reduction in heights to the Takapuna Beach reserve area and the coast.
- h) The nature of the subject land, which is located within sub-precinct A and between Hurstmere Road, The Strand, and the reserve areas along Takapuna Beach, means there is an opportunity for greater bulk without significant detriment to surrounding sites. The subject sites are located to the south of the existing 'Hurstmere Green' reserve to the north and screened by the existing ASB building at 33-40 Hurstmere Road. Any potential shading as a result of added height in this area would be limited to existing road reserve to the west, and The Strand to the east. Notwithstanding, additional shading through increased height (in reference to Policy 6(d) of the NPSUD and purpose of the Business - Metropolitan Centre zone) is considered appropriate in an area that anticipates significant scale of development. Retention of staggered building heights to the coast (while allowing for some increases in height) will maintain the gradation in building heights from sub-precincts A – C.
- i) It is noted that a bonus height of 1 additional level is provided for in addition to Table I1540.6.1 in association with the provision of through site links.
- j) As such, the Takapuna 1 precinct is attractive to both residential and business activities. This is evidenced by extensive ground floor retail, commercial, business and food activities that all presently operate within the overall centre, and particularly along Hurstmere Road. Building heights need to provide for ceiling heights that enable a range of such activities. This would typically be a ceiling to ceiling height of 3.8 metres, with ceiling heights of 4.5 metres for the ground floor. Those would typically mean a total height of 26 metres for 6 storey buildings (including two metres for roof form) and 33 metres for 8 storey buildings.
- k) In our opinion, the existing 24.5m height allowance in sub-precinct A does not provide for a *minimum* of efficient 6 storey development on the sites in question, or the balance of sub-precinct A areas. This is not consistent with Policy 3(b) of the NPSUD. As outlined earlier, it is appropriate that strategic locations such as the Takapuna Metro Centre enable meaningful intensification commensurate with their accessibility to services, amenities and transportation options. We therefore consider it appropriate that 8 storey development be enabled in sub-precinct A, along with a proportionate increase in height for sub-precinct B. We reiterate that there is presently an unlimited height allowance for sub-precinct C.

The submitter's concerns would be addressed if Unitary Plan was amended in the following way:

- a) That sub-precinct A be provided with a height overlay of up to 8 storeys (33 metres), with a proportionate increase in heights within sub-precinct B.
- b) Consideration that the land to the south of The Strand which is bounded by Gibbons Road and Lake Road, maintain the existing 24.5m height limitation to better-accommodate a transition to the THAB zone land proposed under the NPSUD (no additional height overlay has been proposed in Council's preliminary GIS viewer).
- c) Any other changes that would address the concerns raised in this feedback.

The submitter appreciates the opportunity to provide informal feedback on the proposed changes to Unitary Plan and thanks the Council staff and elected members for their time in considering the matters that have been raised in this feedback. The submitter would welcome contact from staff in the Unitary Plan team if any clarification or further information is required.



Michael Campbell

Campbell Brown Planning Limited

For and on behalf of HND TS Limited as its duly authorised agent.

Date: 6 May 2022

Address for service of submitter:

HND TS Limited
C/- Campbell Brown Planning Limited
PO Box 147001
Ponsonby
AUCKLAND 1144

Attention: Michael Campbell

Telephone: (09) 378 4936

Mobile: (021) 2789018

Email: michael@campbellbrown.co.nz

From: Chris Wilson <Chris.Wilson@jarden.co.nz>
Sent: Friday, 6 May 2022 7:57 AM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: Unitary plan submission

Kia ora,
Please find attached.
Many thanks
Chris

Chris Wilson

Managing Director, Head of Wealth Solutions

 +64 21 662 864

Level 32, PWC Tower, 15 Customs Street West, Auckland, PO Box 5333



www.jarden.co.nz [LinkedIn](#) [Disclaimer](#)

The sender of this message, Jarden, can be contacted at Level 14, 171 Featherston Street, Wellington, New Zealand or via our website at www.jarden.co.nz.

This message and any attachment(s) is confidential and intended for the named recipient's use only. If you are not the intended recipient (i) do not copy, disclose or use the contents in any way, (ii) please notify us immediately by return email and destroy the message, any copies and any attachments. The sender of this message is not responsible for any changes made to this message and/or any attachments and/or connection linkages to the Internet referred to in this message after it has been sent.

Unless otherwise stated, any information given in this message and/or attachments is for general information purposes only, is subject to change, is not an advertisement, or an offer to buy or sell any financial instruments. To the extent that any information, views, and recommendations constitute advice, they do not take into account any person's particular financial situation or goals and, accordingly, do not constitute financial advice under the Financial Markets Conduct Act 2013. The basis of the provision of Research is set out in the relevant research disclaimer.

Jarden Securities Limited is an NZX Firm. A Disclosure Statement is available from Jarden Securities Limited on request, free of charge. If you would prefer not to receive any information from Jarden by email, please forward this message to unsubscribe@jarden.co.nz

To whom it may concern,

We live at 22 Grove Road, Narrow Neck, Auckland 0624. We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. It appears that a mistake has been made in the zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The overwhelming majority of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road. The south side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be consistent with the immediate and broader Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
20 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
18 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
16 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
14 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
6 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
4 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

In further support for this zone assessment, the area zoned as 'Residential - Mixed Housing Urban Zone' includes at least 6 Special Character (heritage) houses listed above. One of the houses (8 Grove Road) features on the cover of a brochure "Heritage Walks of Devonport – Cheltenham and

Fort Takapuna”, and Grove Road is included in a heritage walk that explores different themes in the historical development of Devonport and Narrow Neck.

This submission does not make specific reference to properties on Vauxhall Road, Narrow Neck, which have been zoned ‘Residential - Mixed Housing Urban Zone’ but this zoning also looks inconsistent and should also be reviewed.

Nga mihi



Chris and Kate Wilson

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: Pheng Lee

Name of organisation/business:

Your local board: Devonport-Takapuna

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

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?**

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Stormwater is already at its maximum capacity in Lake Road and surrounds and can not cope with infill housing.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed 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.

From: Angela Dellabarca

Sent: Friday, 6 May 2022 7:08 PM

To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>

Subject: Proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck

To whom it may concern,

Please see attached our review of the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck.

I look forward to hearing from you.

Kind regards

Angela



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

6 May 2022

18 Grove Road
Narrow Neck
Auckland

To Whom it May Concern,

Re: We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road Narrow Neck

We live at 18 Gove Road Narrow Neck, Auckland 0624. We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck.

It appears that a mistake has been made in the zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The overwhelming majority of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road. The south side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be consistent with the immediate and broader Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
20 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
18 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
16 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
14 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove	Two-Storey Single Dwelling	Special Character Areas	Height Sensitive

Road	Residential Area	Overlay	Area
6 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
4 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

In further support for this zone assessment, the area zoned as 'Residential - Mixed Housing Urban Zone' includes at least 6 Special Character (heritage) houses listed above. One of the houses (8 Grove Road) features on the cover of a brochure "Heritage Walks of Devonport – Cheltenham and Fort Takapuna", and Grove Road is included in a heritage walk that explores different themes in the historical development of Devonport and Narrow Neck.

This submission does not make specific reference to properties on Vauxhall Road, Narrow Neck, who have been zoned 'Residential - Mixed Housing Urban Zone' but this zoning also looks inconsistent and should also be reviewed.

The maps below illustrate the outlier status of Grove Road in comparison to the rest of the Devonport Peninsula.

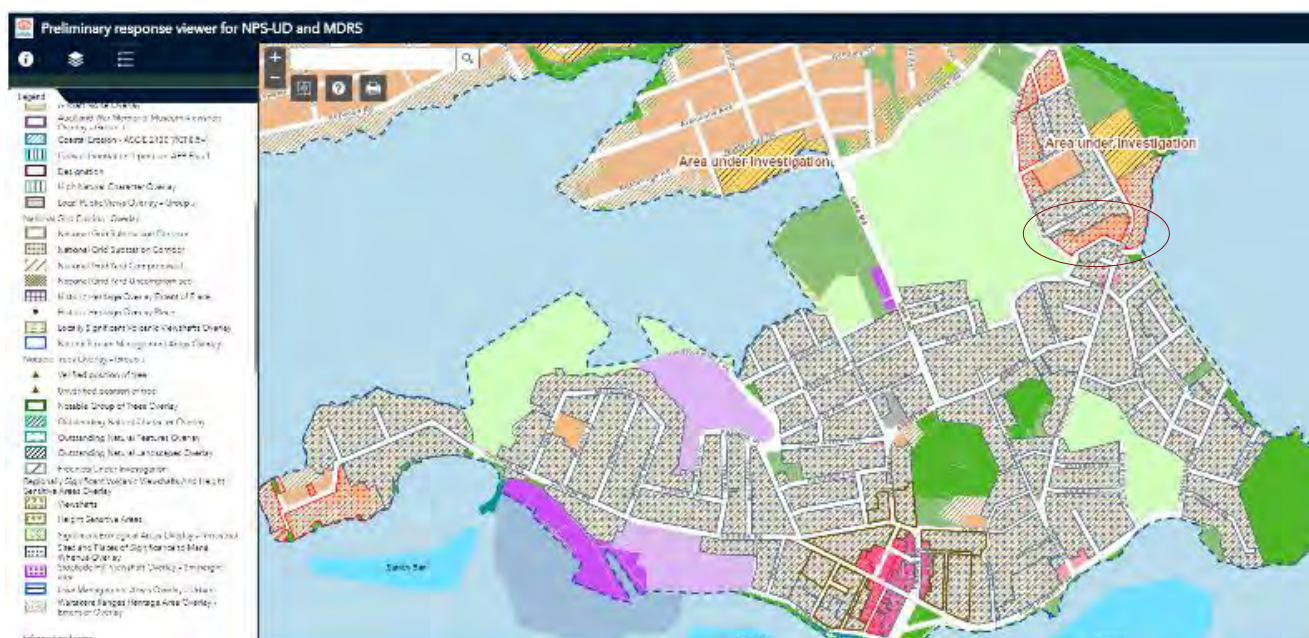


Diagram 1: Devonport Peninsula Graphic

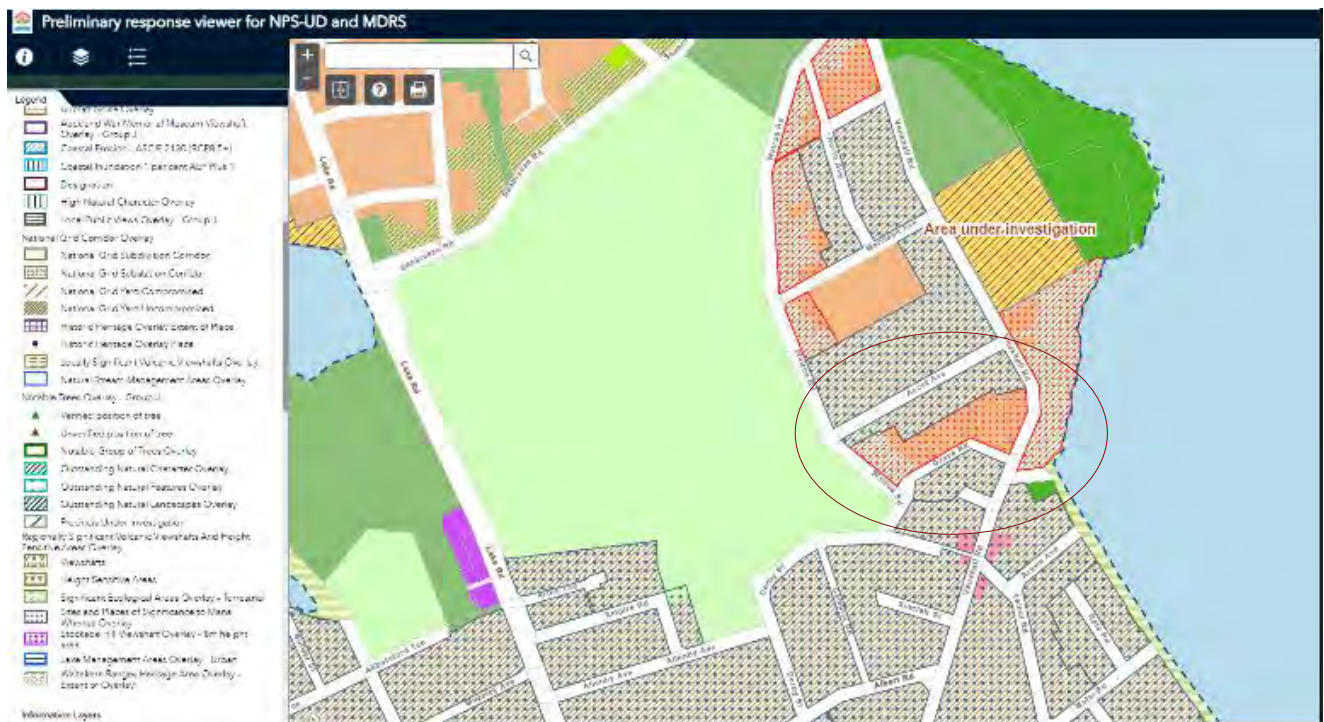


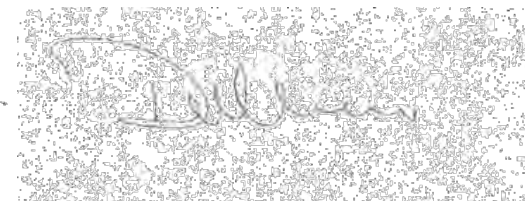
Diagram 2: Devonport Peninsula Graphic zoning into Grove Road

A selection of houses from our beautiful street is shown below.





Yours faithfully,

Angela & Dominic Dellabarca

From: Cherie Lane <cherie@laneassociates.co.nz>
Sent: Saturday, 7 May 2022 3:13 PM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: MDRS Rezoning Proposals - 1008A East Coast Road, North Shore

Afternoon,

Could you please forward the attached to appropriate person / group in Council reviewing and receiving feedback to above. Thanks

Could you please provide acknowledgement of receipt of this feedback.

Many thanks
Cherie

Cherie Lane

For and on behalf of:
Lane Associates Ltd.
PO Box 32-271
Auckland, 0744
New Zealand
Ph: +64 9 445-2995
Mbl: +64 21 764 201
Website: <http://www.laneassociates.co.nz/>

This message including any attachments is confidential and may contain privileged information. If you are not the intended recipient of this message, you are not permitted to copy, disclose or use the content in any way. If you have received this message in error please notify the sender immediately via email and then destroy this message and any attachments. Thank you.



Please consider the environment before printing this e-mail

6th May 2022

The Chief Executive Officer
Auckland Council
Private Bag 92300
AUCKLAND 1142

Attention: Team Leader – Plans and Places

Dear Sir / Madam,

Subject: FEEDBACK TO INTENSIFICATION PROPOSALS- 1008A EAST COAST ROAD, NORTH SHORE

On behalf of our client, Mr Guangbin Yan and family, we provide feedback to the recently notified intensification proposals by Council. These proposals, in the form of maps, are, we understand, in response to requirements of the NPS-UD and, more specifically, the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.

Background

Mr Yan and his family are the owners of a number of residentially zoned sites, located at 1008A, 1022, 1024 and 1026 East Coast Road. We provide a Location Plan and current zoning context (AUP), as **Attachment 1** showing the respective (existing) zoning and locality.

The rezoning proposals will provide for increased intensity for the sites fronting East Coast Road, to be zoned Residential- Mixed Housing Urban, as shown, **Attachment 2**. However, Mr Yan's rear site (1008A East Coast Road) is proposed to remain Single House Zone. This is in contrast to the rear site, adjoining 1008A, located to the southern boundary (1008C East Coast Road) which is proposed to be rezoned to Residential- Mixed Housing Urban. These two sites share right of way access from East Coast Road, which is, peculiarly, to remain Single House zone.

Rezoning Concerns

Retention of the Single House zone on 1008A East Coast Road does not appear to be justified. The ‘qualifying matter’ identified for the exemption to a higher density zoning is shown as ‘SEA – Terrestrial’, as shown (**Attachment 3**). However, this overlay applies to a very small corner of the site (as shown, **Attachment 4**) and which would not, in any way, affect the ability to redevelop this site with the more appropriate Residential- Mixed Housing Urban zone.

Mr Yan wishes to utilise his combined land ownership in this location, with access and frontage to this rear site from the three front sites (1022, 1024 and 1026 East Coast Road). This would enable an efficient and comprehensive residential development to be designed and developed. It is considered that this is entirely the intent and purpose of the RMA Amendment Act.

It is considered that the SEA in this case should not be claimed as a ‘qualifying matter’. In doing so, as currently proposed, the full potential of this land ownership is being unjustifiably compromised. A future residential development design could readily accommodate and protect this small corner of SEA on this site. That is precisely what this (SEA) control is designed to achieve, through protection measures and building platform restrictions. We observe that this is the case for many similar residential sites in Auckland (with SEA overlays applying but with existing zonings that allow increased intensity), have been successfully developed with multi-unit residential housing developments. This site provides an opportunity no different to that.

Site Attributes

The site in question (1008A East Coast Road) is large, at 7490m² (nett) site area. It is little different to the site to its the southern boundary (1008C East Coast Road) which has, appropriately, been proposed to be up- zoned to Residential- Mixed Housing Urban, in order to address NPS-UD requirements. Extending this Mixed Urban Zone to include 1008A East Coast Road would provide a logical and effective zone (northern) boundary to this residential zone, while retaining and protecting the expansive SEA land to the west and north.

It is considered that the site, 1008A East Coast Road, meets the criteria by which rezoning to Mixed Housing Urban would be entirely appropriate. This is especially the case given that the three sites immediately to the east, with frontage and good access to East Coast Road, are in the same ownership, with intentions to undertake a comprehensive residential development.

Relief Sought / Feedback Offered

Mr Yan, as owner of the site, 1008A East Coast Road, requests that for the above reasons, this site is rezoned to **Residential- Mixed Housing Urban** in the future plan change, due to be released by Council in August this year.

We fully support this request and believe that this would enable an appropriate, efficient and effective use of this land.

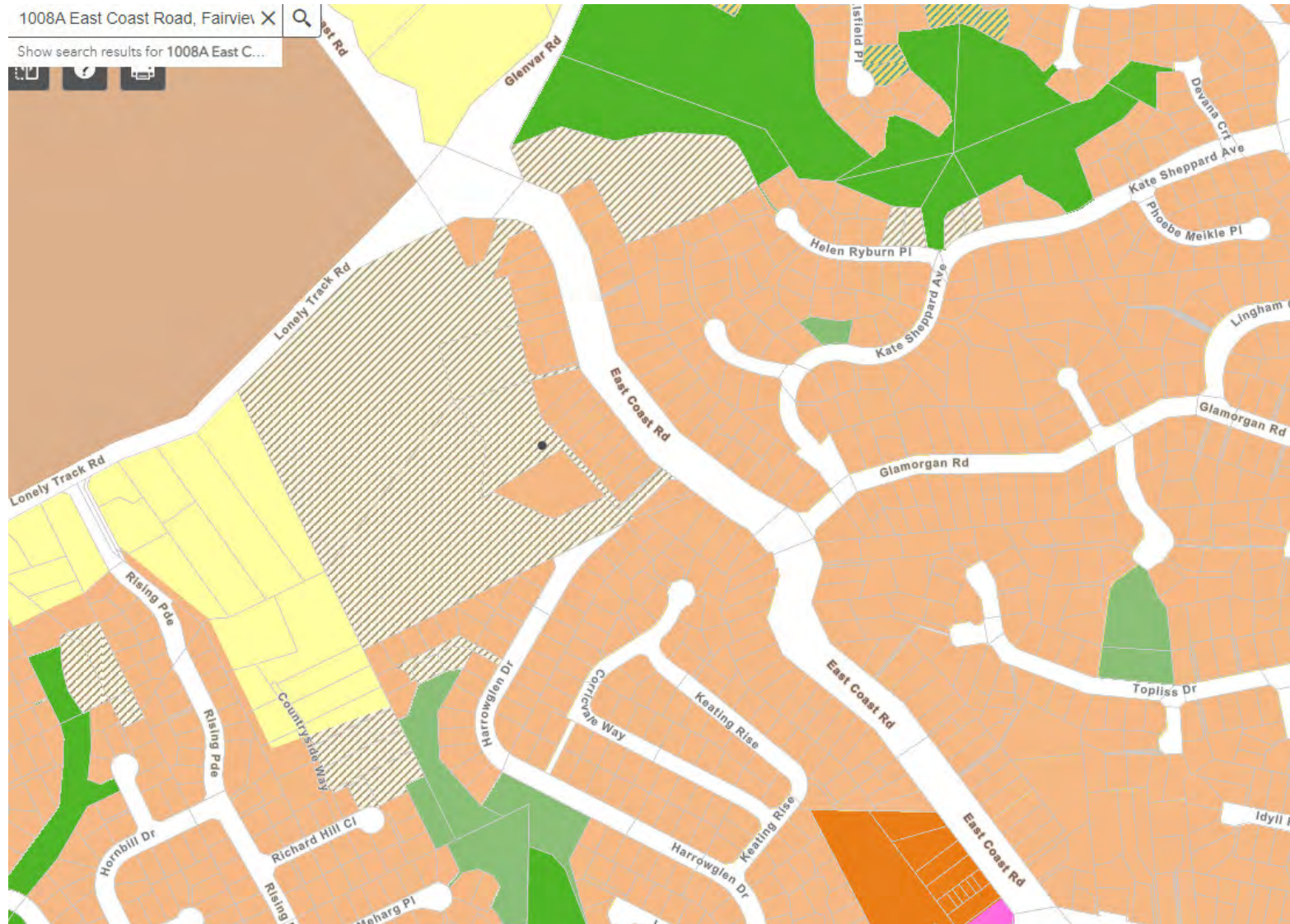
We would appreciate acknowledgement of receipt of this letter and would be pleased to clarify any matters arising.

Yours sincerely
For and on behalf of
LANE ASSOCIATES LTD



Cherie Lane

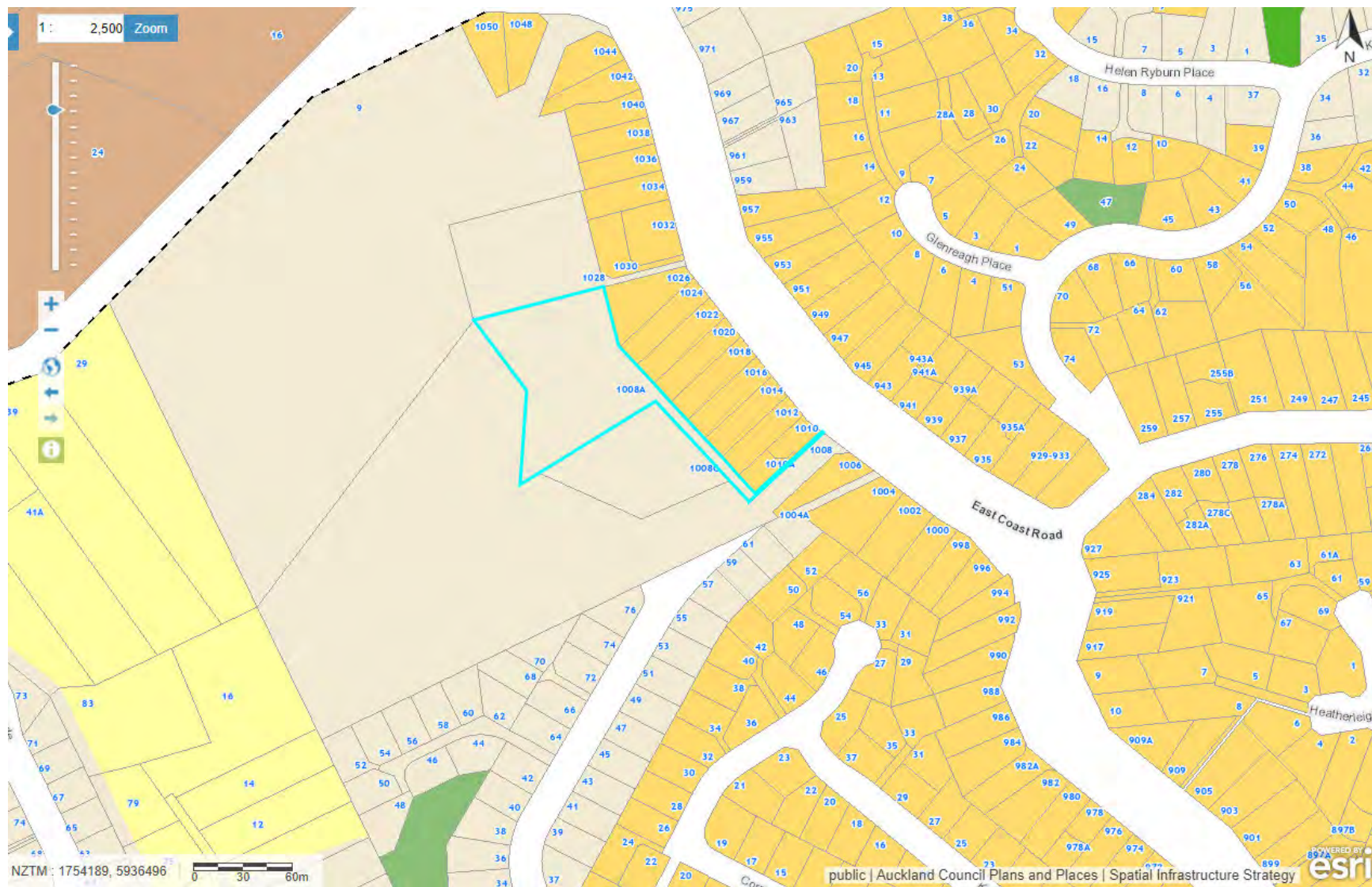
Attachment 2: MDRS Rezoning Proposals – East Coast Road



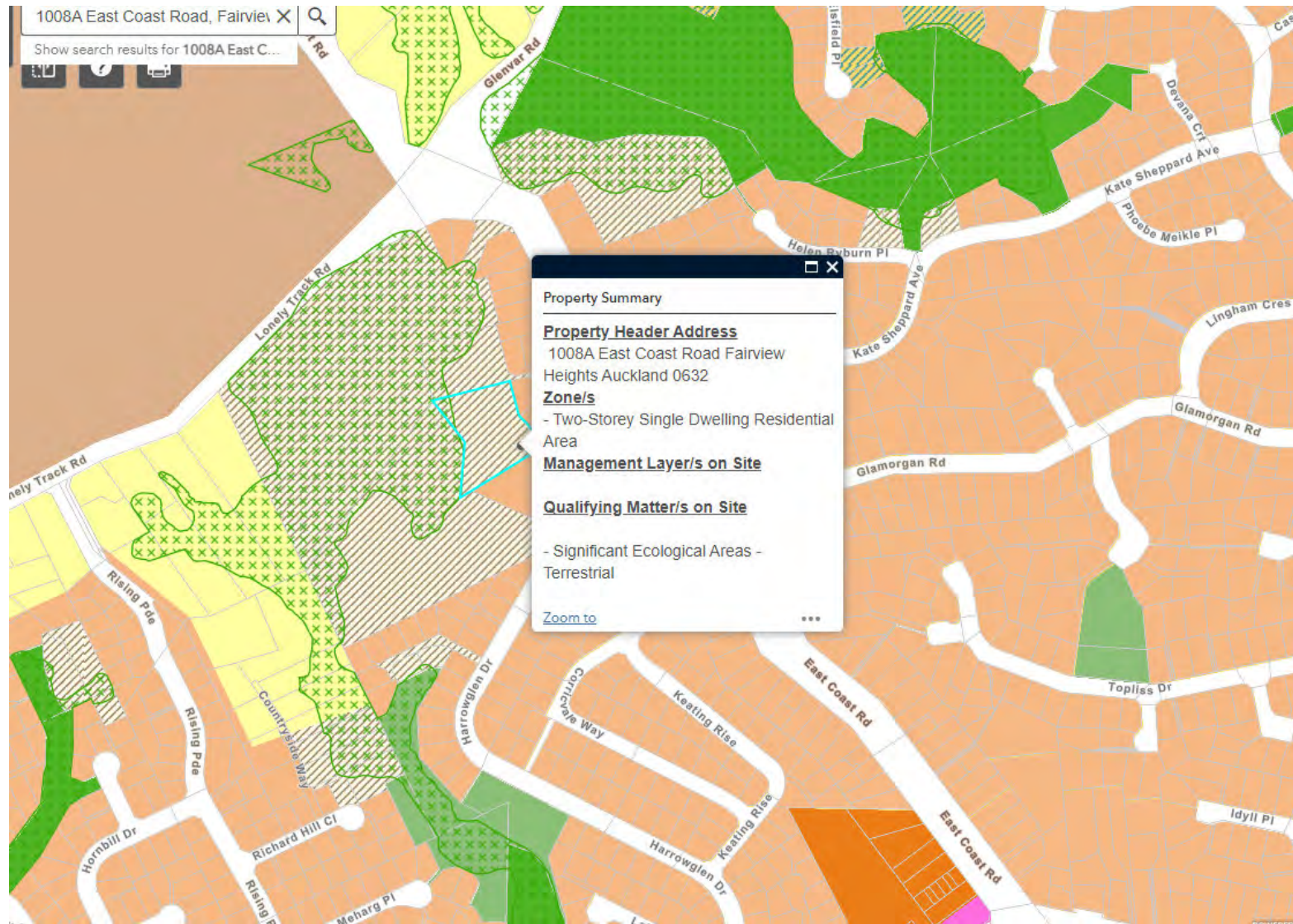
Attachment 4 1008A East Coast Road – SEA Aerial



Attachment 1: AUP Zoning Context and Location Plan
1008A, 1022, 1026 and 1026 East Coast Road



Attachment 3: 1008A East Coast Road - MDRS



From: Hugh Pollock
Sent: Sunday, 8 May 2022 1:39 PM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: Proposed re-zoning Grove Road/Vauxhall Road Devonport

We live at 5 Grove Road Narrow Neck Auckland 0624. We take a keen interest in the Auckland Council's proposals for revising the Unitary Plan. On the whole we are in favour of increasing housing density for the city where this makes sense, particularly where local features of real value are considered and where possible preserved. Grove Road is within the Devonport boundaries where generally the current built environment is considered to be of historical value and worth preserving. Along with the beaches, parks and other amenities the general mix of grand and working-class villas, bungalows and a smattering of 1950 – 2000+ designs intermix and makes Devonport an attraction to tourists, both internal and external. This is recognized in the Council's Unitary Plan proposals.

We are puzzled by the proposed Residential – Mixed Housing Urban zoning for the north side of Grove Road and wonder if this may be a mistake, particularly considering its variance from the rest of Grove Road and the surrounding properties in Wairoa Rd and Ascot Avenue. Of the nine properties in Grove Road captured by this zoning three are 'standard villas' in excellent condition which maintain the style from the road view, one is an original magnificent homestead on a double sized section including a tower, one is an original bungalow modified some time in the 60's to add attic rooms as occurred to a number of properties in Devonport, one is a modern design infill on a villa site and two others are more modern designs of average design quality.

Of concern is the remaining property sited between the first mentioned villas and the homestead. It was originally a villa but has been modified to the extent it is unrecognizable as such. It is in fact uninhabited and has been for some time. If the proposed Residential – Mixed Housing Urban zoning is applied to this site the likely building that results will be totally out of character with the rest of Grove Road which, given the high owner/occupier rate of these homes, are unlikely to change. Of particular worry is that the bulk and height of such a building would totally dominate the high-quality character homes on either side and create a discontinuance between them. Once such a building exists and the despoilation becomes obvious it is too late to fix the problem.

An aspect of Residential – Mixed Housing Urban is the height allowance to three stories. The north side of Grove Road is elevated considerably compared to the south side which has a Qualifying Matter of Height Sensitive

Area. The south side properties are already dominated by the existing properties on the north side due to the sloping land form, so three-story developments will increase this dominance impinging on the Height Sensitivity of the south side.

While our immediate concern is Grove Road, we note the contiguous area zoned Residential – Mixed Housing Urban includes addresses in Vauxhall Road only one of which is an apartment building, a feature of this type of zone. It looks like the existence of this building has prompted the zoning, capturing many properties that are much better suited to the Two Story Single Dwelling Residential Area of neighboring properties in Ascot Avenue, Wairoa Road and the likes.

Our submission then is:

In the first instance

4, 6, 8, 16, 18 and 20 Grove Road be reclassified as Two-Storey Single Dwelling Residential Area, special Character Areas Overlay and Height Sensitive Area Qualifying Matter.

2, 2A, 6 and 14 Grove Road be reclassified as Two-Storey Single Dwelling Residential Area, no Overlay and Height Sensitive Area Qualifying Matter

And, while not immediately of concern to us the remainder of the Grove Road/Vauxhall Road properties in the Residential – Mixed Housing Urban zone in question should be reclassified Two-Storey Single Dwelling Residential Area for consistency.

Hugh Pollock
Carol Don



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: cameron.smythe@

Sent: Sunday, 8 May 2022 3:44 PM

To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>

Cc:

Subject: 5 WYNYARD STREET, DEVONPORT (Lot 1 DP 116745) - National Policy Statement on Urban Development 2020 - Owners Submission (Removal of Height Restrictions & Special Character Areas Overlay)

Importance: High

Hi,

Auckland Council currently record our property zone as “Business – Town Centre Zone”.

Our property consists of an underdeveloped freehold single lot site with an area of 333m².

The proposed zoning changes **REDUCES** our ability to intensify the development of this property.

Your “Preliminary response viewer” maps show a 2 storey limitation – rather than a 9m height control that presently exists.



Three storey (9m) developed sites already exist along Wynyard Street between #9 and #13 and these have been accepted by our Community for over 30 years.

So why have you proposed a reduced height control when development intensification is mandated by national Government within the NPS-UD!



Preliminary development concepts have already been completed for our property at 5 Wynyard Street (in line with the existing development of neighbouring properties - see pdf attachment) and we are awaiting the end of the current lease to further refine the proposed development.

The proposed 2 storey height control will significantly limit the development potential of this site to the detriment of future generations of Aucklanders.

Our property is located 110 metres away from the Devonport Ferry Terminal (see GeoMaps extract below) – about 1 minutes' walk away!



As this site is in close proximity to a main public transport network we believe that Council should be encouraging the highest possible intensive development to allow for maximum use of this existing public infrastructure.

This is what the Labour Government stipulated in the NPS-UD, which Council are blatantly ignoring.

Auckland will be unable to provide housing and other development for our future generations with such excessive height restrictions on the development within the region.

These Height Restrictions and Special Character Area assessments are inconsistent with the national Government objectives and statutory requirements of the NPS-UP.

Council should be looking to international cities such as Sydney (e.g. Manly), Hong Kong and New York to see how best to incorporate commute using ferries to CBD destinations.

This zoning change is very short sighted and creates no vision to make Auckland a truly international city.

Councillors are spending too much time listening to a vocal minority that wants to look to the past and not to the future!!

Our children and grandchildren need homes and this NIMBY attitude will not deliver homes to them in the areas that they are needed most!

We therefore request that Auckland Council remove the HEIGHT SENSITIVE AREA restriction from our property at 5 WYNYARD STREET, DEVONPORT.

Our property was constructed in the 1980's and has no "Special Character" or Heritage value (see below for photo of existing development on-site).



The construction is concrete block with conventional metal roof with concrete carparking at front.

We cannot see any way in which this property can be described as “Special” or “Character”!

Placing blanket overlays on areas is a very lazy way of dealing with Heritage and captures a huge number of properties that should not be within this category.

We also request that the SPECIAL CHARACTER AREAS OVERLAY be removed from our property at 5 WYNYARD STREET, DEVONPORT.

We understand that Chris Darby has stated that the Auckland Council Ferry Infrastructure does **NOT** fall within the definition of a “Rapid Transit Service” – see below definition from NPS-UD.

rapid transit service means any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic

rapid transit stop means a place where people can enter or exit a rapid transit service, whether existing or planned

How can this be, when the Auckland Council has recently spent \$42 million upgrading the Auckland City Ferry Terminal and a number of million upgrading the Devonport Ferry Terminal.

I cannot imagine another method of transport that is further “separated from other traffic” than ferry services!

Surely these two costly facilities should be used to maximum advantage by focusing development within the contributing catchments for the ferry services.

We also understand that Council has also invested another \$27 million upgrading and transforming the existing ferries with new electric versions.

Auckland City Ferry Terminal must have the capability of processing >15,000's of commuters per hour from around the Auckland region when fully utilised.

The Devonport Ferry Terminal has two berths and has ferries running to and from the City every 15 minutes during peak hours – this must also have the ability to cater for >2,500 commuters per hour.

The patronage from Devonport is only limited due to the lack of intensified development at present.

There is only a 15 to 25 minute commute from Devonport to Auckland CBD – why is this not a priority to enhance and improve the intensity of development to utilise this feature to the upmost?

It beggars belief why Council would invest such huge sums without this infrastructure being a core component of the transport infrastructure and a “Rapid Transit Service”.

We therefore consider that the Devonport Wharf and associated ferry transportation infrastructure within the Auckland Region is consistent with the definitions of Rapid Transit Service and Rapid Transit Stop within the NPS-UD.

We are seeking clarification from the Minister as to the scope of the definition of “Rapid Transit Service” and where significant ferry services / infrastructure fits within this definition.

Our property is less than 1 minutes' walk from the Devonport Wharf, 15 to 25 minutes from the Auckland CBD and has ready access to the rest of the marine areas of Auckland through the ferry network and therefore extensive development should be proposed.

The current implementation of the NPS-UD by Auckland Council has ignored the national government mandatory requirements for intensification and fails to deliver both a World Class City and also homes for future generations in areas in which they need in favour of pandering to NIMBY activists.

Should you require any further information, please do not hesitate to contact me

Kind regards,
Cameron & Raewyn Smythe
Directors
Forever Investments Limited



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

DEVELOPED SCHEME DESIGN:

01 - SITE CONTEXT

02 - AXO SUMMARY

03 - OPTION A : SECTIONS + GROUND FLOOR

04 - OPTION A : FIRST FLOOR PLAN + SECOND

05 - OPTION B : SECTIONS + GROUND FLOOR

06 - OPTION B : FIRST FLOOR PLAN + SECOND

07 - 3D VIEW VISUALISATION



#7695

VIEW - 5 WYNYARD STREET



EXT DOOR - 7 + 9 WYNYARD STREET



OPPOSITE - 2 WYNYARD STREET



LAYOUT OPTION A

TOTAL OFFICE SPACE GFA:
74m²

TOTAL APARTMENTS GFA:
453m² + 100m² balcony

TOTAL BUILDING GFA:
527m² + 100m² balcony

CAR PARKING TOTAL:
5 car parks

1 / 37m² of office space
1 / apartment

APARTMENT 3
4 BEDROOM
2.5 BATHROOM
207m²
(+ 68m² balcony)

APARTMENT 2
3 BEDROOM
2 BATHROOM
126m²
(+ 11m² balcony)

APARTMENT 1
3 BEDROOM
2 BATHROOM
120m²
(+ 21m² balcony)



LAYOUT OPTIO

TOTAL OFFICE SPA
71m²

TOTAL APARTMENT
438m² + 116m² balk

TOTAL BUILDING G
509m² + 116m² balk

CAR PARKING TOT.
5 car parks

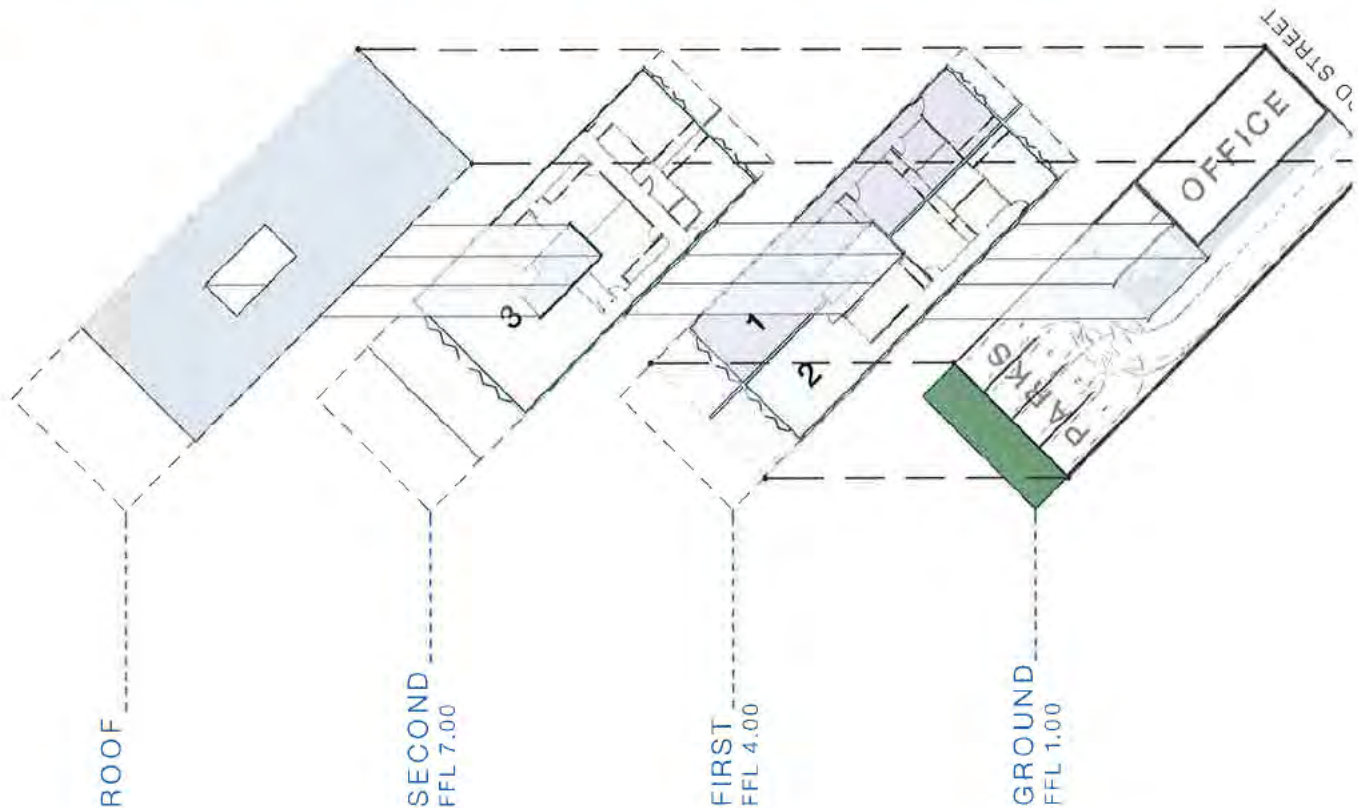
1 / 35.5m² of office
1 / apartment

APARTMENT
4 BEDROOM
2.5 BATHROOM
206m²
(+ 64m² balcony)

APARTMENT
2-3 BEDROOM
2 BATHROOM
117m²
(+ 26m² balcony)

APARTMENT
2-3 BEDROOM
2 BATHROOM
115m²
(+ 26m² balcony)

#7695



OPTION A

scheme design 28.07.

TOTAL OFFICE SPACE GFA: 74m²

TOTAL APARTMENTS GFA: 453m² + 1C

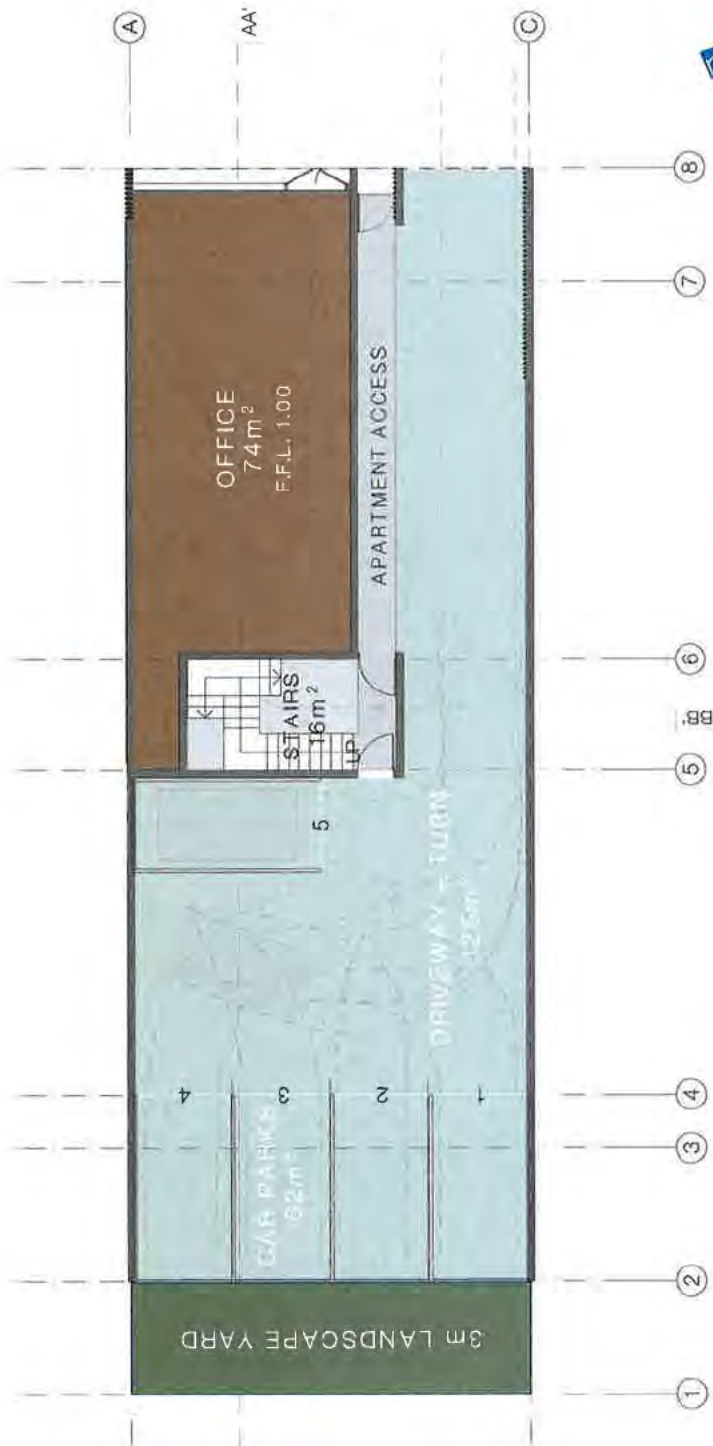
TOTAL BUILDING GFA: 527m² + 1C

CAR PARKING TOTAL: 5 car parks

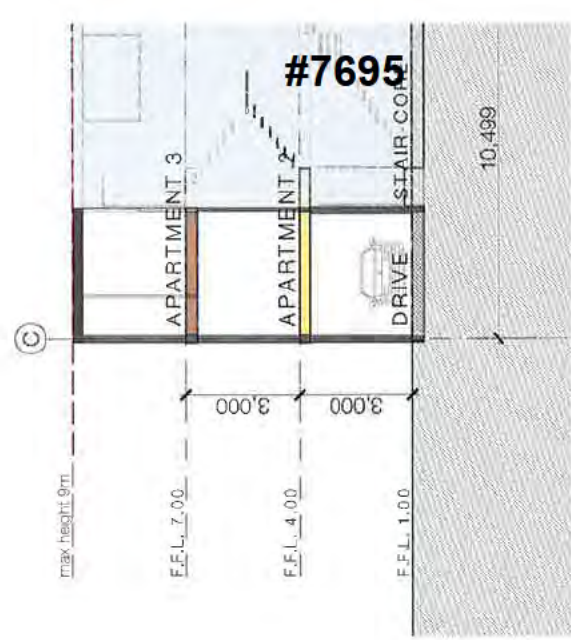
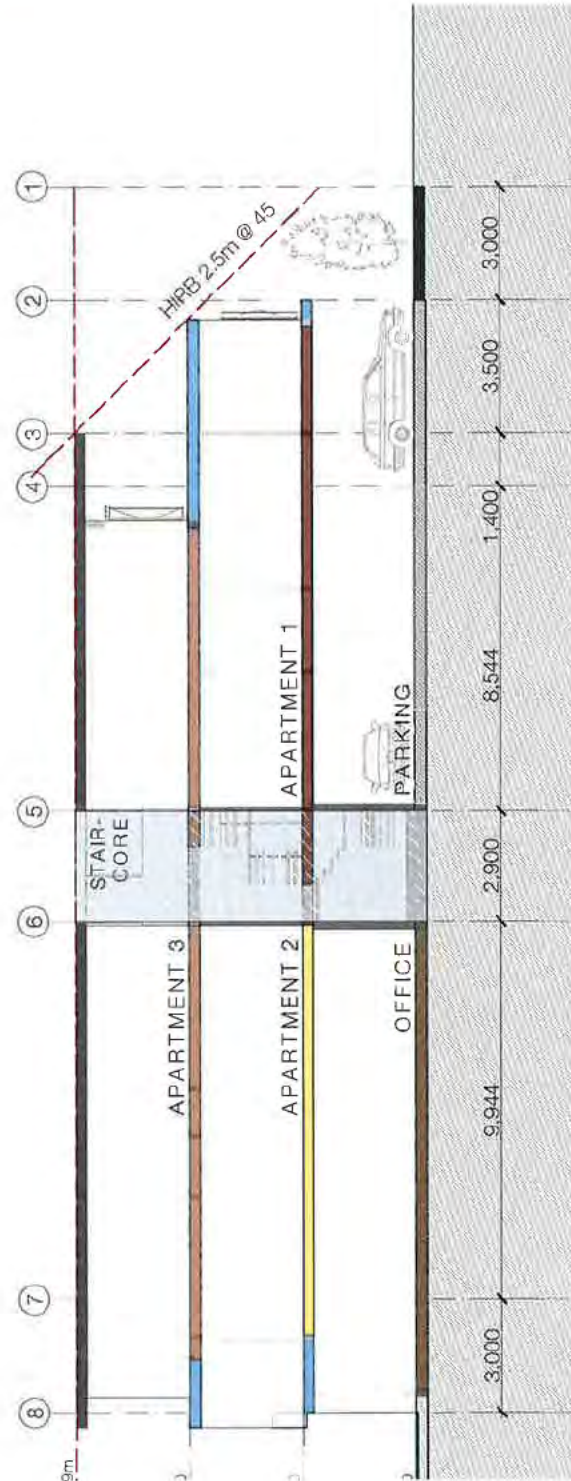
1 / 37m² of office space | 1 / apartment

This scheme has been documented based on Council GIS viewer and information provide

WYNWARD STREET



GROUND FLOOR PLAN
SCHEME DESIGN
1:200 @ A3



APARTMENT 1

3 BEDROOM
2 BATHROOM

120m²
(+ 21m² balcony)

APARTMENT 2

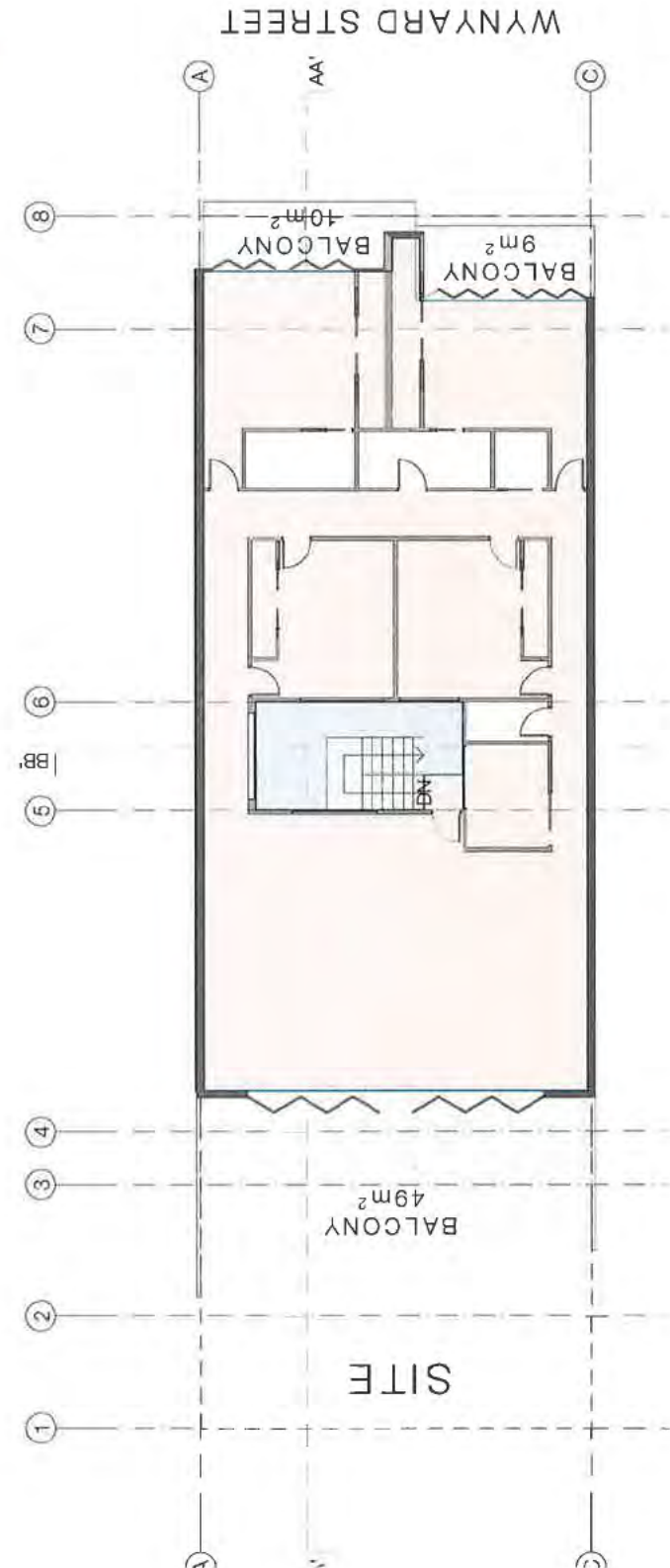
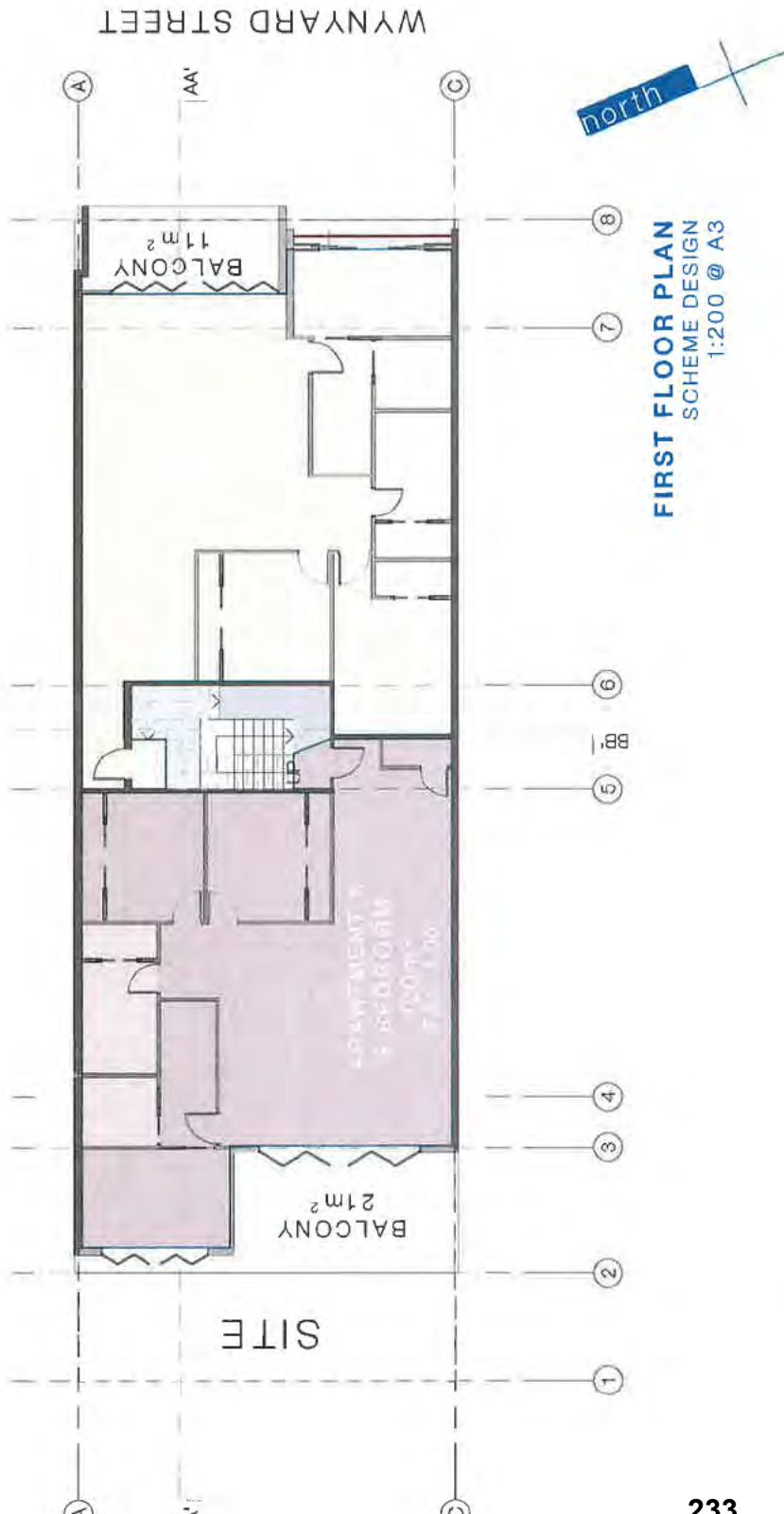
3 BEDROOM
2 BATHROOM

126m²
(+ 11m² balcony)

APARTMENT 3

4 BEDROOM
2.5 BATHROOM

207m²
(+ 68m² balcony)



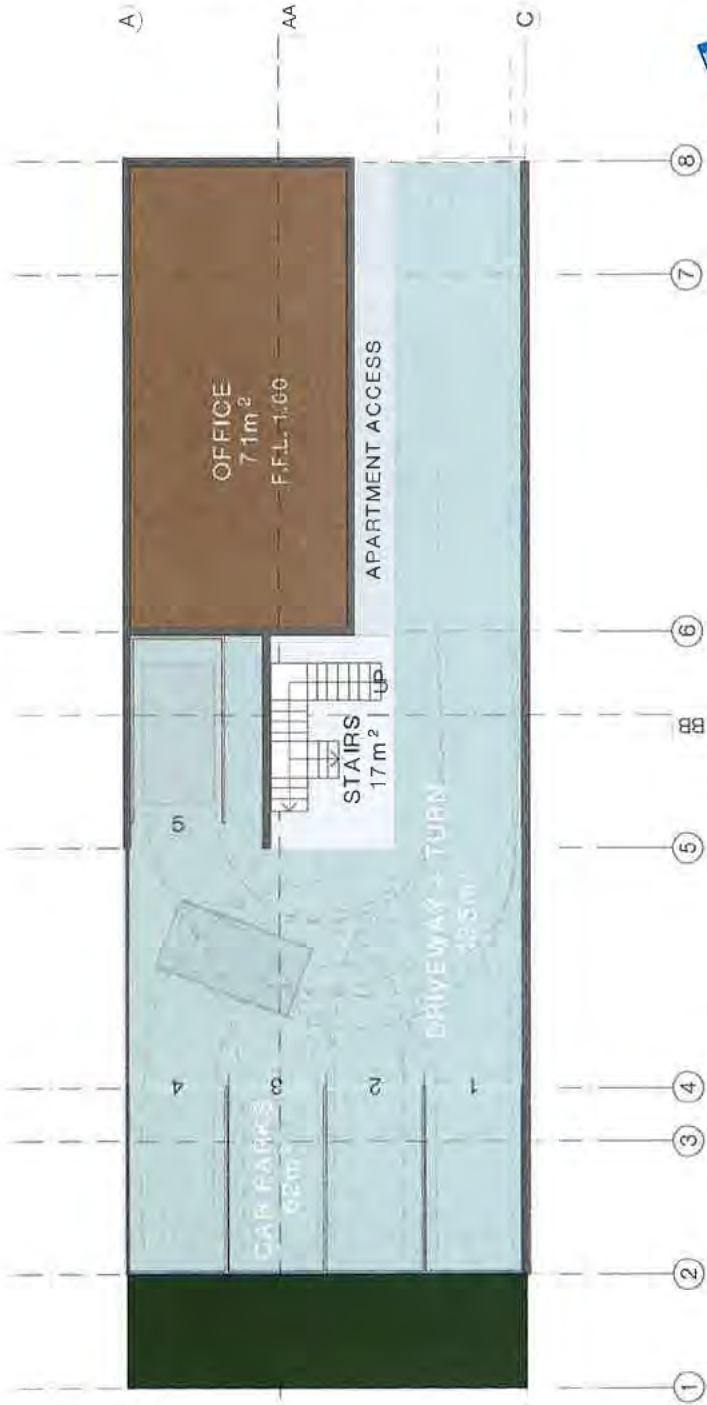
OPTION B

scheme design 28.07.

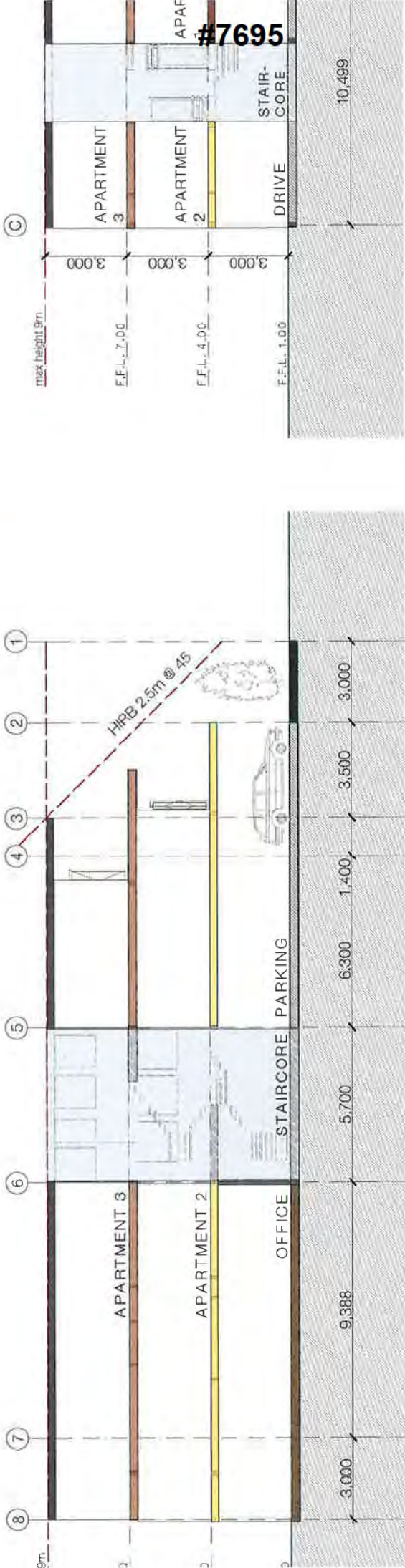
- TOTAL OFFICE SPACE GFA: 71m²
- TOTAL APARTMENTS GFA: 438m² + 11
- TOTAL BUILDING GFA: 509m² + 11
- CAR PARKING TOTAL: 5 car parks
- 1 / 35.5m² of office space | 1 / apartment

This scheme has been documented based on Council GIS viewer and information provide

WYNWARD STREET

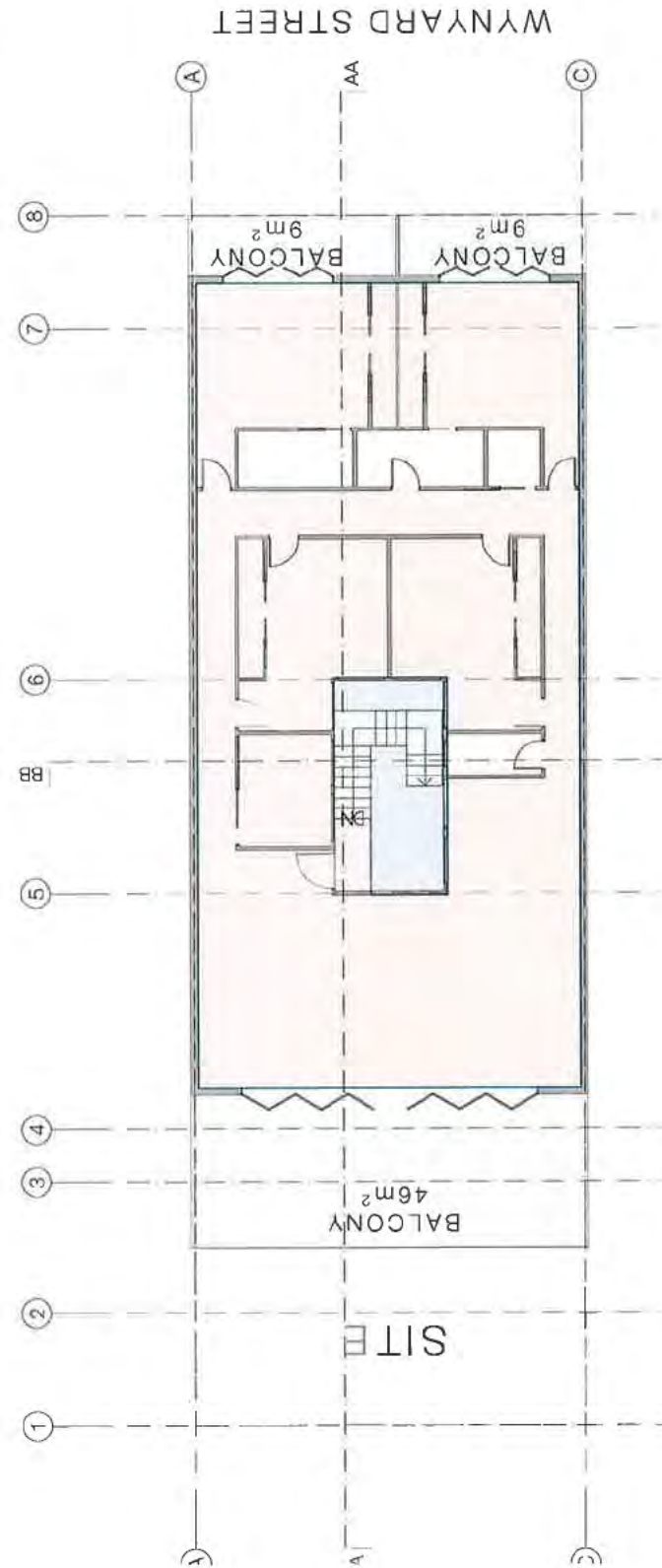
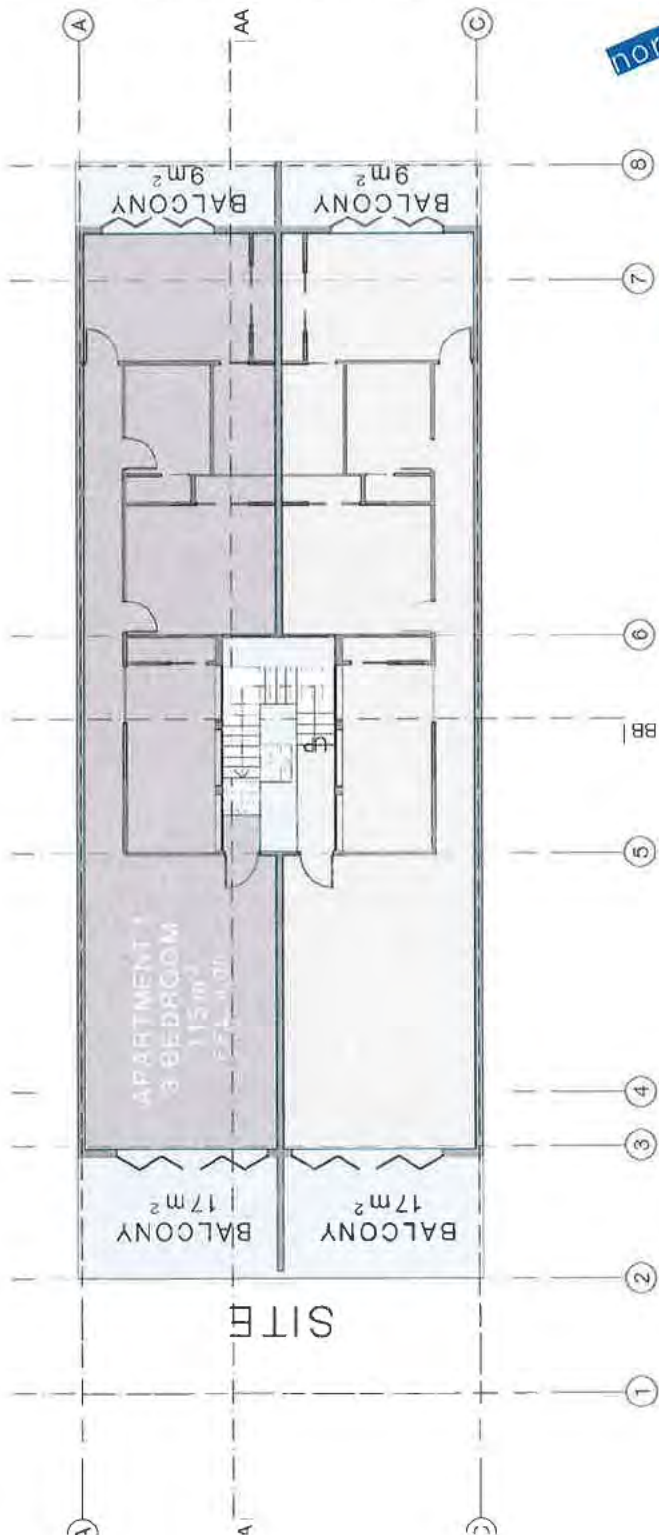


GROUND FLOOR PLAN
SCHEME DESIGN
1:200 @ A3



APARTMENT 12-3 BEDROOM
2 BATHROOM115 m²
(+ 26 m² balcony)**APARTMENT 2**2-3 BEDROOM
2 BATHROOM117 m²
(+ 26 m² balcony)**APARTMENT 3**4 BEDROOM
2.5 BATHROOM206 m²
(+ 64 m² balcony)

WYNYARD STREET





From: cameron.smythe@

Sent: Sunday, 8 May 2022 3:58 PM

To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>

Cc:

Subject: 18 CLARENCE STREET, DEVONPORT (UP 140281) - National Policy Statement on Urban Development 2020 - Owners Submission (Removal of Height Restrictions & Special Character Areas Overlay)

Importance: High

Hi,

Auckland Council currently record our property zone as “Business – Town Centre Zone”.

Our property consists of a developed freehold single lot site with an area of 1,167m².

The proposed zoning changes **REDUCES** our ability to intensify the development of this property.

Your “Preliminary response viewer” maps show a 2 storey limitation – rather than a 9m height control that presently exists.

(2 of 2) ◀ □ ✕

Property Summary

Property Header Address
 18 Clarence Street Devonport Auckland
 0624

Zone/s
 - Business - Town Centre Zone

Management Layer/s on Site
 - Height Variation Control - Retained

Qualifying Matter/s on Site
 - Special Character Areas Overlay -
 Qualifying Matter
 - Height Sensitive Area

[Zoom to](#) ***

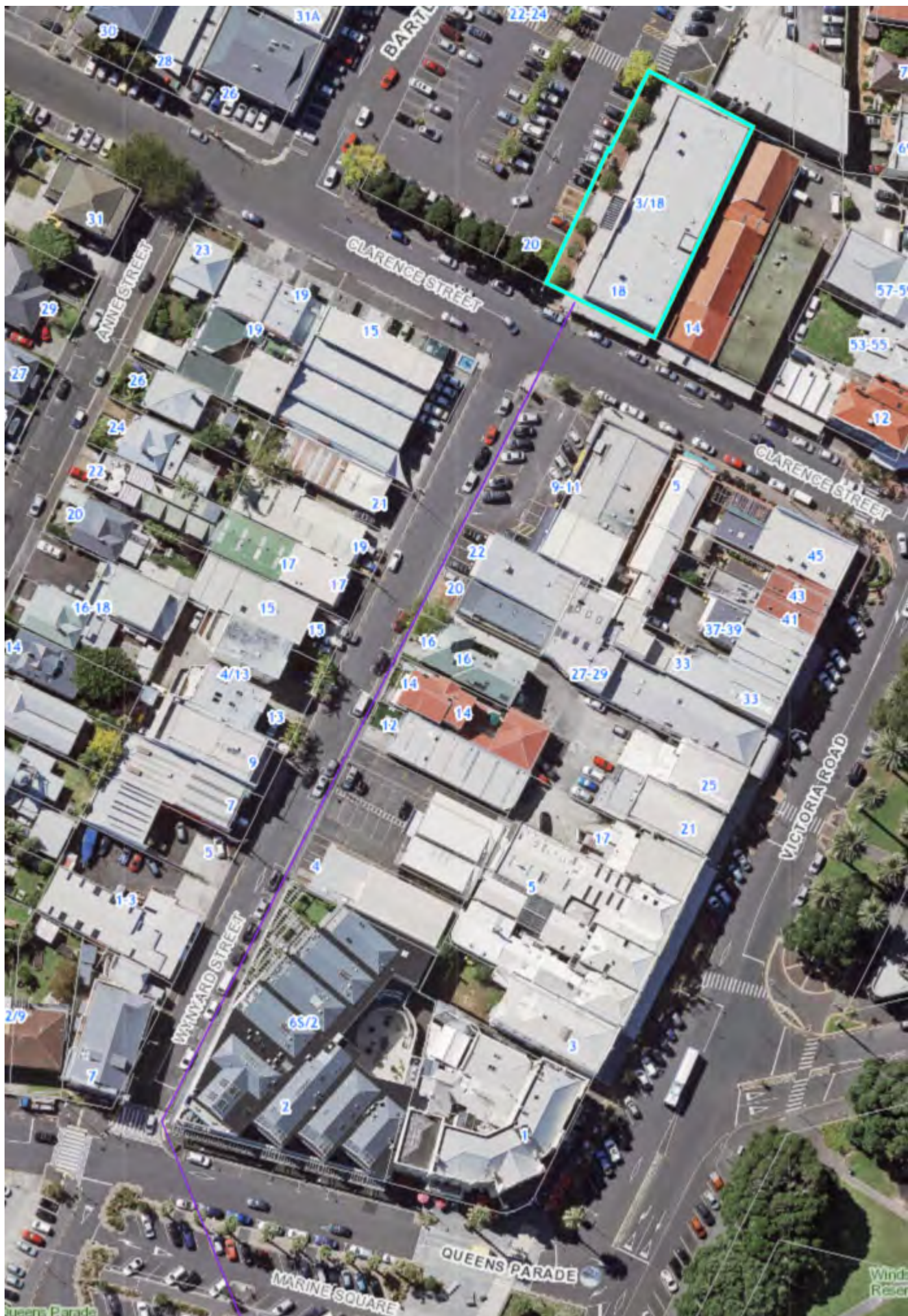
Three storey (9m) developed sites already exist along the adjacent Wynyard Street between #9 and #13 and these have been accepted by our Community for over 30 years.

So why have you proposed a reduced height control when development intensification is mandated by national Government within the NPS-UD!



The proposed 2 storey height control will significantly limit the development potential of this site to the detriment of future generations of Aucklanders.

Our property is located 250 metres away from the Devonport Ferry Terminal (see GeoMaps extract below) – about 3 minutes' walk away!



As this site is in close proximity to a main public transport network we believe that Council should be encouraging the highest possible intensive development to allow for maximum use of this existing public infrastructure.

This is what the Labour Government stipulated in the NPS-UD, which Council are blatantly ignoring.

Auckland will be unable to provide housing and other development for our future generations with such excessive height restrictions on the development within the region.

These Height Restrictions and Special Character Area assessments are inconsistent with the national Government objectives and statutory requirements of the NPS-UP.

Council should be looking to international cities such as Sydney (e.g. Manly), Hong Kong and New York to see how best to incorporate commute using ferries to CBD destinations.

This zoning change is very short sighted and creates no vision to make Auckland a truly international city.

Councillors are spending too much time listening to a vocal minority that wants to look to the past and not to the future!!

Our children and grandchildren need homes and this NIMBY attitude will not deliver homes to them in the areas that they are needed most!

We therefore request that Auckland Council remove the HEIGHT SENSITIVE AREA restriction from our property at 18 CLARENCE STREET, DEVONPORT.

Our property was constructed in the 1990's and has no "Special Character" or Heritage value (see below for photo of existing development on-site).



The construction is concrete with conventional metal roof with carparking at front.

We cannot see any way in which this property can be described as “Special” or “Character”!

Placing blanket overlays on areas is a very lazy way of dealing with Heritage and captures a huge number of properties that should not be within this category.

We also request that the SPECIAL CHARACTER AREAS OVERLAY be removed from our property at 18 CLARENCE STREET, DEVONPORT.

We understand that Chris Darby has stated that the Auckland Council Ferry Infrastructure does **NOT** fall within the definition of a “Rapid Transit Service” – see below definition from NPS-UD.

rapid transit service means any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic

rapid transit stop means a place where people can enter or exit a rapid transit service, whether existing or planned

How can this be, when the Auckland Council has recently spent \$42 million upgrading the Auckland City Ferry Terminal and a number of million upgrading the Devonport Ferry Terminal.

I cannot imagine another method of transport that is further “separated from other traffic” than ferry services!

Surely these two costly facilities should be used to maximum advantage by focusing development within the contributing catchments for the ferry services.

We also understand that Council has also invested another \$27 million upgrading and transforming the existing ferries with new electric versions.

Auckland City Ferry Terminal must have the capability of processing >15,000's of commuters per hour from around the Auckland region when fully utilised.

The Devonport Ferry Terminal has two berths and has ferries running to and from the City every 15 minutes during peak hours – this must also have the ability to cater for >2,500 commuters per hour.

The patronage from Devonport is only limited due to the lack of intensified development at present.

There is only a 15 to 25 minute commute from Devonport to Auckland CBD – why is this not a priority to enhance and improve the intensity of development to utilise this feature to the utmost?

It beggars belief why Council would invest such huge sums without this infrastructure being a core component of the transport infrastructure and a “Rapid Transit Service”.

We therefore consider that the Devonport Wharf and associated ferry transportation infrastructure within the Auckland Region is consistent with the definitions of Rapid Transit Service and Rapid Transit Stop within the NPS-UD.

We are seeking clarification from the Minister as to the scope of the definition of “Rapid Transit Service” and where significant ferry services / infrastructure fits within this definition.

Our property is less than 1 minutes' walk from the Devonport Wharf, 15 to 25 minutes from the Auckland CBD and has ready access to the rest of the marine areas of Auckland through the ferry network and therefore extensive development should be proposed.

The current implementation of the NPS-UD by Auckland Council has ignored the national government mandatory requirements for intensification and fails to deliver both a World Class City and also homes for future generations in areas in which they need in favour of pandering to NIMBY activists.

Should you require any further information, please do not hesitate to contact me

Kind regards,
Bill & Denise Smythe
Trustees
Pentagon Trust

From: linda lockie
Sent: Sunday, 8 May 2022 4:51 PM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: RE: SUBMISSION ON THE PROPOSED REZONING OF GROVE ROAD

We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. It appears that a mistake has been made in the zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The overwhelming majority of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road. The south side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be consistent with the immediate and broader Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
---------	------	---------	-------------------

20 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
18 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
16 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
14 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
6 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
4 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

brochure “Heritage Walks of Devonport – Cheltenham and Fort Takapuna”, and Grove Road is included in a heritage walk that explores different themes in the historical development of Devonport and Narrow Neck.

This submission does not make specific reference to properties on Vauxhall Road, Narrow Neck, which have been zoned ‘Residential - Mixed Housing Urban Zone’ but this zoning also looks inconsistent and should also be reviewed.

Linda Lockie



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: Bert Denee
Sent: Sunday, 8 May 2022 4:57 PM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: Proposed rezoning of Grove Road, Devonport

We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. It appears that a mistake has been made in the zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The overwhelming majority of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road. The south side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be consistent with the immediate and broader Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
20 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area

18 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
16 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
14 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
6 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
4 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

In further support for this zone assessment, the area zoned as 'Residential - Mixed Housing Urban Zone' includes at least 6 Special Character (heritage) houses listed above. One of the houses (8 Grove Road) features on the cover of a brochure "Heritage Walks of Devonport – Cheltenham and Fort Takapuna", and Grove Road is included in a heritage walk that explores different themes in the historical development of Devonport and Narrow Neck.

This submission does not make specific reference to properties on Vauxhall Road, Narrow Neck, which have been zoned 'Residential - Mixed Housing Urban Zone' but this zoning also looks inconsistent and should also be reviewed.

It is quite apparent that whoever came up with this plan is just another desk jockey bludging off the long suffering ratepayers, and I would like to see evidence that they even bothered to visit the area in person. This sort of Soviet approach to planning communities might appeal to lazy bureaucrats, but it has no place in a democracy.

GWS Denee



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: Richard Hughes
Sent: Sunday, 8 May 2022 8:08 PM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: Proposed rezoning submission

To whom it may concern,

We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. It appears that a mistake has been made in the zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The overwhelming majority of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road. The south side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be consistent with the immediate and broader Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
20 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area

18 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
16 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
14 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
6 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
4 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

In further support for this zone assessment, the area zoned as 'Residential - Mixed Housing Urban Zone' includes at least 6 Special Character (heritage) houses listed above.

This submission does not make specific reference to properties on Vauxhall Road, Narrow Neck, which have been zoned 'Residential - Mixed Housing Urban Zone' but this zoning also looks inconsistent and should also be reviewed.

Kind regards,

Richard Hughes



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From:**Sent:** Sunday, 8 May 2022 8:21 PM**To:** Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>**Subject:** Submission in relation to Unitary Plan Changes - Grove Road Devonport

To whom it may concern,

. We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. It appears that a mistake has been made in the zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The overwhelming majority of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road. The south side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be consistent with the immediate and broader Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
---------	------	---------	-------------------

20 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
18 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
16 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
14 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
6 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
4 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

In further support for this zone assessment, the area zoned as 'Residential - Mixed Housing Urban Zone' includes at least 6 Special Character (heritage) houses listed above. One of the houses (8 Grove Road) features on the cover of a brochure "Heritage Walks of Devonport – Cheltenham and Fort Takapuna", and Grove Road is included in a heritage walk that explores different themes in the historical development of Devonport and Narrow Neck.

This submission does not make specific reference to properties on Vauxhall Road, Narrow Neck, which have been zoned 'Residential - Mixed Housing Urban Zone' but this zoning also looks inconsistent and should also be reviewed.

I am happy to be contacted about this submission either at this email address or on 021 363 007

Regards,

Phillip McGivern and Jody McGivern

Property Owners



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: greg stacy
Sent: Sunday, 8 May 2022 9:30 PM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: Submission Re Zoning Grove Road Narrow Neck

From Greg and Ann Stacy

We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. It appears that a mistake has been made in the zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The overwhelming majority of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road. The south side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be consistent with the immediate and broader Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
20 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area

18 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
16 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
14 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
6 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
4 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

In further support for this zone assessment, the area zoned as 'Residential - Mixed Housing Urban Zone' includes at least 6 Special Character (heritage) houses listed above. One of the houses (8 Grove Road) features on the cover of a brochure "Heritage Walks of Devonport – Cheltenham and Fort Takapuna", and Grove Road is included in a heritage walk that explores different themes in the historical development of Devonport and Narrow Neck.

This submission does not make specific reference to properties on Vauxhall Road, Narrow Neck, which have been zoned 'Residential - Mixed Housing Urban Zone' but this zoning also looks inconsistent and should also be reviewed.

I have attached a photos of the Heritage Walk Brochure, and the Grove Rest Home, 8 Grove Road, Narrow NMeck which features on the cover of in Heritage Walks of Devonport

Regards

Greg Stacy



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept respons bility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.



Heritage Walks of Devonport

Cheltenham – Fort Takapuna

Approximately 1 hour,
excluding optional loops



Turn left onto Grove Road



13

14 B Grove Road

This large residence was built in the early twentieth century for John A Artha and his family. One of the sons, John P Artha, was an amateur astronomer and a founding committee member of the Auckland Astronomical Society. He gave talks on astronomy and wrote articles on the subject for local newspapers from the 1910s. In the early 1920s substantial additions were made including the tower on the western side of the house, designed to house Artha's telescope. The dwelling remained in the Artha family until the late 1940s. It is currently a rest home.

Turn right into Vauxhall Road

From: Ella Dennee
Sent: Sunday, 8 May 2022 11:07 PM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: Grove Road zoning

To whom it may concern,

Re: Grove Road zoning

We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. It appears that a mistake has been made in the zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The overwhelming majority of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road. The south side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be consistent with the immediate and broader Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
20 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
18 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
16 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
14 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
6 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
4 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

age) houses listed above.

One of the houses (8 Grove Road) features on the cover of a brochure “Heritage Walks of Devonport – Cheltenham and Fort Takapuna”, and Grove Road is included in a heritage walk that explores different themes in the historical development of Devonport and Narrow Neck.

This submission does not make specific reference to properties on Vauxhall Road, Narrow Neck, which have been zoned ‘Residential - Mixed Housing Urban Zone’ but this zoning also looks inconsistent and should also be reviewed.

Thank you for your consideration.

Kind regards,

Ella Denee



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: Jonathan Skilton
Sent: Monday, 9 May 2022 9:56 AM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Cc: Debbie Skilton
Subject: Unitary Plan Submission for Grove Road, Narrow Neck, Auckland 0624

Kia ora

Our unitary plan submission is attached.

Nga mihi nui

Jonathan Skilton



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

9 May 2022

16 Grove Road
Narrow Neck
Auckland

Auckland Council

We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck

We live at 16 Grove Road, Narrow Neck, Auckland 0624. We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS (see attached map) and the zoning for the northern side of Grove Road, Narrow Neck.

It appears that a mistake has been made in the zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The overwhelming majority of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road. The south side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be consistent with the immediate and broader Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
20 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
18 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
16 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
14 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
6 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
4 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

The maps below illustrate the outlier status of Grove Road in comparison to the rest of the Devonport Peninsula.

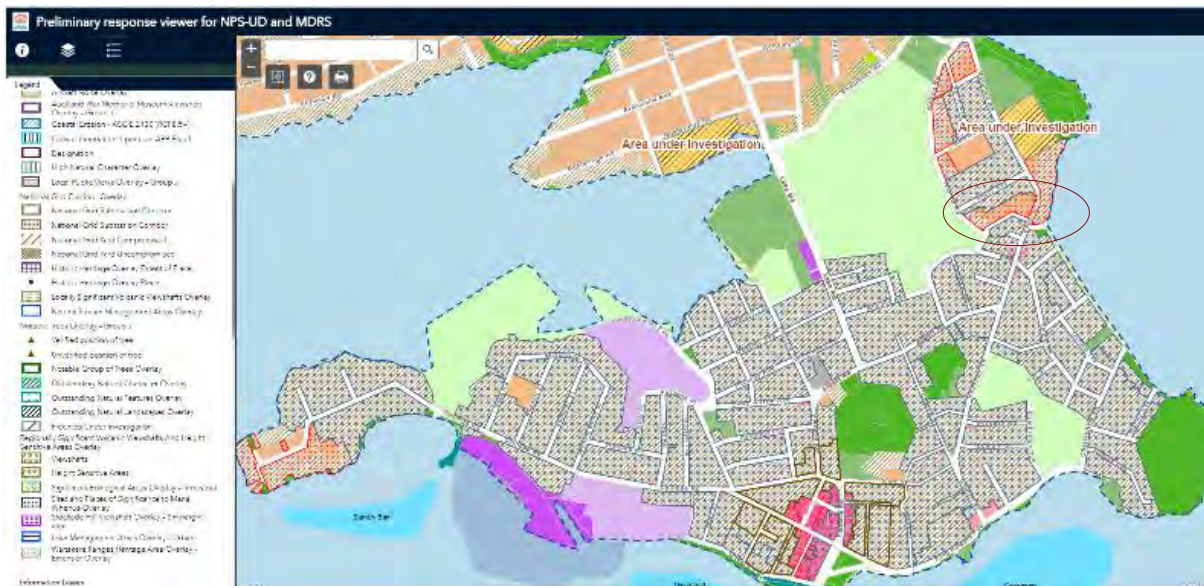


Diagram 1: Devonport Peninsula Graphic

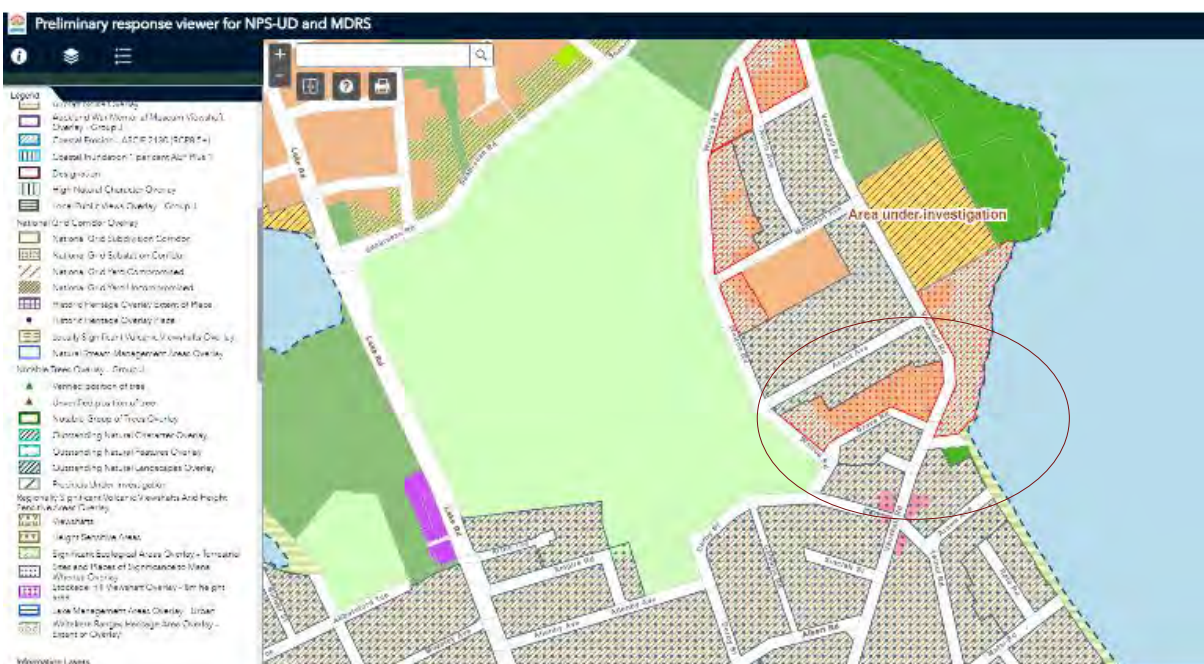


Diagram 2: Devonport Peninsula Graphic zoning into Grove Road

A selection of houses from our beautiful heritage street is shown below.



Yours faithfully / Nga mihi nui

Jonathan Skilton

Jonathan Skilton and Debbie Skilton, Homeowners: 16 Grove Road, Narrow Neck, Auckland 0624

From: Cherie Lane
Sent: Monday, 9 May 2022 11:15 AM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: MDRS Rezoning Proposals - 79 Stanley Point Road, devonport

Good morning,

Could you please forward the attached to appropriate person / group in Council reviewing and receiving feedback to above. Thank you

Could you please provide acknowledgement of receipt of this feedback.

Many thanks
Cherie

Cherie Lane

For and on behalf of:
Lane Associates Ltd.
PO Box 32-271
Auckland, 0744
New Zealand
Ph: +64 9 445-2995
Mbl: +64 21 764 201
Website: <http://www.laneassociates.co.nz/>

This message including any attachments is confidential and may contain privileged information. If you are not the intended recipient of this message, you are not permitted to copy, disclose or use the content in any way. If you have received this message in error please notify the sender immediately via email and then destroy this message and any attachments. Thank you.

9th May 2022

The Chief Executive Officer
Auckland Council
Private Bag 92300
AUCKLAND 1142

Attention: Team Leader – Plans and Places

Dear Sir / Madam,

**Subject: FEEDBACK TO INTENSIFICATION PROPOSALS- 79 STANLEY
POINT ROAD, DEVONPORT**

On behalf of our client, Mr Ivan Kaverzine, we provide feedback to the recently notified intensification proposals by Council. These proposals, in the form of maps, are, we understand, in response to requirements of the NPS-UD and, more specifically, the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.

Background

Mr Kaverzine is the owner of the residentially zoned site, located at 79 Stanley Point Road, Devonport. We provide a Location Plan and current zoning context (AUP), as **Attachment 1**, showing the existing zoning and locality. The site is zoned Single House zone and is subject to the Special Character area overlay.

The rezoning proposals seek to retain the Single House zone, with the removal of the character area overlay (shown **Attachment 2**). This is in contrast to the proposal to rezone other sites in close proximity to this site, to Residential – Mixed Housing Urban (being all sites opposite, on the northern side of the road; together with a number to the east and one to the west, **Attachment 3**).

Rezoning Concerns

These zoning proposals appear to support a form of spot zoning which is, we consider, poor planning practice. This location has been identified as no longer meeting the character area value test. This is evident from the assessments undertaken by Council for this rezoning exercise as well as the actual variability of housing stock in this location, with many houses being of a contemporary build along the southern side of the road.

P O Box 32 271
Devonport Auckland 0744
New Zealand
Ph: +64 9 445 2995

The retention of the Single House zone on these sites (including 79 Stanley Point Road) does not therefore rely on the character area overlay as a 'qualifying matter' in order to exempt it from intensification proposals. Rather, the plans have identified that in this case the 'Coastal Erosion overlay' is deemed to be a 'qualifying matter' for this purpose of exemption (**Attachment 4**).

We are concerned by (and hence query the applicability of) this newly introduced overlay (as shown, **Attachment 5**), as being unjustifiably extensive. This overlay spans a depth of approximately 60 metres from the peninsula's cliff edge, incorporating a large swathe of residential land. The extent of this overlay does not match the coastal inundation control, as applies in the Unitary plan (shown **Attachment 6**), which, appropriately, and as is expected, is located along the cliff edge.

We are concerned that reliance on this arbitrary new overlay is having the effect of unnecessarily restricting the Council's ability to up-zone this land; which would otherwise be entirely appropriate and consistent with the intent and purpose of the RMA Amendment Act.

Relief Sought / Feedback Offered

Mr Kaverzine, as owner of the site, 79 Stanley Point Road, Devonport, requests that, for the above reasons, this site is rezoned to **Residential- Mixed Housing Urban** in the future plan change, due to be released by Council in August this year. The 'qualifying matter' of the newly introduced 'coastal erosion overlay' should be removed from these southern properties, Stanley Point Road, because there is no evidence that the location and extent of this overlay is justified.

In that regard, it is sought that those front sites along this leg of Stanley Point Road, without a cliff edge boundary, be rezoned to **Residential- Mixed Housing Urban** (numbers 75A, 77A, 79 and 81A Stanley Point Road), shown **Attachment 7**.

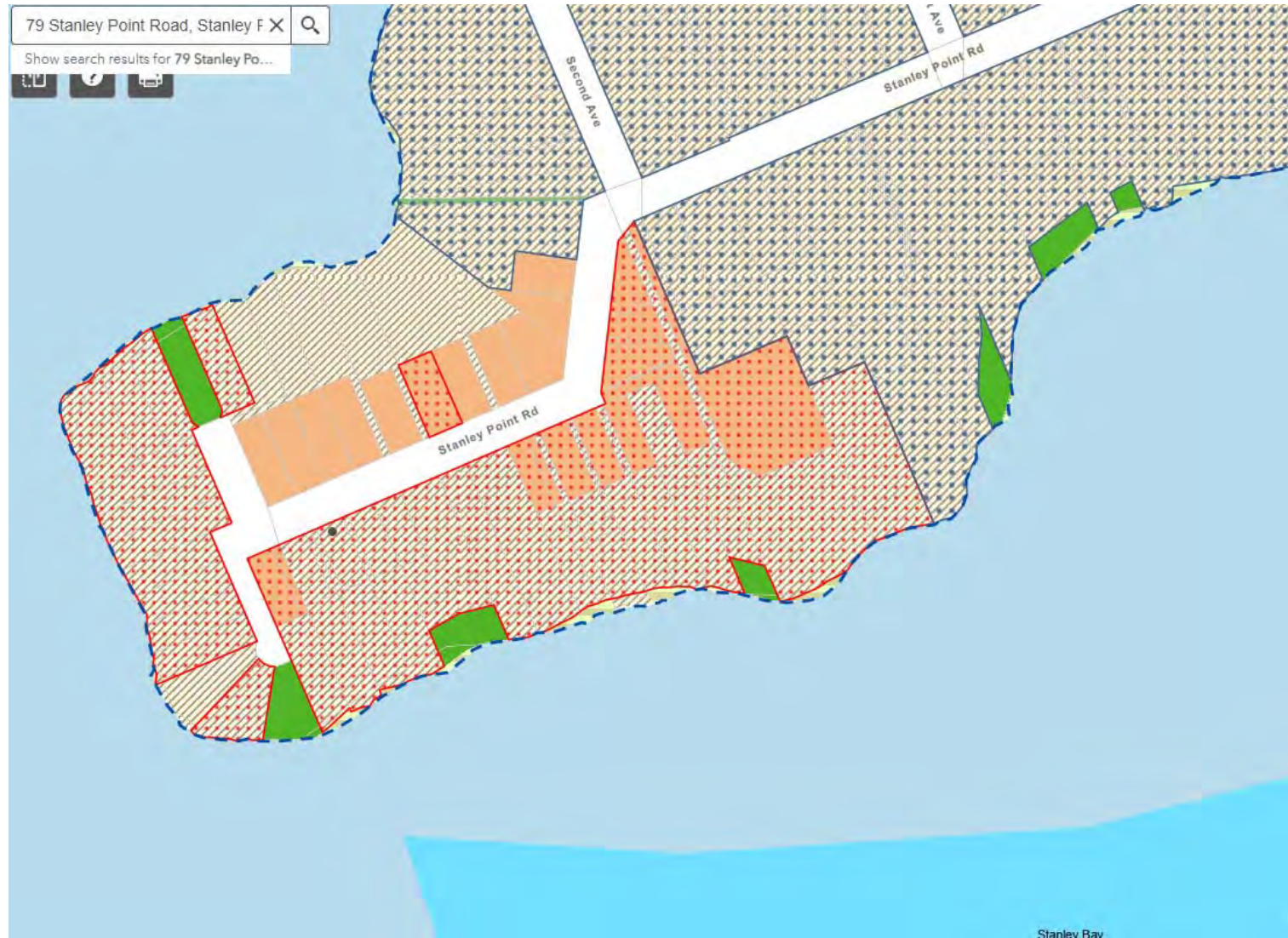
We fully support this request and believe that this would enable an appropriate, efficient and effective use of this land. We would appreciate acknowledgement of receipt of this letter and would be pleased to clarify any matters arising.

Yours sincerely
For and on behalf of
LANE ASSOCIATES LTD

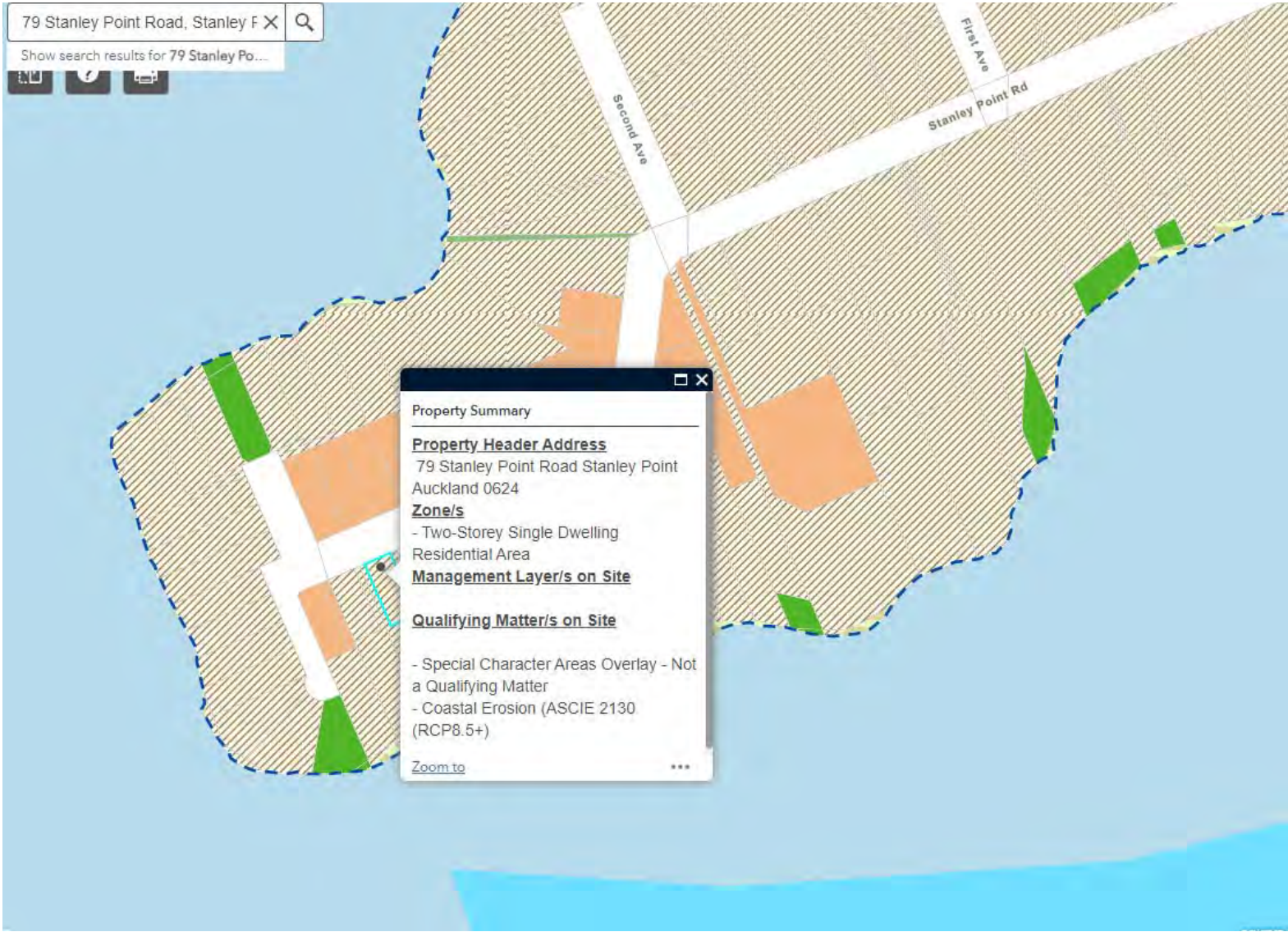


Cherie Lane

Attachment 2: Removal of Character Area overlay- Stanley Point



Attachment 4: 79 Stanley Point Road – MDRS Proposal



Attachment 6 : Coastal Inundation Control (AUP) - Stanley Point Road



Attachment 1: Location Map and Zoning Context (AUP)



Attachment 3 Zoning Proposals – Stanley Point Road



Attachment 5: 79 Stanley Point Road – Qualifying Matters



Attachment 7: Rezoning Request - Stanley Point Road



From: Melanie Toft

Sent: Monday, 9 May 2022 1:56 PM

To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>

Subject: Request to change proposed zoning - Narrow Neck, Devonport

We live at 2a Grove Road, Narrow Neck, Auckland 0624. We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. It appears that a mistake has been made in the zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The overwhelming majority of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road. The south side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be consistent with the immediate and broader Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
20 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
18 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area

16 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
14 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
6 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
4 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

In further support for this zone assessment, the area zoned as 'Residential - Mixed Housing Urban Zone' includes at least 6 Special Character (heritage) houses listed above. One of the houses (8 Grove Road) features on the cover of a brochure "Heritage Walks of Devonport – Cheltenham and Fort Takapuna", and Grove Road is included in a heritage walk that explores different themes in the historical development of Devonport and Narrow Neck.

This submission does not make specific reference to properties on Vauxhall Road, Narrow Neck, which have been zoned 'Residential - Mixed Housing Urban Zone' but this zoning also looks inconsistent and should also be reviewed.

I attach a photo showing the height sensitivity of my property, the pale blue structure in the foreground is the garage of 4 Grove Road – if this were to go up in height we would lose our current views of Maungauika North Head (labelled 1) and the Auckland Sky Tower (labelled 2).

We look forward to your favourable reconsideration for our property.

Kind regards

Melanie Toft

This email may contain information which is confidential and/or subject to legal privilege. If you are not the intended recipient, please immediately notify the sender and delete the email.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: David Glenn
Sent: Monday, 9 May 2022 5:42 PM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: Devonport rezoning review

We live at 7 Ascot Avenue, Narrow Neck, Auckland 0624. We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. It appears that a mistake has been made in the zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The overwhelming majority of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road. The south side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be consistent with the immediate and broader Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
20 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
18 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
16 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area

14 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
6 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
4 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

In further support for this zone assessment, the area zoned as 'Residential - Mixed Housing Urban Zone' includes at least 6 Special Character (heritage) houses listed above. One of the houses (8 Grove Road) features on the cover of a brochure "Heritage Walks of Devonport – Cheltenham and Fort Takapuna", and Grove Road is included in a heritage walk that explores different themes in the historical development of Devonport and Narrow Neck.

This submission does not make specific reference to properties on Vauxhall Road, Narrow Neck, which have been zoned 'Residential - Mixed Housing Urban Zone' but this zoning also looks inconsistent and should also be reviewed.

David Glenn

Ascot Capital Management Limited

7 Ascot Avenue, Narrow Neck, Auckland 0624, New Zealand

Notice of Confidential Information:

This message is for the named person's use only. It may contain confidential, proprietary or legally privileged information. No confidentiality or privilege is waived or lost by any mistransmission. If you receive this message in error, please immediately delete it and all copies of it from your system, destroy any hard copies of it and notify the sender. You must not, directly or indirectly, use, disclose, distribute, print, or copy any part of this message if you are not the intended recipient.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: Alice Doddrell
Sent: Monday, 9 May 2022 8:41 PM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: Proposed Rezoning - Grove Road, Narrow Neck, Auckland

To whom it may concern,

We live at 11 Ascot Ave, Narrow Neck, Auckland 0624. We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. It appears that a mistake has been made in the zoning of **2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road** as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'.

We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The overwhelming majority of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road. The south side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be consistent with the immediate and broader Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
20 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
18 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area

16 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
14 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
6 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
4 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

In further support for this zone assessment, the area zoned as 'Residential - Mixed Housing Urban Zone' includes at least 6 Special Character (heritage) houses listed above. One of the houses (8 Grove Road) features on the cover of a brochure "Heritage Walks of Devonport – Cheltenham and Fort Takapuna", and Grove Road is included in a heritage walk that explores different themes in the historical development of Devonport and Narrow Neck.

This submission does not make specific reference to properties on Vauxhall Road, Narrow Neck, which have been zoned 'Residential - Mixed Housing Urban Zone' but this zoning also looks inconsistent and should also be reviewed.

Thank you for reviewing the proposed unitary plan, we look forward to hearing from you.

Kind regards
Alice

Alice Disher

SMITH & PEACH



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: Toft, Alistair
Sent: Monday, 9 May 2022 9:22 PM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: Request to change proposed zoning - Narrow Neck, Devonport

This email is to object to the proposed zoning of 2A Grove Road, Narrow Neck and a property which is on our boundary, 113 Vauxhall Road, Narrow Neck.

2A Grove Road, Narrow Neck

We live at 2a Grove Road, Narrow Neck, Auckland 0624. We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. It appears that a mistake has been made in the zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The overwhelming majority of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road. The south side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be consistent with the immediate and broader Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
---------	------	---------	-------------------

The zoning 'Residential - Mixed Housing Urban Zone' for Vauxhall Road (including 113 Vauxhall Road) is also inconsistent with the broader approach taken to Devonport and Narrow Neck and should also be reviewed and be amended Two-Storey Single Dwelling, Residential Area – Special Character Area Overlay.

We look forward to your favourable reconsideration for our property and 113 Vauxhall Road.

Kind regards

Alistair Toft

This e-mail and any attachments to it (the "Communication") is, unless otherwise stated, confidential, may contain copyright material and is for the use only of the intended recipient. If you receive the Communication in error, please notify the sender immediately by return e-mail, delete the Communication and the return e-mail, and do not read, copy, retransmit or otherwise deal with it. Any views expressed in the Communication are those of the individual sender only, unless expressly stated to be those of Australia and New Zealand Banking Group Limited ABN 11 005 357 522, or any of its related entities including ANZ Bank New Zealand Limited (together "ANZ"). ANZ does not accept liability in connection with the integrity of or errors in the Communication, computer virus, data corruption, interference or delay arising from or in respect of the Communication.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.



20 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
18 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
16 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
14 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
6 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
4 Grove Road	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Road	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

In further support for this zone assessment, the area zoned as 'Residential - Mixed Housing Urban Zone' includes at least 6 Special Character (heritage) houses listed above. One of the houses (8 Grove Road) features on the cover of a brochure "Heritage Walks of Devonport – Cheltenham and Fort Takapuna", and Grove Road is included in a heritage walk that explores different themes in the historical development of Devonport and Narrow Neck.

I attach a photo showing the height sensitivity of my property, the pale blue structure in the foreground is the garage of 4 Grove Road – if this were to go up in height we would lose our current views of Maungauika North Head (labelled 1) and the Auckland Sky Tower (labelled 2).

113 Vauxhall Road, Narrow Neck

We also consider that a mistake has been made in relation to the proposed zoning of part of Vauxhall Road, and in particular 113 Vauxhall Road, Narrow Neck, as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. 113 is Vauxhall Road runs alongside the northwest boundary of our property and is accessible by a long driveway off Vauxhall Road. The single story property sits on land which is already 5-6 ft above the height of our property. This already creates privacy issues as the property overlooks our lounge/back garden. Privacy would be significantly impaired and sunlight would be completely lost should this property be replaced with a three story property. Please let me know if you'd like me to forward pictures to evidence the current height difference between 2A Grove Road and 113 Vauxhall Road.

The existing property at 113 Vauxhall Road is a villa and a special character (heritage) house.

From: Jill and John McNaughton
Sent: Monday, 9 May 2022 11:16 PM
To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>
Subject: Unitary Plan proposal - Grove Road, Narrow Neck

To whom it may concern,

Please see the attachment as evidence to justify an exemption to the government-directed building heights and densities. The zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

Please read the rest of the attached letter as further evidence and explanation of the need to change of zoning.

Thank you for your consideration.

Jill & John McNaughton



To whom it may concern,

We live at **20 Grove Rd**, Narrow Neck, Auckland 0624. We have reviewed the proposed Auckland Council's preliminary response to NPS-UD and MDRS and the zoning for the northern side of Grove Road, Narrow Neck. It *appears that a mistake has been made* in the zoning of 2, 2A, 4, 6, 8, 14, 16, 18 and 20 Grove Road as 'Residential - Mixed Housing Urban Zone / Special Character Areas Overlay - Not a Qualifying Matter'. We believe these properties should be 'Two-Storey Single Dwelling Residential Area' with certain properties having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. This ensures consistency of zoning treatment in the area and will maintain the existing heritage of Grove Road.

The **overwhelming majority** of Devonport / Narrow Neck, south of Seabreeze Road, has been proposed to be zoned 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. Only shopping areas and existing apartment buildings have been zoned differently. There are no shopping areas or apartment buildings in Grove Road.

The south side = opposite side of Grove Road is in 'Two-Storey Single Dwelling Residential Area' with many having 'Special Character Areas Overlay and Qualifying Matter: Height Sensitive Area'. To be **consistent with the immediate and broader** Devonport / Narrow Neck area the zoning assessment for the following properties should be amended to:

Address	Zone	Overlay	Qualifying Matter
20 Grove Rd	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
18 Grove Rd	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
16 Grove Rd	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
14 Grove Rd	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
8 Grove Rd	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
6 Grove Rd	Two-Storey Single Dwelling Residential	Special Character	Height Sensitive Area

	Area	Areas Overlay	
4 Grove Rd	Two-Storey Single Dwelling Residential Area	Special Character Areas Overlay	Height Sensitive Area
2A Grove Rd	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area
2 Grove Rd	Two-Storey Single Dwelling Residential Area	None	Height Sensitive Area

In further support for this zone assessment, the area zoned as 'Residential - Mixed Housing Urban Zone' includes at least 6 Special Character (heritage) houses listed above. One of the houses (8 Grove Road) features on the cover of a brochure "Heritage Walks of Devonport – Cheltenham and Fort Takapuna", and Grove Road is included in a heritage walk that explores different themes in the historical development of Devonport and Narrow Neck.

This submission does not make specific reference to properties on Vauxhall Road, Narrow Neck, which have been zoned 'Residential - Mixed Housing Urban Zone' but this zoning also looks inconsistent and should also be reviewed.

Thank you for considering our feedback,

J & J McNaughton