Auckland Council
Te Kaunihera o Tāmaki Makaurau

Date: Monday, 30 May 2022

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

Waitemata Local Board

WRITTEN FEEDBACK Vol 8 (5963-6687)

Sub #	First name	Last name	Organisation name	Local board	Volume
5963	Steven & Shirley	Wang		Waitematā	8
5968	Richard	Meyers		Waitematā	8
5975	Rosemary	Wall		Waitematā	8
5978	Kate	Popham		Waitematā	8
5983	William	Somerville		Waitematā	8
5992	Colin	Crisp		Waitematā	8
5994	Brett	Maclennan		Waitematā	8
5995	Frank	Gototweski		Waitematā	8
5996	Paul	Farrugia		Waitematā	8
5997	Thomas	Trevilla		Waitematā	8
5998	Nikita	Kearsley		Waitematā	8
6001	Paige	Herbst		Waitematā	8
6006	Matthew	Knight		Waitematā	8
6007	Tom	Bennett		Waitematā	8
6013	Julie	Stirling		Waitematā	8
6014	Valerie	Cole		Waitematā	8
6016	Brian	Putt		Waitematā	8
6018	Chris	Burt		Waitematā	8
6029	Jeris	Stevenson		Waitematā	8
6031	Declan	Graham		Waitematā	8
6033	John	McConnell		Waitematā	8
6039	Nicola	Sedgley		Waitematā	8
6048	Eliza	Gleeson		Waitematā	8
6056	Paul	Crimmins		Waitematā	8
6063	Harry	Hornabrook		Waitematā	8
6065	Tim	Stevenson		Waitematā	8
6066	Helen	Vernon		Waitematā	8
6071	Roger	Levie		Waitematā	8
6073	Doug	Stockwell		Waitematā	8
6077	Rob	Henderson		Waitematā	8
6084	Sol	De Sully		Waitematā	8
6085	Laurie	Newhook		Waitematā	8
6092	Kent	Dadson		Waitematā	8
6096	Vaughan	Peters		Waitematā	8
6102	Herne Bay Residents Association Inc.	M. Kohler on behalf of HBRAI	Herne Bay Residents Association Inc.	Waitematā	8
6110	Julie	Nicholls		Waitematā	8
6111	Elisabeth	Burgess		Waitematā	8
6112	David	Roberton		Waitematā	8
6114	Murray	Giblin		Waitematā	8
6116	Hasini	Wanigasuriya		Waitematā	8
6117	Matthew	Prasad	Holistic Urban Environments Ltd	Waitematā	8
6120	Grant	McMillan		Waitematā	8
6121	Sandra	Stockwell		Waitematā	8
6123	John	Love	Civic Lane Limited	Waitematā	8
6124	Lisa	Roberton		Waitematā	8
6131	Kate	Stanton		Waitematā	8
6140	Patrick	Reynolds		Waitematā	8
6141	Rebecca	Macky		Waitematā	8
6143	Stuart	Bode		Waitematā	8
6156	Warwick	Lee		Waitematā	8
6170	Harrison	Burnard	Civix Ltd	Waitematā	8
6176	E	Chambers		Waitematā	8
6180	Katharine	Buchanan		Waitematā	8
6181	Paul	Jurasovich		Waitematā	8
6188	Barrie	Connor		Waitematā	8
6191	Iain	McManus	The Society of Mary Trust Board	Waitematā	8
6193	Andrew	Fletcher		Waitematā	8
6194	Sally	James		Waitematā	8
6197	Wendy	Moffett		Waitematā	8
6199	Rosemary	Mitford-Taylor		Waitematā	8
6201	Paul	NIchols-Marcy		Waitematā	8
6204	Alana	O'Neill		Waitematā	8
6208	Kathy	Cattell		Waitematā	8
6210	Megan	Wall		Waitematā	8
6214	Harinder	Singh		Waitematā	8
6215	PHILIPPA	Clark		Waitematā	8
6220	Rosalia	Pimm		Waitematā	8
6222	Heidi	Sommerville		Waitematā	8
6232	Paul	Skinner		Waitematā	8
6239	Owen	Burn	Private Client	Waitematā	8
6248	Anthony	Franklin-Ross		Waitematā	8
6260	Brian	Croxford		Waitematā	8
6269	wendy	Irwin		Waitematā	8
6274	Chris	Cherry		Waitematā	8
6276	Ardeth	Lobet		Waitematā	8
6281	Simon	Hart		Waitematā	8
6282	mike	blackburn		Waitematā	8
6284	GRANT	RICHARDSON		Waitematā	8
6285	Michael	Lang		Waitematā	8
6286	John	Youdale		Waitematā	8
6290	Des	Brennan		Waitematā	8
6299	Marilyn	Horne		Waitematā	8
6303	Debra	Warren		Waitematā	8
6313	Alex	Walker		Waitematā	8
6317	amanda	gibbs		Waitematā	8

Sub #	First name	Last name	Organisation name	Local board	Volume
6319	Amber	Jensen		Waitematā	8
6322	Nick	Edwards		Waitematā	8
6323	Charles	Collins		Waitematā	8
6334	Jim	Clark		Waitematā	8
6337	Kirsty	Sharp		Waitematā	8
6339	Peta	Drayton		Waitematā	8
6343	Lance	Hessell	Civix Ltd	Waitematā	8
6345	Joshua	Money		Waitematā	8
6346	Alison	Vernon		Waitematā	8
6348	Thomas	Buchanan		Waitematā	8
6353	Peter	Knox		Waitematā	8
6355	Nathan	Harris	Scentre (New Zealand) Limited	Waitematā	8
6359	Helen	Cherry		Waitematā	8
6363	Steve	Martin		Waitematā	8
6368	Josephine	Hawkey		Waitematā	8
6372	Monique	Nash		Waitematā	8
6384	Terence	Gould		Waitematā	8
6391	Dawn	MacLean		Waitematā	8
6399	Luc	Anderson		Waitematā	8
6405	Julia	Cahill		Waitematā	8
6406	Annabel	Dundas		Waitematā	8
6414	Bronwen	Innes		Waitematā	8
6416	Oskar	Davies		Waitematā	8
6420	Eva	Schliessler		Waitematā	8
6430	Jacob	Griffiths	ICD Property	Waitematā	8
6431	Anil	Sharma		Waitematā	8
6433	Richard	Wells		Waitematā	8
6436	Wayne	Anderson		Waitematā	8
6442	Bronwyn	Trevenen		Waitematā	8
6454	Joanna	Delaney		Waitematā	8
6456	Chris	Cardwell		Waitematā	8
6461	tony	clewett		Waitematā	8
6463	Richard	Giltrap		Waitematā	8
6467	Margaret	Cooper		Waitematā	8
6481	Paula	Wilkinson		Waitematā	8
6486	Pamela	Dziwulska	ICOMOS New Zealand	Waitematā	8
6492	Steve	Frogley		Waitematā	8
6499	Keith	Morris		Waitematā	8
6500	Chris	Harris		Waitematā	8
6505	Holly	Purkis		Waitematā	8
6522	Relda	frogley		Waitematā	8
6532	Harriet	Cory-Wright		Waitematā	8
6548	Owen	Burn		Waitematā	8
6549	william	hayman		Waitematā	8
6559	Michael	Pervan		Waitematā	8
6561	Trevor	Purkis		Waitematā	8
6563	Geraldine	Martin		Waitematā	8
6564	Thomas	Birdsall		Waitematā	8
6566	Simon	Rowntree		Waitematā	8
6567	Paula	Pagani		Waitematā	8
6569	Genevieve	Sinclair		Waitematā	8
6571	Emma	Gregory		Waitematā	8
6578	Harry Wong	Too many people already		Waitematā	8
6579	Margaret	Bryson		Waitematā	8
6582	Peter	Faire		Waitematā	8
6592	Sheila	McCabe		Waitematā	8
6601	Pam	Shearer		Waitematā	8
6606	Claire	Taylor		Waitematā	8
6609	Anna	Perry		Waitematā	8
6615	David	Abbott		Waitematā	8
6619	Grant	O'Neill		Waitematā	8
6621	John	Perry		Waitematā	8
6629	Toby	Reynolds		Waitematā	8
6636	John	Austin		Waitematā	8
6638	David	Honey		Waitematā	8
6639	Louise	Dingley		Waitematā	8
6641	Ruby	Lowe		Waitematā	8
6643	LUKE	NIUE	Parnell Community Committee Inc	Waitematā	8
6653	Mike	Bailey		Waitematā	8
6655	Roger	Burton		Waitematā	8
6664	Alan	Hill		Waitematā	8
6667	Samim	Ozyurteri		Waitematā	8
6674	LUKE	NIUE	Parnell Community Committee (Inc)	Waitematā	8
6683	Pashtrik	Hoxha		Waitematā	8
6686	Glenda	Stebbing		Waitematā	8
6687	Roslyn	I'Anson		Waitematā	8

#5963

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: Steven & Shirley Wang

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

I think the Council has taken a fairly conservative approach on the basis that the Government will likely strip these areas back further. I think the SCA's are important but the fact that they are generally located in the most accessible areas near centres with great access to public transport options.

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

Tell us why

I think if the Council can justify the scale of SCA's through additional intensification elsewhere then that might be a good compromise. Provided this is provided within the walkable catchments as intended by the Government and not just pushed further out of Auckland central as has been seen by the AUP.

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

As long as developers are well aware of the infrastructure constraints upfront then they should know what they are getting into without the opportunity to work with Council to find a solution not being there from the start, which is the case if this qualifying matter is included. Some out of the box thinking is required to unlock such land and there are examples of successful partnerships elsewhere which offer great insight into the out of the box thinking Auckland Council could explore. Including this as a qualifying matter is a bit of a cop out, kind of kicking the can down the road approach.

Other qualifying matters

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

These additional qualifying matters include:

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

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

I do not support such a blanket approach to any of these being included as qualifying matters. I don't think these should be automatically excluding as a qualifying matter. Surely there is a compromise where these could continue to trigger the need for resource consent and therefore the specific effects can be assessed with input from suitably qualified specialists.

I appreciate feedback on Council's decision to make all land which contains Significant Ecological Area (SEA) may not belong in this section and may not be sought at all through this process due to it being identified as a matter of national importance within the RMA and therefore specifically included as one of the Qualifying Matters identified by Government. However, I think this approach is unnecessarily conservative given that many sites across Auckland, large and small contain SEA to varying extents and therefore this approach is likely to have a significant effect in the ability to boost housing capacity as is the Government's intention. As it stands, the majority of those sites containing SEA are zoned Single House (SHZ) or an even lower density zone except in a small number of instances where presumably multi-unit development was already present when the Auckland Unitary Plan came into effect. A significant number of those sites currently in the SHZ with SEA are conveniently located in reasonable proximity to centres and public transport, if not within the walkable catchments as defined by Council.

The Council's proposed approach will severely restrict development of such sites. This is unnecessary and unfair to the owners of these sites. The SEA vegetation is protected by the AUP by virtue of resource consent being required for any vegetation alteration or removal among other things. Council sets a high bar to obtain such consent, and all ecological effects are meticulously considered, reviewed and peer reviewed by suitably qualified specialists throughout the process.

By Council's own admission in their reasoning to not include Notable Trees as a Qualifying Matter, this approach is appropriate in situations where such features are managed by rules and do not

affect height and/ or density. The rules and provisions which manage SEA's are not intended to restrict height and/ or density. Therefore, the same approach should be taken in this instance and sites containing SEA should not automatically be excluded from up-zoning under the Governments new housing rules.

Council's information Sheet #6: Qualifying matters (Part 1) states that "Applying a qualifying matter doesn't prevent development from happening in that area. It only reduces development enough to ensure that what is being protected or managed isn't compromised by that development". It is argued that the existing rules and provisions are sufficient to ensure SEA's are protected and will not be compromised by development to the extent which is enabled by the Governments new housing rules.

Under the Governments new housing rules, up to three dwellings would be permitted on respective sites (subject to compliance with specific standards), with four or more dwellings requiring resource consent. The effects specifically on SEA adjacent to development permitted under the current SHZ is considered comparable to those effects from a development of up to three dwellings in the existing Mixed Housing Suburban or Urban or the Governments MDRS. In making this argument it is important to understand what could be constructed as of right on a site in the SHZ, that being one dwelling, a minor dwelling, an accessory building and other structures such as swimming pools, landscaping features, retaining walls, steps and decks etc. It is acknowledged that bulk and location standards in the SHZ are less permissive than those in the proposed MDRS, however, the intent of these particular standards as stated in the AUP 'is to maintain and enhance the amenity values of established residential neighbourhoods in number of locations'. Subsequently, these have nothing to do with effects on the natural environment (such as nearby/ adjacent SEA). To reiterate, enabling slightly more intensification of SHZ sites (up to three dwellings) which contain SEA will have effects comparable to those works which can be undertaken without consent. Four or more dwellings will require resource consent and will give the Council the opportunity to consider any effects on the SEA in line with existing provisions.

If the intent of excluding SEA as a qualifying matter is actually to try and provide a protective buffer between intensive development and the SEA, then I do not believe this is a justified approach either. As noted above, there are a small proportion of sites across the region zoned Mixed Housing Suburban or Mixed Housing Urban which contain SEA or are directly adjacent to SEA. As it stands under the AUP up to three dwellings can be constructed as of right on or next to these sites, as will be the case under the new housing rules. This is an example of the inconsistent approach which exists, and which will continue if SEA remains excluded from the new housing rules. In these instances, the effects on the SEA are appropriately protected and managed through the respective SEA rules and it is argued that this is the appropriate approach to protecting SEA on all sites across the region, without unnecessarily restricting development and compromising the ability to achieve the necessary housing capacity which the Government requires of Auckland Council.

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.

Planning | Surveying | Engineering | Environmental

9 May 2022

CKL Job No: A21412

Auckland Council
Plans & Places Team

By email: unitaryplan@aucklandcouncil.govt.nz

Feedback on Auckland Councils preliminary response to the Governments new housing rules as it relates to 38 Aldred Road, Remuera, Auckland, 1050.

Introduction

This submission on Auckland Councils preliminary response to the NPS:UD and MDRS is made on behalf of our clients Steven and Shirley Wang who own the sites at 38 Aldred Road, Remuera. This site is currently zoned Single House under the Auckland Unitary Plan (AUP) and contains a small area of Significant Ecological Area's (SEA) at its rear. Refer to figure 1 below.

Figure 1: Subject Site taken from Auckland Councils Geomaps AUP

As currently proposed, this site has not been included for intensification and is proposed to be zoned '*Two-Storey Single Dwelling Residential Area'*. The Qualifying Matter identified on site and assumed to be the reason for Council's preliminary decision not to up zone is the SEA. Refer to figure 2 below.

Figure 2: Subject Site taken from Auckland Councils Preliminary response viewer for NPS-UD and MDRS

General feedback on SEA being a Qualifying Matter

It is acknowledged that feedback on Council's decision to exclude all land which contains Significant Ecological Area (SEA) may not be sought at all through this process due to it being identified as a matter of national importance within the RMA and therefore specifically included as one of the Qualifying Matters identified by Government. It is also acknowledged that this plan change would have been a huge piece of work when the MDRS provisions we unexpectedly imposed by Government late last year. It is assumed that the Government's Qualifying Matters provided an opportunity to automatically exclude a significant number of sites across the region which contained SEA. Therefore, perhaps in the circumstances this approach may not have been considered in any great detail in order to meet the tight timeframes imposed by Central Government. However, this approach is unnecessarily conservative given that many sites across Auckland, large and small, contain SEA to varying extents and therefore this approach is likely to have a significant effect in the ability to boost housing capacity as is the Government's intention.

As it stands, the majority of those sites containing SEA are zoned Single House (SHZ) or an even lower density zone except in a small number of instances where presumably multi-unit development was already present when the Auckland Unitary Plan came into effect. A significant number of those sites currently in the SHZ containing SEA are conveniently located in reasonable proximity to centres and public transport, if not within the walkable catchments as defined by Council in this preliminary response.

The Council's proposed approach will severely restrict development of such sites. This is unnecessary and unfair to the owners of these sites. The SEA vegetation is protected by the AUP by virtue of resource consent being required for any vegetation alteration or removal among other things. Council sets a high bar to obtain such consent, and all ecological effects are meticulously considered, reviewed and peer reviewed by suitably qualified specialists throughout the process. Therefore, adverse effects on the SEA are avoided.

By Council's own admission in their reasoning to not include Notable Trees as a Qualifying Matter, this approach is appropriate in situations where such features are managed by existing rules and do not affect height and/ or density. The rules and provisions which manage SEA's are not intended to specifically restrict height and/ or density. Therefore, the same approach should be taken and sites containing SEA should not automatically be excluded.

Council's information Sheet #6: Qualifying matters (Part 1) states that "*Applying a qualifying matter doesn't prevent development from happening in that area. It only reduces development enough to ensure that what is being protected or managed isn't compromised by that development*". It is argued that the existing rules and provisions are sufficient to ensure SEA's continue to be protected and will not be compromised by development to the extent which is enabled by the Governments new housing rules.

Under the MDRS, up to three dwellings would be permitted on respective sites (subject to compliance with specific standards), with four or more dwellings requiring resource consent. The effects specifically on SEA adjacent to development permitted under the current SHZ is considered

comparable to those effects from a development of up to three dwellings permitted in the Mixed Housing Suburban or Urban or the Governments MDRS. In making this argument it is important to understand what could be constructed as of right on a site in the SHZ, that being one dwelling, a minor dwelling, an accessory building and other structures such as swimming pools, landscaping features, retaining walls, steps and decks etc. It is acknowledged that bulk and location standards in the SHZ are less permissive than those in the proposed MDRS, however, the intent of these particular standards as stated in the AUP '*is to maintain and enhance the amenity values of established residential neighbourhoods in number of locations'*. Subsequently, the intent has nothing to do with effects on the natural environment (such as nearby/ adjacent SEA) and enabling slightly more intensification of SHZ (up to three dwellings as a permitted activity) which contain SEA sites will have effects comparable to those works which can be undertaken without consent. Four or more dwellings will require resource consent and will give the Council the opportunity to consider any effects on the SEA in line with existing provisions.

If the intent of excluding SEA as a qualifying matter is actually to try and provide a protective buffer between intensive development and the SEA, then this does not appear to be a justified approach either. As noted above, there are a small proportion of sites across the region zoned Mixed Housing Suburban or Mixed Housing Urban which contain SEA or are directly adjacent to SEA. As it stands under the AUP up to three dwellings can be constructed as of right on these sites, as will be the case under the new housing rules. This is an example of the inconsistent approach which exists, and which will continue if SEA remains excluded from the new housing rules. In these instances, the effects on the SEA are appropriately protected and managed through the respective SEA rules and it is argued that this is the appropriate approach to protecting SEA on all sites across the region, without unnecessarily restricting development and compromising the ability to achieve the necessary housing capacity which the Government requires of Auckland Council.

Site specific considerations

In terms of the subject site itself there are several characteristics which require consideration. First of all, the site is well located in Remuera and well connected to Auckland's Public Transport Network so precisely the kind of site that Council should be looking to unlock.

The surrounding area is currently varied but generally of a low density which results from the current zoning and the extent of properties currently located within identified Special Character Areas (SCA). It is noted that majority of these SCA are proposed to be removed by Council as part of this plan change. Subsequently the vast majority of sites in the surrounding area are proposed to become MHU or MDRS.

As it stands in the immediate and wider Remuera suburb only the sites which contain SEA or are proposed to remain SCA are proposed to have their development potential restricted as '*Two-Storey Single Dwelling Residential Area'*. In reality this means that the subject site at 38 Aldred Road is the only front site, on either side of the road, not proposed to be up zoned.

Many of the surrounding sites which are to be up zoned have immediate boundaries directly up against the SEA. This for the many reasons outlined in the above section of this submission,

demonstrates that Council's preliminary decision not to include the subject site within the MHU or MDRS is an oversight and unnecessarily inconsistent with the intent of the new housing rules.

All respective effects arising from development of this site can be adequately mitigated and managed through the resource consent process without unnecessarily restrictive zoning.

Conclusion

On behalf of our client Steven and Shirley Wang we ask Council to reconsider their approach in excluding the subject site at 38 Aldred Road, Remuera because it contains SEA and apply the MDRS to this site when the plan change is publicly notified in August 2022. In the circumstances the existing rules will adequately manage and protect the SEA from unacceptable adverse effects while unlocking a very well-located site for appropriate intensification in line with the surrounding area and intent of the NPS:UD.

Yours sincerely,

Daniel Brown
Planning Manager

#5968

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 Meyers

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

1.2km from the city centre is sufficient for Auckland. This could be changed in future if necessary.

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

Tell us why

As above 0.8km from metro centre edges is close enough for Auckland and could be changed in future if necessary.

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

Tell us why

0.8km or a 10 minute walk seems right for around Auckland rapid transit stops.

Intensification around town and local centres

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

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

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

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

Tell us why

The level of commercial activity around "large" town and local centres is uncertain following Covid-19 and should not be wide. 0.4km or a 5 minute walk feels about right.

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

Small town centres and local centres can fade away altogether. A 0.2km or couple of minute walk seems appropriate.

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

Existing special character areas have been identified robustly already.

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

Growth over and above adequate infrastructure will get us into serious trouble

Other qualifying matters

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

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

These additional qualifying matters include:

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

#5975

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

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

Your details

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

Name: Rosemary Wall

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

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

Important privacy information

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

#5978

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: Kate Popham

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

The walkable catchment should be 2400 metres (30 minutes) for the City Centre. A Business - Mixed Use Zone should be used instead of a Terrace Housing and Apartment Buildings zone. A commute by car of 30 minutes to the City Centre is considered entirely acceptable by most Aucklanders, and in a safer, more walkable Auckland this same time's worth of walkable distance would seem entirely acceptable -- particularly considering intensification itself would create more opportunities within these catchments anyway.

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

Tell us why

Walkable catchments should be 1600 metres (20 minutes) for Metropolitan Centres in the isthmus (Newmarket, Sylvia Park), and 800 metres (10 minutes) for other Metropolitan Centres. Particularly in the case of Newmarket and Sylvia Park, people come from all across the city to spend time in these locations by train, car, and bus. Within these areas, people most generally spend their time on foot -- so it's clear that people are more than willing to spend time walking to get to work or to shop in a destination like these places; why base our walking catchments on a completely different metric to every other form of transport related to these areas?

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

Tell us why

Walkable catchments should be 1600 metres (20 minutes) for Rapid Transit Stops in the isthmus, and 800 metres (10 minutes) elsewhere. Particularly for rapid transit, we can see that stops on major routes get walking catchments well up to 2km in terms of their actual everyday use. When I was commuting from the city out to the suburbs at one point I would spend easily 30 minutes walking to the Lower Albert St exchange to catch the busway. If the transport connections are strong, reliable, and affordable, people will come.

Intensification around town and local centres

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

(such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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

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

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

Tell us why

I support upzoning adjacent to town centres. Upzoning to a distance of 800m - further than currently proposed by Council - should take place around all Town Centres defined by Council as ‘large + high accessibility’, as well as all other town centres on the isthmus. We are the largest city in the country, we have spent decades upon decades orienting ourselves to car-centric suburbs and it isn't working. We need to be okay with higher densities, creating more housing closer to where people actually want to be rather than only building high density well outside of the existing city. This will support the development of 15-minute neighbourhoods centred around town and local centres, enabling residents to access everyday services and amenities, by walking, cycling and micro-mobility, living lower carbon lifestyles.

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

Tell us why

For the exact same reason as for large town centres, we need to be building up (not out) in *all parts of our city*. That's not just around Auckland Central or Newmarket, that's right across our city. The only way to combat environmental degradation, housing crises, and climate change is to finally move towards a denser city across the board.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites

of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

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

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

Special Character Areas

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

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

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

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

Tell us why

Special Character Area overlay should not compromise or limit development in walkable catchments. If international cities like New York and London had restricted their development with 'special character areas' 100 years ago they wouldn't be what they are today. Particularly because of the climate emergency, Auckland Council needs to enable more homes in the right places. Special Character overlays in central suburbs - the areas with the greatest access to transport and existing amenities - are significantly limiting sustainable housing development and low emission neighbourhoods -- and strangle our development into the international city that we can be.

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

Tell us why

As I outlined earlier, we cannot allow the way our city looked 20, 50, 100 years ago to define us today. Old homes were not built to modern standards of warmth and dryness, nor weather tightness. Replacing older homes and villas with modern apartments will radically improve quality of life for residents, offering warmer, drier and healthier living environments.

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

Tell us why

Business zones need flexibility to adapt in order to provide for the needs of a growing local population. This includes providing for local shops and services, as well as apartment-style housing above. Allowing more people to live closer to business can only help our city, and bring our communities together. It's madness to continue the spread out suburbias our yesterday when we could have 100's of people housed in one building all accessing the same shops, going to the same parks and community centres.

Infrastructure constraints

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

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

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

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

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

Tell us why

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

infrastructure constraints, however projects overseas and right here in the city (such as the CRL) show that engineering and Government backing can overcome many of the most challenging obstacles and deliver for the people of Auckland. Wherever there is strong demand to live, and high accessibility, central and local Government agencies should endeavour to address infrastructure constraints to support development.

Other qualifying matters

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

These additional qualifying matters include:

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

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

Qualifying matters on the intensification required by NPS-UD should only be applied where absolutely necessary, on a site-by-site basis supported by evidence.

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.

#5983

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: William Somerville

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

City centre is very large measurement should be to centre not edge with reduction for hills. Also residents have more local shopping options because of small scale 19th century layout

Unreasonable to measure to the central city edge instead of the centre, transversing the inner city itself can involve greater times and crossing steep ridges. Street network inadequate to handle increased traffic and parking.

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

Tell us why

The objective of having the area is pretty meaningless in the inner city which has a far more fine grained structure than outer suburbs

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

Inappropriate in inner city areas which are more fine grained and intensively developed

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

Inappropriate in inner city areas which are more fine grained and intensively developed

Qualifying matters

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

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

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

See separate submission

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

Narrow judgement as to what comprises special character in Freemans Bay.

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Inner city roading is already a constraint in areas like Freemans Bay there is simply no room to increase on street parking or traffic volumes with high density 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)

Greater protection should be given to areas containing rare early buildings, say, pre 1870 or 1880

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.

DRAFT SUBMISSION

Background

It is well known that Freemans Bay is one of the oldest and best preserved inner city suburbs of Auckland and has a particularly rich mix of styles and social history. For example:

- Houses range from three tiny cottages in Costley Street barged back from Thames after the 1870's gold rush to the grand Edwardian mansion at 249 Ponsonby Rd built for the Calder family whose brother founded the City Mission and whose father was the vicar of All Saints church.
- Social history ranges from Jim Knox's memories of candle lit Labour Party meetings during the depression to Edwardian concerts at Queens Hall, a private theatre built by the Thorne family in Paget Street

However, from 1948 onwards, Freemans Bay was seen as a slum and designated for complete demolition with the suburb to be then rebuilt in the form of 16 high rise towers. This very English model was never implemented and was, of course, one that is now much criticised.

In 1968 it was decided to uplift this designation, which, in the meantime, had had the ironic effect of preserving the historic fabric of this suburb more extensively than would otherwise have been the case[1].

Effectively most of Freemans Bay was therefore frozen in time from at least 1940[2] until 1968 and, from this time on, under successive operative plans, a strong preservation ethic has been applied to any development.

---

[1] The Urban Renewal and Housing Improvement Act 1945 required consent to alter a designated house in case it increased the compensation payable on compulsory acquisition

[2] No new houses were built in Freemans Bay during the war years. Council interventions under the URHIA 1945 were confined to the lower sites of Freemans Park and adjacent blocks. These had been compulsorily acquired and lie outside the scope of this submission although the original Star blocks designed by Frederick Newman are now regarded as iconic mid-century architecture.

As a result Freemans Bay largely retains its pre-war stock of houses and post war additions have generally been done to a high standard complying with rules requiring conformity with the existing character. An unusually high proportion have been designed by architects.

This means Freemans Bay now represents a very special grouping of about 600 houses spanning the entire 170 years of Auckland's built history. Important houses, both old and new, are contained in a coherent matrix of sympathetically scaled and styled structures.

This seems to represent the essence of Schedule 15 which states:

> *The special character of Auckland's residential and business special character areas results from a combination of elements including the urban structure, buildings and their relationship to one another, the street and open spaces.* ***A collective coherence is often evident based on a mix in the age and styles of buildings in a particular area.***

There are few intact suburbs which have such a long and rich built history as Freemans Bay. Its buildings date back to Auckland's first beginnings, are contained within a particularly complementary land form[3] and now include fine examples of almost every fashion in architecture since then. This is an architectural narrative that must continue into the future and not have chapters expurgated because rigid rules prevail over common sense judgment.

Freemans Bay's character is the hard won product of over 70 years of Council controls and the commitment of generations of residents working within the framework of successive conservation regimes. To now throw away part of this achievement by creating a small and intrusive pocket of intensification seems an almost wilful failure to exercise a judgment which is entirely open to the Council.

It also seems generally acknowledged that the likelihood of significant intensification is actually low[4] and so removing a special character designation from such a small portion of Freemans Bay would have a negligible impact on achieving central governments objectives.

The fact that the Freemans Bay is already surrounded by large numbers of built and planned apartments lining Nelson and Hobson streets, and interspersed along

---

[3] The land forms a natural amphitheatre facing north east and running down to Victoria Park, the original harbour, and neatly bounded by Howe Street, Ponsonby Rd and College Hill

[4] The land values and small lot sizes are a disincentive to developers

Karangahape and Ponsonby Roads further suggests its special character status should be retained intact

Special character assessment and proposals

It is disturbing to find that this extremely coherent pocket of Auckland's architectural and social history is now to have a hole of around 60 plus houses cut out of its north western portion within which grossly incongruous 6 floor apartments could then be built.

The current changes to the Unitary Plan are, of course driven by central government mandates but preservation options remain available as qualifying matters both under the Central Government concept of *historic heritage*[5] and the Auckland Council concept of a *special character area.*

This proposed change is the product of a thorough, but a rather one dimensional site scoring process, which very much reduces the qualities of *heritage* and *special character* to a focus on pre 1940 facades. Essentially:

- The scoring was undertaken by Council staff with broad guidelines but no local input.
- Individual scores are based on five characteristics[6] with a bonus for integrity of architectural style.
- Each characteristic is ranked as *contributing, neutral* or *detracting* to/from the special character as identified in Schedule 15 of the Unitary Plan
- Depending on walking distance, 75% or 65% of properties of selected areas must each make at least 4 *contributions* to special character to justify retention of the special character restraints
- Post 1940 properties are treated as not making a *contribution* to *period* which then makes it very difficult for them to be treated as *contributing* to special character for the percentage tests.

Whilst well intentioned this process has some clear limitations:

[5] S 52 RMA 1991

[6] Essentially Scale, Relationship to Street, Period, Typology and Architectural Style.

- Scoring individual properties in this way creates the inevitable distortion of not seeing the wood for the trees.
- For example it provides a limited view of the collective effect of the building forms, and is blind to the rarity, quality or historical significance of individual properties, and the overall streetscapes.
- Numerical scoring is notorious for its seemingly objective appearance when, in reality, it is a collection of individual judgments that should always be tested by a broader "stand back and look" assessment.
- In this respect the Findings Reports contain errors, anomalies and inconsistencies, and some examples are noted in Appendix I. To a degree these are probably a product of speed and lack of both local knowledge and the fine points of Freemans Bay's 170 year architectural history. On any analysis, these reports should properly be treated as a rough cut rather than a definitive judgment
- The use of a 1940 cut off for *period* contribution gives enormous weight to *character* and *heritage* originating in the first 80 years of Freemans Bay's history and little or none to the second 80 years.
- This is arbitrary and illogical implying that nothing built after 1940 contributes to the special character of Freemans Bay despite 50 years of design controls requiring that post 1940 developments reflect and protect the existing special character
- The 80 years from 1940 to date is a long period in which many important design trends expressed themselves. It is very difficult to see why this is of less value than the previous 80 years. Many built heritage campaigns, here and overseas, now relate to this period.
- More importantly, and unusually for Auckland, many post 1940 houses built in Freemans Bay under conservation controls have been architect designed, are distinctive and of high quality. Their

significant contribution to special character is indisputable[7] and it seems to be muddling heritage with character to give them no weight. Appendix II identifies some of these architect designed houses in Freemans Bay north

- These houses represent new chapters in Freemans Bay's long architectural history and it must surely better fulfil central government objectives to have smaller special character areas that protect a long architectural history rather than multiple special character areas protecting a short architectural history.
- This also avoids a spottiness of conservation areas which greatly undermines their impact for tourists for whom historic areas are always a drawcard for a city.
- It also seems a perverse outcome of combining a 1940 cut off with a 75% contribution test that this then favours attractive, but uniform, and monocultural streets, like the Herne Bay avenues over historically and architecturally much richer areas like Freemans Bay.
- Overall, a common comment by visiting architects is that pockets of historic houses like Freemans Bay are what is special about Auckland architecture. They possess the appealing quality of Italian hill villages of having evolved over centuries but always retaining a consistency of scale and respect for the past.

Because of the limited view of *character* derived from the site by site analysis I consider its results should therefore be treated as a rough cut and be subject to a review process that takes a broader view and allows weight to be given to factors such as:

- The architectural importance and rarity of both pre and post 1940 buildings. This is particularly true of Wood Street and Arthur Street.

[7] The first post war house in Freemans Bay was 61 Wood Street, a conventional brick and tile built by a retired farmer. However subsequent new houses are more sympathetic and, after 50 years, many now represent past styles and have acquired heritage qualities.

- The collective effect of the streetscapes for example the falling valley of Wood Street is not dissimilar to the descending curve of Renall Street that partly inspired its heritage status.
- The historical significance of individual properties, for example the Blomfield home on Wood Street.
- The unreasonable sacrifice of 50 years of investment in conservation in Freemans Bay by both Council and residents.
- The risks of causing an irrevocable loss in one of the most historic areas of Auckland in favour of a making a minimal contribution to a short term problem.
- The risk that history will look back at such a loss as a regrettable heavy handed panic reaction not dissimilar to the 1948 proposal to demolish the entire suburb.
- The low likelihood of higher density redevelopment actually happening in an area of high property values and many small sites.
- The physical unity of the area currently subject to the existing special character overlay.
- The importance of retaining even compromised heritage where restoration is feasible in the future. This has powerfully motivated many owners in the past, and will continue to do so in the future.
- The jarring conflict with the existing scale and pattern along the boundaries of the proposed hole in the existing character overlay.
- The unreasonableness of increasing the test to 75% because of walking distance to the central city edge instead of the centre. This is a false measure as traversing the inner city itself can involve greater times and crossing steep ridges.
- Walking distance to the central city has limited relevance to residents who can shop and eat locally because of the more fine grained 19th century layout of the area.
- The inadequacy of the 19th century street network to handle increased traffic and parking. Although people may not commute to nearby work they will still own and use cars for other purposes. The area is already subject to a resident's parking regime but is still

congested and requires considerable courtesy when cars need to pass.

- The inappropriateness of treating the social housing blocks as not contributing to character. This penalises special character areas for carrying their fair share of this social obligation.

Overall the narrowness, and reductionist quality, of the site by site analysis means it fails to fully capture the *heritage* and *character* aspects of the Freemans Bay. It is a useful first cut but a second, overall review, should be undertaken with a team ideally including at least one leading heritage architect.

They would assess the bigger picture, if necessary using a matrix of factors of the kind identified above. If a quantitative result is still preferred they should be empowered to make an up to 10 percentage point adjustment to the findings scores.

In this respect the preliminary scores should be cut off at 65% for the whole area as it does not make sense to artificially split a coherent existing special character area into more and more parts on the basis of walking distances to the centre city that fail to recognise the distances to be covered within this area and the availability of local employment and shopping.

William Somerville

021 610 078

somcon@xtra.co.nz

APPENDIX I

Anomalies in Finding Reports

It is not the intention of this submission, nor is there time, to nit-pick the site by site findings. The intention is simply to demonstrate that the "findings" involve a narrow judgment as to what comprises *special character.* This means that a significant part of the character of Freemans Bay gets ignored when, on any realistic assessment, it is there for all to see.

The fault largely lies in the methodology rather then in the eyes of the assessors. It is understandable that the Council is attracted to a simple, and restrictive, formula that has the attraction of consistency over all areas and a degree of objectivity in that individual judgments must be exercised within "rules". It can also reduce the scope for debate although this is a false virtue if quality of decision making is the top priority.

However *character* and *heritage* involve an irreducible element of judgment and the New Zealand courts have made it clear that Councils must exercise judgments, where permitted, or required, even if this enters the realm of aesthetics and regardless of their reluctance to do so. It is not necessary for Councils to confine themselves to reductionist analyses of *heritage* and *character* even though some lawyers may try to force this on them.

1A and 5 Russell Street

No 1A has been given six points and No 5 has been given five points. Whilst this means both contribute to character the discrepancy strains common sense.

- Russell Street's northern and southern sides were separately subdivided in the mid 1860's. The latter lots are considerably deeper.
- Numbers 3 and 5 are substantial 19th century houses built on the southern side, on double sections, and both set back from the street

- The remaining houses were built over 50 years, on single lots, and close to the street line[8]. Four 19th century cottages, five modest Edwardian villas and four 1920's bungalows[9].
- As a result Numbers 3 and 5 form an attractive pair of houses with a shared courtyard like frontage framed east and west by Numbers 1A and 7, two Edwardian villas built close to the street line.

Against this background consider the relative contributions to character by No 1A and No 5.

- Number 1A is a very modest Edwardian villa, one of the most common period styles in Auckland, squeezed onto a small subdivision of the north west corner of number 3. Its frontage is intact but it has a rather ugly roof conversion facing east, which, unfortunately, very much forms part of the streetscape facing, as it does, into the courtyard created by the set backs of numbers 3 and 5
- Number 5 is a substantial storey and a half house accurately dated to 1869. This is a particularly picturesque style but very few examples of both this style and period now remain substantially unaltered. Number 5 has been very carefully restored, in the round, with badly designed late 19th additions removed and is widely known to locals as one of their favourite houses.
- Number 5 has a new garage but this was carefully designed, firstly to replicate the style of number 5 but then to echo the gable of number 7, preserve the latter's book ending effect and align with the dominant set back of the street. It is set to one side and does not obstruct the façade of the house

It is not the point of this submission to say that mere street appeal is the essence of *character* or *heritage*. It clearly is not, for example, the collective impact of buildings can transcend their individual quality. However number 5 has been greatly admired by heritage architects ranging from John Stacpoole to Jeremy Salmond and both would, I think, be surprised by the comparative judgment of your assessor. Indeed

[8] In recent years numbers 9 and 11 were moved back on their lots

[9] Three on the old horse paddock used by the still existing bakery

for a number of years the Councils planning department had a photo of number 5 hanging on their wall as one of the more important historic houses in the area.

No 10 Russell Street and No 42 Georgina Street

Number 10 is one of the earliest houses in the street and is a, by now, relatively rare two storey working man's cottage of the "box on end" type. It seems to have been down rated from 6 to 5 points because of a sympathetic "lean to" extension to the façade designed to neatly disguise a car port.

In contrast 42 Georgina street is a more common late 19th house which has a much larger, and cruder, "lean to" to the south side containing two garages. This has been given six points which seems completely inconsistent.

APPENDIX II

Notable architect designed houses in Freemans Bay North

It is not the purpose of this submission to initiate a philosophical debate about whether *heritage* and *character* should have an organic quality that mixes old and new within a framework of scale and respect or should pursue a frozen in time quality.

However the former better characterises the 50 years of conservation rules that Freemans Bay has operated under. On this basis weight should be given to the best of post 1940 housing and the following are a selection of some of the better known new houses.

7 Costley Street

Monier Award winning house designed by Bruce Cavell skilfully fitted to a difficult site in a sympathetic but very sophisticated form.

11 Arthur Street

1970's house designed by Russell Withers and constructed from white bricks left over from the Pines Apartments in Epsom.

39 Arthur Street

Andrew Patterson house with its street façade inspired by the feathered cloak of an imagined Maori man sitting on the Ponsonby ridge gazing out to the Waitemata.

8 Arthur Street

Designed for Penny Vernon in the 1980's by Pip Cheshire exploring the ideas deconstruction and, reputedly one of his favourite projects.

3 Arthur Street

Designed by Belinda George as a discreet contemporary multi generational home

7 Arthur Street

Sophisticated house cleverly evoking traditional forms within a contemporary language designed by Jack Mckinney.

52 Wood Street

Multi generational house designed by well known architect Marshall Cook.

57 Wood Street

Well known and spectacular town houses evoking traditional forms using recycled slate roofing but done within Claude Megson's characteristic style.

#5992

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: Colin Crisp

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

The city centre amenities which St Mary's Bay residents use including transport and trans hubs are not within 1200 meters or even close to that. I would not walk the route to the city centre at night as it is not lit in places . The main route has steep hills and the majority of the local residents are NOT young people

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

Tell us why

Britomart is approximately 2 klm from St Mary's Bay

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

Tell us why

As above [Britomart is approximately 2 klm from St Mary's Bay]

Intensification around town and local centres

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

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

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

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

Tell us why

St Mary’s Bay is beyond the catchment area and 1 klm from the centre of the city

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

To retain the historic value of this unique suburb

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

Tell us why

As above [To retain the historic value of this unique suburb]

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

Tell us why

All resources continue to be stretched even with work that is proceeding.

Infrastructure constraints

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

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

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

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

9. **What do 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)

Because the coastal edge is an unstable hazard it needs to be protected (it has not been in the past)

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.

#5994

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: Brett Maclennan

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

#5995

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: Frank Gototweski

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

Special Character buildings often do not meet modern building codes and pose health and safety risks. Elements of Special Character buildings can be incorporated into new buildings and architecture.

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay

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

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

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.

#5996

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

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

Your details

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

Name: Paul Farrugia

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

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

Important privacy information

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

#5997

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: Thomas Trevilla

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

The threshold should be 85% for SCAs within walkable catchments and 75% for SCAs outside of walkable catchments. The calculation method is also odd with particular regard to the exclusion of rear sites from calculations even though they would still be have the protection if the SCA was retained. SCA should be removed from all sites ranked 0 to 1.

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

No.

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.

#5998

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: Nikita Kearsley

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

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

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

Tell us why

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

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

Tell us why

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

Intensification around town and local centres

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

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

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

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

Tell us why

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

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

Tell us why

None of the St Marys Bay suburb is within 200 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

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

Tell us why

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

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

Tell us why

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

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

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

Other qualifying matters

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

These additional qualifying matters include:

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

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

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

Important privacy information

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

#6001

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: Paige Herbst

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

We are in a housing and infrastructure crisis and desperately need to provide for accessible, brownfield housing

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

Tell us why

We are in a housing and infrastructure crisis and desperately need to provide for accessible, brownfield housing

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

Tell us why

We are in a housing and infrastructure crisis and desperately need to provide for accessible, brownfield housing

Intensification around town and local centres

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

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

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

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

Tell us why

We are in a housing and infrastructure crisis and desperately need to provide for accessible, brownfield housing

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

Tell us why

We are in a housing and infrastructure crisis and desperately need to provide for accessible, brownfield housing

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

The blanket protection of large special character areas severely prohibits the ability for a range of housing to be provided in our most accessible and desirable suburbs. To place the aesthetic importance of these areas over the provision of housing in accessible areas would be a disgrace.

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

Tell us why

The blanket protection of large special character areas severely prohibits the ability for a range of housing to be provided in our most accessible and desirable suburbs. To place the aesthetic importance of these areas over the provision of housing in accessible areas would be a disgrace.

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

Tell us why

The blanket protection of large special character areas severely prohibits the ability for a range of housing to be provided in our most accessible and desirable suburbs. To place the aesthetic importance of these areas over the provision of housing in accessible areas would be a disgrace.

Infrastructure constraints

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

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

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

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

Areas identified for intensification under the NPS-UD should be the cheapest, per dwelling, to service with infrastructure. Any land that you excuse for intensification due to this reason will just put more pressure on greenfield development which has a significantly higher infrastructure cost per dwelling, particularly in the long term.

Other qualifying matters

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

These additional qualifying matters include:

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

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

I do not believe the preservation of viewshafts is more important than the provision of housing and therefore I believe any viewshafts should be removed as a qualifying matter.

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.

#6006

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: Matthew Knight

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

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

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

Tell us why

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

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

Tell us why

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

Intensification around town and local centres

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

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

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

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

Tell us why

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

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

Tell us why

None of the St Marys Bay suburb is within 200 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

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

Tell us why

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

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

Tell us why

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

Infrastructure constraints

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

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

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

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

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

Tell us why

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

Other qualifying matters

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

These additional qualifying matters include:

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

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

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

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and

with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6007

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: Tom Bennett

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

#6013

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: Julie Stirling

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

Auckland is not a city laid out on a flat grid pattern where you can specify that 1200 m is practical walking distance. There are many other factors to take into consideration such as the hilliness of the terrain & the safety of walking the route at night.

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

Tell us why

As a blanket overlay I do not support the 800m stipulation but I do think that 800 m is a bit more realistic as a walkable distance but again hilliness & safety need to be taken into consideration

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

Around rapid transit stops is where Council needs to increase housing densities - that makes sense

but again I do not support the 800m blanket stipulation for the same reasons as I have expressed in my earlier responses.

Intensification around town and local centres

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

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

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

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

Tell us why

I do have some support for this proposal but the emphasis here needs to be on 'large' town centres & I think this was already happening under the Unitary Plan and its rules with some success. Again I oppose the blanket nature of applying the 400m.

5. **What do you think of our proposal to apply the Terrace 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 a blanket 200m radius of THAB development from the Herne Bay shopping strip or from 3 Lamps Shopping Centre. There are possibly some sites in close proximity of those shopping centres that I would class as suitable for terrace housing or small apartment developments but I would not support a blanket overlay. Nor can I support this proposal when I have no relevant knowledge of how this proposal would work in the many other small shopping centres or shopping strips spread across Auckland.

I have seen that under the Unitary Plan some Terrace Housing & Apartment developments have already been happening (especially along arterial roads) with at least some relevant rules in place to ensure the development does fit the circumstances of the site. I think the Unitary Plan as it stands is the way forward in terms of increasing housing density in Auckland.

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

Further loss of Auckland's built heritage & special character should be avoided at all cost as it would irreparably damage our city's character & identity and make it a bland urban environment indistinguishable from some extremely boring cities overseas. Furthermore, it is not necessary to destroy the city's built heritage & character to enable housing intensification in Auckland. Under the Unitary Plan there is sufficient planned intensification catered for. Also the new identification methodology that Council has used is not sanctioned under the Unitary Plan but the methodology used for the existing SCAs(which cover only about 3.6% of residential zoned land), is sanctioned. Council should stick to it's methodology which has been tested through the process of getting the Unitary Plan into operation.

In St Marys Bay for example, home owners have generally abided by the rules in upgrading their homes to keep them in character with the heritage homes around them which has achieved a pleasant and interesting suburb to walk around in.

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

Tell us why

In St Marys Bay, the entire suburb should be given the highest standing under any Special Character Area methodology that Council choses to use. In Herne Bay, all existing Special Character Areas should be included.

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Infrastructure that is already under pressure including sewage & storm water drainage, (as it is in St Marys Bay & Herne Bay) cannot support more intensification any time soon. To do so will lead to increased environmental damage and health hazards. The proposed storm water separation in St Marys Bay & Herne Bay that the residents of these suburbs have fought hard to achieve is hardly under way yet. The planned separation is based on the existing development capacity. Any proposed increase in residential density in these 2 suburbs will not be accommodated in the current infrastructure upgrading. St Marys Bay also has a constrained road network of narrow streets that reflects its history and is hardly conducive to THAB type 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)

Coastal margins and hazards should be a qualifying matter including the old coastal cliff in St Marys Bay

Viewshaft for Maungawhau (Mt Eden) from the North Shore in the vicinity of the Harbour Bridge

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.

#6014

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: Valerie Cole

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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?** Support

Tell us why

It is already known, and has been for many years, that our (Grey Lynn/Westmere) underground sewer and stormwater pipes need to be separated.

Intensification should come after this work, not before.

This infrastructure separation work is needed to protect the Waitemata Harbour from sewage pollution during periods of heavy rainfall. These heavy rain storms have been becoming more heavy and in bursts over a short period in recent years. This often happens in March of each year causing flooding. Check your records.

Other qualifying matters

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

These additional qualifying matters include:

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

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

Sunlight and Daylight

I am concerned that a three-storey building on our northern boundary would completely shade our 12.8metre wide garden, open space, utility area (clothes line) etc. for most of the day.

Poor Planning

I strongly disagree with the government's ad hoc approach, which totally fails to recognise the value of good planning practice, and is, in fact, totally the opposite.

Public Participation Disregarded

I put a lot of effort into my submissions to the Unitary Plan. I am not pleased to have that work disregarded. Actually, I am offended that public participation is being treated in such a cavalier manner.

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.

#6016

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: Brian Putt

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

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

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

Tell us why

Should be 500m from the centre of the metropolitan centre not the edge.

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

Tell us why

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

Intensification around town and local centres

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

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

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

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

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold and should not be considered for THAB zones..

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps. It is noted that the heritage assessment was done in haste by people who are not expert in heritage assessment. It is clear that many of the properties rated 4 should be rated 5. My house at 27 Ring Terrace is an example. It is a rare American Arts and Crafts 1914 house very original from the street and very visible.

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

Tell us why

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

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

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

Other qualifying matters

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

These additional qualifying matters include:

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

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

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

Important privacy information

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.

#6018

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: Chris Burt

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

Our residence in St Mary's Bay is not within 1200m to the City Centre amenities.

The path by the motorway is not walkable outside of daylight hours & has had assaults occuring.

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

Tell us why

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

Tell us why

Britomart & future Victoria St station are not within 800m or St Mary's Bay/

Intensification around town and local centres

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

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

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

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

Tell us why

None of St Mary's Bay is within 400m of the city centre.

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

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

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

Tell us why

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

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

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

Other qualifying matters

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

These additional qualifying matters include:

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

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

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

Important privacy information

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.

#6029

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: Jeris Stevenson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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)

Auckland Council has my support to tell Central Government that Aucklanders are weary of its involvement in local issues.

The directive to focus on only three key topics — or not at all? — discourages participation. By stating on the 'Have Your Say' form 'We are not seeking feedback on the mandatory changes the Government has directed us to make . . . ', is the Council hoping to shut down the conversation?

Individual members of the public may not be town planners, but we do know what we like. I live in a high-rise building in Central Auckland, but this does not mean that I think everybody should follow what I choose to do. In fact, I quite enjoy walking through leafy, historic suburbs near the city centre. Please do not ruin that experience by bowing to the recommendations of parliamentarians who represent constituencies in Christchurch and Wellington. The nature of Auckland communities should be left to Aucklanders.

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.

#6031

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: Declan Graham

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

The edge of the city used to make the 1200m calculation is nonsensical. Hardly anyone works around Drake Street so how can that be used as destination. Albert Street would make more sense as a boundary - and that is still 1300m from Middle Street where the new six story zone starts on Franklin Road. In addition it's not a 15 minute walk to Albert Street with all the traffic lights.

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

Number 82, 80 and 80A Franklin Road are all rated as a 6 on the site scores - they are a distinct group of houses built around the turn of the century. It would be such a loss for three heritage properties to be demolished for a block tower.

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

Tell us why

'The areas marked in red in Freemans Bay should be included as a qualifying matter for the following reasons :

- Even if not high quality character they are part of an historic suburb and contribute to the retention of Auckland's history and sense of place

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

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

Tell us why

Gives the area a distinct character - otherwise all the shopping areas in Auckland will end up looking exactly the same

Infrastructure constraints

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

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

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

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

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

Tell us why

Six floor plus buildings will create a wind tunnel and shading on Franklin Road and people will be less inclined to walk the route - especially in the winter. In addition developers will not be able to sell apartments without car parks - and the plan to have 6-9 story towers on Franklin Road will make traffic jams around Franklin Road worse.

Other qualifying matters

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

These additional qualifying matters include:

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

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

If there was such a need for apartments in the neighborhood they would have already been built in the Mixed Use Zones North of Middle street - a huge area of land with single dwellings

and two story buildings. Same for the area up behind the new police station

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.

#6033

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 McConnell

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

As a resident of area I am highly aware of the walkable catchment for the area. From my own experience, people will only walk to the city catchment from the city side of the Wellington St, England St boundaries.

The proposed outer limit to the walkable catchment of 1200 meters from the edge of the City Centre fails to account for traffic, road crossings, the local terrain (significant hills) and the walking habits of the average Aucklander.

The edge of the City Centre as drawn is an unrealistic measure for the western side of the City. This is due to the high percentages of offices, retail Auckland University & AUT campuses on the eastern side. Queen Street would be a more appropriate boundary which is some 2 kms from the Ponsonby Rd, Franklin Rd intersection (a 30 min walk).

If intensification is the objective there are other more suitable sites closer to the City as in the Beaumont Quarter, St Mary Bay College, Wynyard Quarter, the old City Works depot and Victoria & Albert Streets.

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

A significant amount of detailed work at great expense has already been done under the Unitary Plan to identify Special Character Areas requiring protection.

The amount of land yielded for redevelopment by excluding these Special Character Areas is very small.

Generally the Special Character Areas which have been excluded have small section sizes, challenging topography and significant infrastructure constraints making them unsuitable for redevelopment.

No accounting of the Historical Value is quantified in Councils suggestion for Special Character Value. For example the early wooden house on Elizabeth St that was the residence of Mr Michael Wood, one of the first residents in this area. This house would be open to redevelopment/demolition under the changed plans.

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

Tell us why

All the areas marked in red in Freemans Bay should be included as a qualifying matter for these reasons:

Even if they are not of high quality character they form part of an historic suburb of Auckland and significantly contribute to the city's history and sense of place.

Further it is not possible to exclude thoes areas without adversely impacting on the integrity and surrounding high quality Character Areas.

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

Tell us why

Retaining the history and character of the proposed business special character areas such as Posnonby Road is crucial to retaining the sense of identity and place for both the local community and Auckland as a whole.

Infrastructure constraints

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

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

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

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

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

Tell us why

The Freemans Bay area is particularly challenged with its inadequate infrastructure; particularly the limited capacity of its stormwater & sewerage system. As Freemans Bay is not to be linked into the Western Interceptor, the proposed intensification of the area will result in significant increases of overflow into the harbour.

A large number of the streets in Freemans Bay are very narrow, significantly restricting both parking and access.

Narrow streets also heighten access difficulties for emergency services, particularly fire and ambulance vehicles.

It makes better environmental and financial sense sense to prioritise development in other areas where existing infrastructure can support it. Limited resources require that existing infrastructure is put to the best use.

The extremely narrow streets and footpaths in Northern Freemans Bay are not appropriate for contractor access to constructing high rise apartment buildings. This also creates significant issues with shading, loss of views, privacy and wind tunnels with the narrow streets in the area.

Other qualifying matters

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

These additional qualifying matters include:

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

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

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.

#6039

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: Nicola Sedgley

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

It is important as many people as possible can live close to the city and where they work. For improvement in lifestyle and to reduce traffic congestion

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

Tell us why

It is important as many people as possible can live close to metropolitan centres where they work. For improvement in lifestyle and to reduce traffic congestion

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

This isnt far too walk and results in a good village centre feel. Important things can be exempt form this by applying qualifying matters.

5. **What do you think of our proposal to apply the Terrace 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 isnt far too walk and results in a good village centre feel. Important things can be exempt form this by applying qualifying matters.

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

I support the idea, but the actual areas currently identified I would like to provide feed back on(see attached doc) as some of the rezoned areas should not be upzoned.

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

Sub area 25 a should be identified as a heritage qualifying matter, or at least the Galata Block within it .

See document attached for further details

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

This should apply only to wastewater and stormwater as this infrastructure effects the natural environment and a threshold of adverse effects may be created that cannot be undone. Traffic effects can be undone in the future when investment in better roads occurs. The market can also adjust and control what happens her to some extent. Please see attached document for further

information particularly a request to apply this qualifying matter to the Hern Bay peninsula where there is very poor ww and sw infrastructure that could not support any housing intensification.

Other qualifying matters

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

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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 don't think views to things should be protected. Views towards things are different from wherever you are. Even if buildings block them out from some locations you will still see them from others and you can still go and visit these things and know they are there. Just because you cant see them, doesn't mean they are not there. Building more houses and not knocking down heritage houses of a high standard is more important than being able to see things. esp when the trade off is intensification within walkable catchments .

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.

Supplementary Information – Qualifying Matters - Insufficient Infrastructure and Heritage – Herne Bay Peninsula . Area 25a

Qualifying Matter - Insufficient Infrastructure

Summary

It is strongly supported that it is a valid Qualifying Matter, that areas that do not have existing or planned and budgeted sewage and stormwater infrastructure are not rezoned MDRS.

If this is not accepted, it is sought that any intensification in these areas that will result in building coverage above the existing permitted 35% be subject to a resource consent in which the matters for assessment are whether there is infrastructure where the stormwater and wastewater are separated at each property and the system is able to carry the increase in runoff and/ or sewage discharge out of the catchment without ANY additional sewage spills into the marine environment. These assessment criteria need to be clear and not be that the "adverse effects of the development are no more than minor" as this will not adequately cope with the cumulative effects that result from the incremental coverage / impermeable area increases that occur with housing intensification areas.

If the one-off streamlined up-zoning opportunity is wanted to be taken advantage of by Council, it is suggested that protection for the coastal environment is put in place by the requirement for a resource consent until the infrastructure is updated. To achieve this it is suggested that increasing coverage and impermeable area on a site is listed as a prohibited activity until the wastewater infrastructure is upgraded. The requirement to obtain a consent, with clearly specified assessment criteria is put forward as a possible second option if the prohibited activity status is not accepted.

Discussion

In the Herne Bay area, unlike most of Auckland, there is a combined wastewater and stormwater system that is not going to be updated for many years. The central interceptor project will not solve the overflows from this area as the interceptor only starts collecting from Grey Lynn. The current infrastructure system and level of development already results in almost weekly discharges of raw sewage to our beaches, which currently exceed the conditions of Councils discharge consent for these events. More houses and greater site coverage will increase the volume of sewage in these pipes and the volume of stormwater that is combined with this sewage during rainfall events (which are getting greater in intensity).

This will result in greater frequencies and volumes of raw sewage spilling out of the system into the coastal waters of the harbour and onto the local beaches.

At present, the proposed rezoning appears to give no consideration as to how the current combined system will cope with the proposed increased housing density. Intensification in

the area should not occur until these services are separated and the volume is able to be transferred to the treatment ponds without overflow to the beaches.

These sewage overflows also have an impact on the liveability of the area by creating strong smells of raw sewage in the area after rainfall. Figure 1 below shows the dwelling on NE corner of Galatea Terrace and Upton Street. In the gutter in front of this house you can see a large steel plate and road cone. These have been placed over the stormwater sump in the road by Council to stop the stench of raw sewage being untenable to the occupants of the nearby dwelling after rain. The stench occurs as sewage overflow collect in the bottom of the stormwater sump beneath the steel plate. This looks like a temporary solution, but this has been the solution that Council has put forward for 5 years.

If Intensification occurs, the volume, locations and frequency of sewage collecting and decomposing in these stormwater drains will increase. This detracts from the area as well as the environmental quality of the beaches which rain water from these sumps discharges too.

It is therefore requested that the insufficient wastewater and stormwater infrastructure in the Herne Bay Peninsula area be a qualifying matter so that housing intensification cannot occur until such a time that a wastewater system with sufficient capacity for the development of the area is installed.

Figure 1. Dwelling on NE corner of Galatea Terrace and Upton. The steel plate and road cone on the edge of the road have been placed there by Council to stop the stench of raw sewerage being untenable to the occupants of the dwelling after rain and the sewage overflow collects in the bottom of the stormwater sump under the steel plate.

Qualifying Matter – Heritage. As it relates to Area 25a. Herne Bay

1. <u>Change to Proposed Zoning Requested</u>

Council's proposal to include neighbourhood areas of a high standard of heritage that meet the purpose of section 6 of the RMA as a Qualifying matter is supported.

It is acknowledged that to meet this requirement and the purpose of the enabling legislation to provide more housing, it would not be feasible to include all area of housing currently protected by the heritage overlay in the AUP as an area excluded from the MDRS zone.

Council's approach of a site-by-site analysis of the houses covered by this overlay and then identifying areas of sufficient character to be protected is supported.

This feedback is that the Herne Bay Peninsula area, particularly the Galatea Block (as shown in Councils proposed zoning map in Figure 1 below) should also be included in the Two-storey Single Dwelling Residential Area and that the dwellings in this area should not be able to be demolished as the buildings within this area are all predominantly classified as Heritage 5 or 6 by Council's assessment. (Councils Heritage Assessment shown in Figure 2 below).

Figure 1: Councils proposed zoning Map. The orange areas should be altered to hatched

If it is not supported that the whole area shaded orange in Figure 1 is retained as "Two Storey Single Dwelling" then at least the homes that are located between Herne Bay Road, Upton Street, Bella Vista and on the western side of Annan Street should be rezoned as this area clearly contains predominantly early 1900 homes of a high standard.

To make up for the reduction in the potential houses/apartments that could be created it is suggested that parts of the properties on the seaward side of Marine parade, above the required area needed for erosion protection and sea-level rise, be up zoned for intensification instead. Upon redevelopment the front 20m of these sites would vest with Council as esplanade reserve in any event. The erosion and sleeve rise area may not be much more than this which leaves the remainder of the site available for multi storey housing use.

2. <u>Changes that could be made in method to result in different outcome for Herne Bay Peninsula (subarea 25a).</u>

This feedback to request a change in the proposed zoning is not only requested due to the outstanding character of the homes in this area (detailed and shown in photographs below) but is requested as if only a small adjustment was made in the method used by Council to determine that these homes can be demolished, the different conclusion, that these houses should be retained, would have been made.

Figure 2: Council Site by Site Heritage Assessment for Herne Bay Peninsula

Council undertook a site-by-site assessment of the houses in each area and rated them from 1-6 in terms of heritage value. The results of this for the Herne Bay Peninsula and Galatea Block area shown in Figure 2 above. Council then selected to average the "Heritage score"

achieved by an area to determine whether or not the houses in the whole area can be demolished.

This feedback is that the low averaging score achieved by this sub- area is due to where the lines are drawn and the inclusion of a high number of homes with low heritage being included in the group to be averaged that are actually quite remote from the core sub-area.

It should also be noted that the Council has altered the level that a sub area must achieve in order for it to be protected from **75% to 66%** in a resolution passes in March 2022 *(Ref: Council Resolution PLA/2022/31 dated 31/03/2022).* The whole sub area was assessed as having 61% of buildings wroth protecting. The area only marginally misses out on keeping its protected status and with only a few minor changes to the individual ratings of houses or to the number or location of houses included in the sub area, a total average score of 66%, protecting the area could easily be achieved. This is outlined in more detail below. With this number resulting in such a dramatic change to the medium and long term character of the area, it is very important that the details of this process be examined an Council be open to detailed individual reassessment to determine whether the tool used on a city wide basis has resulted in the most appropriate outcome for this individual area

<u>Scoring and averaging of Herne Bay Peninsula (sub area 25a)</u>

To support the argument that the whole sub-area 25a should be subject to the Heritage Qualifying matter the following details should be noted;

- If sub area 25a was combined with area 25, the score for the combined area would be 68% and both areas would be protected. Splitting these areas into two parts means that the peninsula area is rezoned due to it being 61%.
- If the large area of low scoring houses on Marine Parade was not included in the sub area, the whole area of 25a would be over 66% and would be protected
- If Herne Bay Road which is contiguous with the properties on Galatea Terrace, was included in the averaging for sub area 25a, subarea 25a would not be rezoned. Herne Bay Road is more contiguous with the properties on Galatea Terrace which they back onto, than other blocks included in sub-area 25 (eg Westend Road or Salsbury Street)
- The existing character area from Marine Parade to Masons Ave is contiguous and yet this area has been split in the assessments despite abutting each other and has resulted in a different outcome for each. Herne Bay Road and Masons Ave contain a high density of high-quality character houses. Any high development of the sites on Galatea will detract from the Heritage homes on Herne Bay Road.
- The houses on Galatea and Upton could be grouped with those on Herne Bay Road, as even though they are different they are also high standard examples of different types of houses from the same and slightly wider era (up to 1950).

Scoring and averaging of Galatea Block

To support the argument that at least the "Galatea Block" bounded by Upton, Herne Bay Road and Bella Vista should be subject to the Heritage Qualifying matter the following details should be noted; (the points made above apply here as well)

- This area has been separated from other high quality character streets with no clear justification and if grouped differently would be protected
- The block has 19 homes. Council has assessed 13 of them are a 5 or 6 **(68%)**
- If the houses on Annan Street are included, this changes the numbers to 16 houses out of 23 being heritage **(70%)**
- If two further dwellings in the Galatea block had been classified a 5 instead of a 4, then the whole block would have had a score which would have made it comply with Councils minimum level of 66% and would have been saved. On this point I add the following details to show that anyone of the below 3 houses could be given one more heritage point and the whole block would not be able to be demolished.
    - 6 Galatea scored low due to the garage in the front yard and the dormers. However, this home was fully renovated in 2013 to Councils strict Heritage rules. This homes true street frontage is from Annan street from which the heritage balconies can clearly be seen.
    - 9 Galatea has scored 4 due to the 1970's pop up and dormer installed. This dormer is shaped due to the then H to B rules that applied. This dwelling has a resource consent to be renovated and returned to its former heritage character and will then compliment the rest of the dwellings on the street that have recently been fully renovated in the 1900 Heritage Villa style.
    - 14 Upton (figure 4) is a bungalow that does have dormers, but the remainder of the dwelling, including the fences is original. Including the gardens which include 12m high Kauri, Pururi and Rimu tree. The location of this bungalow, and the bungalow at number 12 between the Edwardian Villa and the 2 English cottages at 10 and 8 Upton, make this a street that contain and example of all the key character homes established in the early to mid 1900's.

If any two of these homes, or any others in the area was awarded one more point, then the whole sub- area would be saved. Councils' methodology states that a sub area must contain a minimum of 10 dwellings. This area could be a sub area of it own. If it is included with a larger area it is suggested that Herne Bay Road should be included in the Peninsula area. If this occurred, the whole area would meet the minimum 66% level to be an aera subject to a Qualifying matter.

Further illustration of this point is;

- The west side of Mason's Ave has 14/19 with 5+ scores which is only 73%, yet it is to be protected when the Galatea Block is not (at 68 %)
- Both sides of Clifton (excluding wrapping into Argyle) has 18/27 with 5+ which is only 66%. yet these are to be protected when the Galatea Block is not (at xx%)

- Both sides of Salisbury Ave have 10/15 with 5+ which is only 66% - This is to be protected while the Galatea Block is not.

Council has determined that a subgroup needs to consist of 10 or more houses and contain houses in the pattern of the period. This block of houses meets this requirement and have all been recently significantly renovated so there is certainty that these heritage homes will remain in this character for long into the future.
This also clearly illustrates the boundaries could easily and justifiably be moved a little in any direction and result in the opposite outcome for sub area 25a or the Galatea block and they would no longer be able to be demolished.
It is very difficult to rely on this method to introduce a zone that will result in such a significant change to a neighbourhood and the loss of such significant heritage homes. We consider it easily justifiable that these small tweaks can be made to ensure these homes can be retained.

Fig 3 Showing 9 Galatea fits with the character of the area and non-character elements can be easily rectified

Fig 4 showing the 1920 Bungalow 14 Upton next to the early Edwardian villa next door, and the English cottage on the other side *rated a 5 and 6 by Council.

Discussion

The houses in the streets of Bella Vista, Galatea Terrace Upton Street and Annan Streets individually are of a high character and collectively represent most of the key architectural styles from 1900 Edwardian Vilas, 120's bungalow and 1950 English cottages. What is particularly important about this area is that the examples of the architecture here are illustrated in large, significant homes, not the usual medium size homes and workers homes that are protected in many of the other areas of Herne Bay and Ponsonby. (eg Albany Road, Herne Bay Road.) The homes in this area were the original settlers Homesteads (8 Galatea) and the homes of the early aristocrats that settled here. Grand examples of the key architectural styles of the 1900's are not represented anywhere else in Auckland, with the exception of areas around Mt Eden, but the variety here is not as broad nor collected in such a small area.

Council should have confidence that this area, if protected, will exist for future generations to enjoy, as nearly all of the houses in this sub area have recently been fully renovated with adherence to Councils strict heritage rules. Therefore, these homes should safely stand for another 100 years to remain an example of past architectural forms.

While these rules have frequently prevented owners from altering homes as they would have liked, it has resulted in this area containing a cluster of heritage homes of a very high standard that could remain as a protected cluster of heritage homes from this era far into the future, providing they continue to be protected from re-development.

Summary

Sub area 25a, Herne Bay Peninsula and particularly the Galatea Block was established as a collection of large homes with large gardens near the city centre and this purpose is part of the history of the area and should remain. (Apartments were historically on the eastern end of Marine Parade).

Figure West Side of Galatea. Showing the Recently renovated Grand Villas that will now be able to be demolished

East side of Galatea

The historic heritage and special character of this area should be protected. Rezoning land for intensification is important, but this small area in Herne Bay contains a large number of significant heritage homes which together, collectively make up an area of historic housing that cannot be found anywhere else in Auckland and therefore should be protected for future generations. This heritage building area is different to other areas in Auckland for the reasons outlined above and is worthy of continued protection.

It cannot be Council's intentions that 3 whole blocks of magnificent, recently renovated grand heritage homes be demolished due to the fact that a small number in the area have had dormers or garages in the front yard added to them which results in the average score for the area being brought down.

Even without accepting these suggestions, the 25a area complies with Councils required threshold of 66% of the houses being a 5 or 6 if Herne Bay Road is included in the area OR Marine Parade is excluded. The area should not be rezoned as proposed.

The feed back above outlines how small justifiable tweaks in the method council used can result in these homes being subject to the Qualifying matter of heritage and therefore would not be redeveloped as multi unit sites 11m m high.

If an altogether different methodology was used, a walk through the area to see and feel its distinctive heritage character would also make it clear the area has an individual heritage character that should be protected.

Upzoning of Other Areas

A concern of accepting the points raised in this submission could be that it results in a loss of potential houses by an area not being upzoned.

To make up for this potential loss in houses it is suggested that all the properties along the seaward side of Marine Parade be rezoned MDRS instead. It is acknowledged that sea level rise and erosion needs to be acknowledged but the properties along here area deep enough so if this protective band is applied to the site, sufficient space would exist on each site for a 3 level apartment building to be constructed. This would result in houses with a high level of amenity as they would have a large area of land in front of them for recreation that would provide a buffer for sea-level and erosion

It is therefore suggested that a sliver of each of the sites along the western edge of marine parade be rezoned for housing intensification through this process, leaving out the seaward part of the site that is needed for erosion protection and sea level.

The Qualifying matter of erosion or sea-level rise does not need to apply along existing property boundaries. If these properties were developed into multiple units, the front 20 metres would be required to be vested in Council as an esplanade reserve in any event. The erosion protection line may only be a little wider than this.

Councils heritage assessment shows that most of the houses along here have a very low level of heritage which is consistent with what has happened in reality as a large number of these homes have been modified or redeveloped over time.

Nicola Sedgley (MNZPI)

9 May 2022

#6048

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: Eliza Gleeson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

St Mary's Bay isn't within a walkable distance of 1200 metres to city centre amenities. The walkable route to the City is beside the motorway and is only suitable for walking during daylight hours (no public lighting). Other walkable routes involve steep hills and are unsuitable at night.

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

Tell us why

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

Tell us why

The closest rapid transit stop to St Mary's Bay is Britomart or the future Victoria Street station. Neither are within 800m of St Mary's Bay

Intensification around town and local centres

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

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

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

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

Tell us why

None of the St Mary's Bay suburb is within 400m of the City Centre - so it is beyond the walkable catchment threshold.

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

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

Tell us why

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

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

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

Other qualifying matters

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

These additional qualifying matters include:

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

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

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

Important privacy information

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

#6056

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

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

Your details

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

Name: Paul Crimmins

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

The walkable distance does not account for the increased distances of easy commute to Central services achieved by widespread micro-mobility options.

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

Tell us why

The walkable distance does not account for the increased distances of easy commute achieved by widespread micro-mobility options.

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

Tell us why

The walkable distance does not account for the increased distances of easy commute achieved by widespread micro-mobility options.

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

"Special Character" is not a defined term under the RMA, nor any National Direction - it is a term invented by Auckland Council to appease existing land-owners at the expense of providing for a Sustainable urban form. Where individual buildings, or defined groups of buildings, exhibit actual

Historic Heritage, they should be scheduled as such, as is provided for as a Qualifying Matter. The broad-brush invention and application of an amorphous 'Special Character' to include wide areas with few or even no such 'Historic Heritage' buildings is, in my opinion, incorrect and subverts the requirements. This subversion precludes Sustainable housing development, where a wider choice of dwellings is enabled near to the City Centre. This then pushes development further out, increasing Greenhouse Gas emissions.

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

Tell us why

I suggest an analysis of the proposed retention of 'Special Character' to much of the suburb of Freemans Bay highlights that the application of 'Special Character' is incorrect. I was a long-term resident of this area, so have a good feel for the absence of any such 'Special Character' qualifying matter in what is and should be a Walkable Area supporting Sustainable housing options, including duplex/triplex apartments given the lot sizes and proximity to City Centre and Transport. Very few of the houses within Freemans Bay have any original or cohesive architectural character. The most-cohesive and architecturally notable dwellings are the 1970s Town Houses and Apartments of Wellington St - however, just like the detached timber dwellings they replaced, I do not suggest these have 'Special Character'.

Particularly, both sides of College Hill are obviously used for Mixed Business and should be zoned as such, with no reason for 'Special Character' aside from the separately scheduled Cavalier Tavern (correctly scheduled as 'Historic Heritage', which is a qualifying matter under the NPS:UD, unlike the amorphous 'Special Character'). Taking my knowledge of this one area, I conclude that such mis-use of 'Special Character' is likely to be widespread across the Isthmus to subvert the requirements.

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

Tell us why

Business areas can and should change with the times. If individual or definable groups of buildings exhibit actual 'Historic Heritage' they should be scheduled as such in place of broad-brush application of the 'Special Character' invented term.

Infrastructure constraints

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

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

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

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

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

Tell us why

Rather than a Qualifying Matter, I suggest that areas with Infrastructure Deficits should be highlighted as areas where development would attract additional Development Fees.

Other qualifying matters

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

These additional qualifying matters include:

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

#6063

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: Harry Hornabrook

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

The proposed outer limit of 1.2 km completely fails to take into account local topography and road crossings, and also the walking habits of the average Aucklander.

It is unrealistic to suggest the average Aucklander will walk anything like the distance and hill climbs/descents involved in a 1.2 km catchment from the Western edge of the city.

The edge of the city centre is an unrealistic measure for the western side of the Auckland, due to the percentage of offices, retail (High St, Lorne St etc) and the University & AUT, which are found to the east of Queen St. A more appropriate line would sit at Queen St, which is 2000metres and is just under a 30 minute walk from the intersection of Franklin Rd and Ponsonby Rd, and thus too far.

There are other more suitable sites for intensification closer to town. e.g. land between Beaumont Quarter and St Marys College, Wynyard Quarter, old City Works depot (bounded by Wellesley, Nelson and Cook Streets), vacant site Cnr Victoria and Albert Streets.

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

Tell us why

These issues aren’t relevant to my area.

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

Tell us why

These issues aren’t relevant to my area.

Intensification around town and local centres

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

(such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

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

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

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

Tell us why

This would possibly be a more appropriate distance for walking as long as there are suitable development sites within this distance.

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

Tell us why

This would possibly be a more appropriate distance for walking as long as there are suitable development sites within this distance.

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

The amount of land which would be made available for redevelopment by excluding certain special character areas is very small.

Generally the special character areas which have been excluded have small section sizes, difficult topography and infrastructure constraints which make them unsuitable for re development.

No accounting of the Historical Value is quantified in Councils suggestion for Special Character value.

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

Tell us why

'The areas marked in red in Freemans Bay should be included as a qualifying matter for the following reasons :

- Even if not high quality character they are part of an historic suburb and contribute to the retention of Auckland’s history and sense of place

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

- No consideration has been given to parking and these streets are already at capacity for parked vehicles.

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

Tell us why

Retaining the history and character of areas such as Ponsonby Road is crucial to the sense of identity and place for the local community and Auckland as a whole.

Infrastructure constraints

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

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

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

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

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

Tell us why

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

Many of the streets in Freemans Bay present access difficulties for Fire Service and ambulance vehicles. High rise buildings present a much greater fire hazard for residents than low rise and this will put apartment residents at risk.

It makes environmental and financial sense to prioritise development in other areas where existing infrastructure permits. Limited resources require existing infrastructure is put to best use.

The extremely narrow street/footpath infrastructure of upper North Freemans Bay (like Wood St) is not appropriate for contractor/supply access for building apartment blocks. The six floor plus

buildings could see the creation of wind tunnels and extreme street shading with such narrow streets. Privacy issues created by apartment blocks facing each other across such narrow distances would be extreme. Parking requirements have not been considered thus adding to congested streets.,

Other qualifying matters

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

These additional qualifying matters include:

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

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

Climate Change.

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

Important privacy information

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.

#6065

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: Tim Stevenson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

I think the walkable catchment should be further around the city centre, as this is the prime zone where people will want to live and travel in to the city, and are willing to walk up to 30 mins.

This also enables those using cycling/micromobility options to access the city.

This area has fantastic public transit service, as these areas are where the various routes into the city start to converge, providing incredibly frequent PT options.

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

Tell us why

Walkable catchments should be closer to 20 mins for metropolitan centres.

Make them 1600 m (20 mins)

A 20 minute walk or 5-10 minute cycle is completely reasonable for accessing metropolitan centres.

These are the areas that we need to intensify. Better to incentivise development in these areas now, and allow for future development.

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

Tell us why

These RT stops are crucial in providing a development corridor, and the benefits/time savings people make by using a rapid transit route means they are more likely to walk further to access these.

Make them 1600 m (20 mins)

Intensification around town and local centres

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

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

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

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

Tell us why

Town Centres with high accessibility need to be enabled to intensify in a far greater manner than a 400m radius will allow.

It will incentivise creation of more thriving, active local centres around Auckland.

Make it 800m

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

Tell us why

Local Centres with high accessibility need to be enabled to intensify in a far greater manner than a 200m radius will allow.

It will incentivise creation of more thriving, active local centres around Auckland.

Make it at least 400m.

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

The approach taken has assessed carefully the SCA values, and where these are strong, it is appropriate that these will be maintained.

Those areas that have been found to have less SC cohesion can be enabled for greater intensification.

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

Tell us why

In general the proposed SCAR areas are appropriate, and reviewing the findings reports shows that the sub-areas identified within SCAs that didn't have sufficient values DO have sufficient value and are worthy of maintaining.

I do think that there needs to be some design consideration within the MDRS to incentivise and require new development to be aware of context and to be 'good design/architecture'.

I'd like to know what the process is for updating the SCA overlay within the AUP with the findings/updates of this assessment process?

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

Tell us why

The changes to the SCAB areas are appropriate and the findings reports show that careful consideration ahs been made to ensure that non-contributing and character defining/supporting places are recognised.

I do think that there needs to be some design consideration within the MDRS to incentivise and require new development to be aware of context and to be 'good design/architecture'.

I'd like to know what the process is for updating the SCA overlay within the AUP with the findings/updates of this assessment process?

Infrastructure constraints

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

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

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

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

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

Tell us why

I generally DON'T support including this as a qualifying matter, unless incredibly compelling evidence can be provided as to why/how these areas can't be upgraded with better infrastructure.

If these areas with impossibly poor infrastructure overlay the walkable catchment areas, then there needs to be serious consideration as to what can be done to fix this, as these areas are vital to developing Auckland!

Other qualifying matters

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

These additional qualifying matters include:

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

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

City Centre/Qn St Valley Precinct Character Buildings should be made a Qualifying matter, but with the same amount of assessment as the Special Character Areas.

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.

#6066

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: Helen Vernon

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

I live at 19 Ireland St and know that it is a 30 min walk into the city centre. People will not walk this/after long. THe area needs to be closer to the city centre

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

Tell us why

Not applicable to my area

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

Tell us why

Not applicable to my area

Intensification around town and local centres

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

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

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

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

Tell us why

Not applicable to my area

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

Tell us why

Not applicable to my area

Qualifying matters

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

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

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

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

A great deal of work was put in under the Unitary Plan to identify special character areas requiring protection and the amount of land which would be made available for redevelopment by excluding

certain special character areas is very small.

Owners of properties in special character areas have a to invest to building / renovating their homes to maintain the special character. This should continue

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

Tell us why

Even if not high quality character they are part of an historic suburb and contribute

to the retention of Auckland's history and sense of place

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.

#6071

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: Roger Levie

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

I support this in general however would like greater consideration to be given to retaining Auckland's important heritage areas which fall within these boundaries.

5. **What do you think of our proposal to apply the Terrace 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 support this in general however would like greater consideration to be given to retaining Auckland's important heritage areas which fall within these boundaries.

Qualifying matters

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

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

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

I think a greater level of protection is required around heritage areas close to the city, such as Parnell, Freemans Bay and St Marys Bay. Based on the current proposal, many properties in these areas will be negatively impacted and the areas will become less of an attraction to visitors as random developments start popping up in these areas.

Also, many of these areas have poor infrastructure, with particular concern around storm water systems which need to be able to cope with the increasing number of weather events.

Many owners of heritage properties in these area have chosen to retain the character of their homes and have renovated at significant expense on the understanding that the area where their property is situated is important to Auckland and its character would be protected. I do not think that modern development in these old but more valuable areas of Auckland will actually help achieve the outcomes Government is looking for.

Also, appropriate height to boundary limitations must be retained or imposed to ensure that special character properties are not built out by larger developments immediately outside the boundaries of the special character zones and vice versa.

Right now, we appear to be heading down a path where much of the heritage and history of Auckland could quickly be ruined.

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

I think this is very important for Auckland rate payers and needs to be considered when deciding on the areas targeted for intensification. I suspect the cost to create and upgrade infrastructure in many of the older heritage areas around Auckland will be significant and so needs to be factored in to decisions.

Other qualifying matters

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

These additional qualifying matters include:

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

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

Re intensification in heritage areas, there are many older multi-unit developments in these areas on sites zoned for single dwellings, that are in poor condition and becoming uneconomic to maintain and repair. Although existing use rights provide opportunities to rebuild, I would like Council to consider the upzoning of these sites to Residential – Terrace Housing and Apartment Buildings Zone which would make redevelopment easier and have less impact on heritage areas.

In my professional capacity as CEO of HOBANZ Project Assist, I am providing input to owners in two properties in this situation, (11 Cowan Street, Ponsonby and 1 Caroline Street, Saint Marys Bay) and am aware of others.

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.

#6073

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: Doug Stockwell

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

There is no need for intensification of housing at the expense of Character homes close to the city. Main thoroughfares further out from the city are more appropriate for intensification where there are no character homes.

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

Tell us why

As stated above - There is no need for intensification of housing at the expense of Character homes close to the city. Main thoroughfares further out from the city are more appropriate for intensification where there are no character homes.

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

Tell us why

As stated above - There is no need for intensification of housing at the expense of Character homes close to the city. Main thoroughfares further out from the city are more appropriate for intensification where there are no character homes.

Intensification around town and local centres

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

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

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

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

Tell us why

I do not support at the expensive of Character housing

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

Tell us why

I do not support at the expense of character housing

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

Special character areas are part of the fabric and history of Auckland. Owners have lovingly cared for and in many cases sympathetically restored and improved their character homes in accordance with the Council regulations. The proposed changes will destroy the special character for ever and create soulless drab properties. Developers will design and build to a minimum standard that will create rows of indistinguishable properties that will lead to year of regrets.

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

Tell us why

Special character areas are part of the fabric and history of Auckland. Owners have lovingly cared for and in many cases sympathetically restored and improved their character homes in accordance with the Council regulations. The proposed changes will destroy the special character for ever and create soulless drab properties. Developers will design and build to a minimum standard that will create rows of indistinguishable properties that will lead to year of regrets.

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

Special character areas are part of the fabric and history of Auckland. Owners have lovingly cared for and in many cases sympathetically restored and improved their character homes in accordance with the Council regulations. The proposed changes will destroy the special character for ever and create soulless drab properties. Developers will design and build to a minimum standard that will create rows of indistinguishable properties that will lead to year of regrets.

Infrastructure constraints

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

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

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

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

9. **What do 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 agree we should protect Ridgelines, Auckland Museum & Character buildings in the city centre

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.

#6077

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: Rob Henderson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

Auckland is a mix of sprawling small communities that are not linked or developed around walkable catchments or hubs - Auckland is a 'vehicle drive' city. To transform it essential arterial fast rail in every suburb is first essential. The consequences after locating intensification close to walkable catchments will lead to loss of employment.

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

Tell us why

Auckland is a mix of sprawling small communities that are not linked or developed around walkable catchments or hubs - Auckland is a 'vehicle drive' city. To transform it essential arterial fast rail in every suburb is first essential. The consequences after locating intensification close to walkable catchments will lead to loss of employment.

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

Tell us why

Auckland is a mix of sprawling small communities that are not linked or developed around walkable catchments or hubs - Auckland is a 'vehicle drive' city. To transform it essential arterial fast rail in every suburb is first essential. The consequences after locating intensification close to walkable catchments will lead to loss of employment.

Intensification around town and local centres

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

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

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

4. **What do you think of our proposal 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

Auckland is diversified and the rules should apply across all residential zones

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

Auckland is diversified and the rules should apply across all residential zones

Qualifying matters

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

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

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

Either decide Auckland shall be unique local village type suburbs such as Remeura Rd or Devonport as an example or modernise completely across the board.

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

Either decide Auckland shall be unique local village type suburbs such as Remeura Rd or Devonport as an example or modernise completely across the board.

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

Either decide Auckland shall be unique local village type suburbs such as Remeura Rd or Devonport as an example or modernise completely across the board.

Infrastructure constraints

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

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

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

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

If intensification is the plan then infrastructure has to be built for a far greater eventual population growth or change the plan for Auckland to become a spread of small villages like in Switzerland.

Other qualifying matters

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

These additional qualifying matters include:

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

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

In a specific case in Mt Wellington Housing NZ was approved to build a 4 level apartment complex - https://www.google.com/maps/@-36.9045117,174.8384973,3a,90y,341.75h,95.91t/data=!3m7!1e1!3m5!1sI6FAyA8Lmp2LrhCY8I9i7g!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fpanoid%3DI6FAyA8Lmp2LrhCY8I9i7g%26cb_client%3Dmaps_sv.tactile.gps%26w%3D203%26h%3D100%26yaw%3D41.93334%26pitch%3D0%26thumbfov%3D100!7i16384!8i8192

The neighbour sought council approval to build the same intensify development and council refused. Council implied it gives priority and preferential treatment to Housing NZ, that the infrastructure would not manage another development, the traffic in the street could not handle more development, the water system would not be able to handle the demand, it would change the character of the street. That refusal reduce the value of the neighbouring property and blocked purchase of another property to extend the land area. Now the council wishes to operate a new regime and none of the refusual items have changed? The game afoot is a sham and this is a perfect example.

The intensification will destroy and undermine family stability as family need space in their homes. Auckland should be converted to the type of charming Swiss village type characteristic to attract the best of tourism and future - the present direction of intensification will see failure of social cohension and a modern Auckland that is safe - e.g. https://theculturetrip.com/europe/switzerland/articles/the-10-most-charming-villages-in-switzerland/

This survey has been formatted to imply the changes are accepted and only factors related to the acceptance need be changed.

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.

#6084

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: Sol De Sully

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Intensification around town and local centres

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

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

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

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

Tell us why

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

Tell us why

Qualifying matters

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

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

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

Special Character Areas

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

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

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

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

Tell us why

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

Tell us why

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

Tell us why

Infrastructure constraints

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

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

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

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

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

Tell us why

Other qualifying matters

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

These additional qualifying matters include:

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

- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6085

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: Laurie Newhook

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

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

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

We are proposing:

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

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

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

Tell us why

Much of the area that would be within 1200m of the edge of the city centre is of challenging topography for walking, being ridges interspersed with steep-sided valleys. A simple desktop mapping exercise is inadequate. It must be ground-truthed.

There is a large area (enclave) in eastern Parnell, east of the north-south line of Balfour Rd and Stanwell Street out to the ends of Crescent Rd and Saint Stephen's Ave, mapped as within walkable distance of something. This must be a mistake, as none of the features in Policy 3 of NPS-UD (centre types and certain public transport) come within 1200m of the enclave.

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 offer the same comments as re city centre aspect above.

As to my mapping concern as above, a 10 minute/800m walk from the south end of Newmarket metropolitan centre does not reach the enclave I describe above. Such a walk terminates at intersection of St Stephen's Ave and Brighton Rd.

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 terrain around Parnell Station is very challenging in most durections, especially the enclave I describe in my city centre answer above... in that case, 3 very steep-sided valleys.

Also, even 800m from the station falls well short of that enclave, reaching only Balfour Rd/Stanwell St. The black walkability line needs shifting to the alignment of those 2north-south streets.

Intensification around town and local centres

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

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

Please see my above answers Re adverse topography. This especially applies east of Parnell Rise local town centre.

Once again, the enclave of concern to me described in my city centre answer, is well beyond 400m from Parnell Local Town Centre in any event, so the black walkability line around Hobson Bay shoreline cannot be correct. It needs to contract to the north-south alignment of Balfour Rd and Stanwell St, or even closer to the Local Centre on Parnell Rd ridge.

5. **What do you think of our proposal to apply the Terrace 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

In case the walkability line I criticise in all answers above is in some way related to the tiny block of shops in Gladstone Rd, I dispute that such block (mapped Neighbourhood Centre Zone in the Unitary Plan) is pursuant to a requirement of Policy 3 of NPS-UD which is aimed at the much larger types of centre.

The line needs to be moved to the alignment of the two streets I mention in my earlier answers.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** I don't know

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** I don't know

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** 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.

#6092

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: Kent Dadson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

If the intent is to intensify the scale and range of activities within the city centre a wider walkable catchment will provide a larger population base to support the desired activities.

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

800 metres is not far enough to provide the population to drive the intensification of "liveable" metropolitan centres.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Subject to specific studies of the accessibilty of each transit stop; connections to other transport modes, park and ride, bikeways etc.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace 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

The Auckland City Plan and the AUP have evolved and refined the definition and processes that mediate the the residential character areas over a long period. The SCAR have now become well established and treasured residential precincts that are well maintained by their private owners and tenants without excessive demands upon the ratepayer base.

Generally the SCAR are older subdivisions with limited and/or aging infrastructure (eg non separated sewer / stormwater) . Any radical intensification of the SCAR will require massive investment in infrastructure which is not economical on a piecemeal or ad havoc basis,

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

These are consistent with the previous evaluation of identifiable and distinct special character areas that are viable and valued.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

These are consistent with the previous evaluation of identifiable and distinct special character areas that are viable and valued.

Special character business areas are the neighbour meeting places and as such define the place , the neighbourhood we belong to.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

As a long time resident of Freemans Bay/ Ponsonby / Grey Lynn , and as an architect and builder in the area for some forty years I any well aware of the infrastructural constraints that make intensification and development time consuming, expensive and unworkable. I have been waiting since 1976 for the promised separation of stormwater and sewerage in Richmond Road.

Other ares of the city also have significant drainage, erosion, flooding issue etc that can now be identified and should be recognised as qualifying matters.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Don't throw the baby out with the bathwater!

There is only one sun and it travels on a predictable path. The public will only inhabit public places if the have sunlight!

Protect the viewshafts to the Maunga; these are the icons of Tamaki Makaurau.

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.

#6096

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: Vaughan Peters

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

It seems to me that the edge of the CBD at 1.2kms from Ponsonby Rd is unrealistic for the western side of the city. A reason for possibly walking to the CBD would be to attend the university, AUT, maybe Lorne/High St retail which are east of Queen St. If the edge of the CBD was actually Queen St then that is 2kms from Ponsonby Rd, a 30 minute walk. I suggest this is too far, especially in summer.

There are more suitable sites for intensification closer to the CBD such as Wynyard quarter, City Works Depot, and the land between Beaumont Quarter/St Marys College and the CBD.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

Not relevant to me

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Not relevant to me

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

Not relevant to me

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Not relevant to me

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

It is clear that considerable work has gone into indentifying character areas for protection. But it appears that the amount of land potentially available for redevelopment by excluding special character areas is very small, with relatively small section sizes, somewhat difficult topography, and infrastruture constraints. I don't understand why this land would be suitable for development as building costs would be high and hence finished housing would be very expensive. How does expensive multi-level apartments on difficult terrain assist in making more homes available for all potential home buyers?

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

I think the areas marked in red in Freemans Bay should a qualifying matter because, although character quality is variable, they are very much part of a historic suburb and contribute strongly to Auckland's history. Excluding these areas will undoubtedly affect the integrity of surrounding character areas.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining history and character is important for local communities and Auckland as a whole.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this

as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

I understand there are stormwater/sewage capacity constraints affecting Freemans Bay.

Where I live there are access difficulties for Fire Service vehicles. I would expect this to amount to a significant constraint on intensification.

The extremely narrow streets and footpaths of upper Freemans Bay (like Wood St) do not seem remotely appropriate to the construction of apartment blocks.

And potential privacy issues and shading from apartment blocks in this vicinity would appear to be extreme to me.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6102

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: Herne Bay Residents Association Inc. M. Kohler on behalf of HBRAI

Name of organisation/business: Herne Bay Residents Association Inc.

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

AUP already provides sufficient residential capacity within walkable catchments for the next 30 years. All Special Character Areas in walkable catchments should be a qualifying matter as this will not compromise the development potential of walkable catchments. The proposed distance is too far in terms of the full ranges of population age, weather, and topography.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

AUP already provides sufficient residential capacity within walkable catchments for the next 30 years. All SCAs in walkable catchments should be a qualifying matter as this will not compromise the development potential of walkable catchments. The proposed distance is too far in terms of the full ranges of population age, weather, and topography.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

AUP already provides sufficient residential capacity within walkable catchments for the next 30 years. All SCAs in walkable catchments should be a qualifying matter as this will not compromise the development potential of walkable catchments. The proposed distance is too far in terms of the full ranges of population age, weather, and topography.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

There is already sufficient residential capacity in the AUP. Thab development is completely out of scale with most suburban residential town centres. It would negatively affect amenity values and the surrounding residential environment.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Herne Bay Residents Association Inc .(HBRAI) opposes any Thab development up to 200m from small town centres or large local centres for the reasons set out in the attachment to this feedback submission.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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

HBRAI does not support in terms of this question as it thinks all existing special character areas should be a qualifying matter for the reasons set out in the attachment to this feedback submission.

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

HBRAI does not support in terms of this question as it thinks there are more areas that should be identified as a qualifying matter for the reasons set out in the attachment to this feedback submission.

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

HBRAI does not support in terms of this question as it thinks more areas or parts of areas should be identified as a qualifying matter for the reasons set out in this feedback submission.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

HBRAI supports the proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter because infrastructure, including sewage and drainage, which is already overburdened and unable to cope with current pressure of population density will certainly not be capable of handling more intensification. This would lead to more environmental damage and health hazards. Herne Bay has long standing infrastructure constraints in respect of sewage and drainage which already cause overflows, and pollution of waterways, local beaches and Waitemata Harbour.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

HBRAI supports all of the proposed qualifying matters listed above and others that the Council has determined together with Volcanic Viewshafts and Height Sensitive Areas as qualifying matters because they are all significant contributing factors to the identity and amenity values of Auckland, making it the city we all value and enjoy.

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.

TO AUCKLAND COUNCIL – FEEDBACK ON COUNCIL'S PRELIMINARY RESPONSE MAP:

TELL US WHY RESPONSES:

Question 2: INTENSIFICATION -THAB around TOWN and LOCAL CENTRES:

HBRAI opposes any Thab development in Herne Bay for the following reasons:

1. The entire Herne Bay residential area together with the local shopping/ business centre does not fall into a "Walkable Catchment" and does not attract THAB zoning on this account.
2. The local shopping/ business area is zoned as a Local Centre.Therefore pursuant to Policy 3 (d) of the NPS-UD the requirement is for building heights and density of urban form commensurate with the level of commercial activity and community services. The Herne Bay shopping centre largely comprises Historic Heritage Area buildings (all no higher than 2 storey and mostly around 100+ years old). The buildings house mainly small shops serving the local communities' needs such as dairies, bakery, pharmacy, stationary shop and a few cafes and restaurants. The level of commercial activity and community services is very localized, with no commercial office activity, and precludes Thab height and density being commensurate.
3. The area around the Herne Bay Local centre is suburban residential, currently mostly covered by Historic Heritage area or Special Character overlay protection. Any Thab development would be incompatible and completely out of scale with the built integrity and continuity of this historic early Auckland suburb and would act to destroy its ongoing contribution to the identity of our city.

Question 3: QUALIFYING MATTERS; SPECIAL CHARACTER AREAS:

A. While HBRAI acknowledges and appreciates Council's recent work to protect and preserve a considerable amount of SCAs identified in the AUP it does not support in terms of the question because it believes that all Special Character properties identified in the AUP, including all those situated in Herne Bay, should be added to those already identified in the Preliminary Response map for the following reasons:

   1. Under RMA 1991 Section 6 all Historic Heritage places and areas are protected against development as permitted by RMA(EHSOM) Amdt. Act 2021. Some of the omitted Special Character properties may be capable of this classification.
   2. Under RMA 1991 Section 7(c) and (f) particular regard must be given to maintenance and enhancement of amenity values and the quality of the environment. This includes SCAs; consequently omission of properties/ areas already identified in the AUP is not justifiable.
   3. The AUP is a recent comprehensive District Plan, carefully conceived to cover Auckland's current and future needs and growth. It already includes sufficient capacity for housing intensification, density and supply for the next 30 years. There is no necessity to sacrifice Auckland's remaining stock of Special Character properties,

which cover only about 3.6% of the residential land available.

4. Auckland enjoys one of the best- preserved collections of Victorian and Edwardian wooden houses in the world, which is essential to the city's identity and tells the story of its history. Further loss of these houses or out of scale disruption of continuity by incompatible building development would be a huge setback to this city.
5. Herne Bay is an historic early suburb with considerable areas of largely intact and good quality early housing. It is suburban residential and not within any Walkable Catchment. Its historic and character qualities should be maintained and enhanced rather than dismantled.
6. The new methodology for identifying Special Character houses differs from AUP methodology and does not carry the same weight. The Special Character housing identified in AUP meets the criteria of AUP methodology. Further, the pandemic lock down restrictions resulted in some of the more recent assessments being done virtually, online. HBRAI is aware of some assessments which missed identifying Special Character because trees, hedges or other blocked the only view available.

B. HBRAI approves the proposed residential SCAs identified by Council in the Preliminary Response map but does not support in terms of this question because it believes that there are more areas that should also be identified as a qualifying matter for the following reasons:

1. As per reasons 1-6 above all existing SCAS should be a Qualifying Matter and added to those identified in the Preliminary Response map.
   For some outstanding examples in Herne Bay:
   -Galatea Tce, Bella Vista Rd, Wolseley Ave, remainder of Marine Parade and the other streets that make up the cul de sac area on the western peninsula of Herne Bay. There is no through traffic in this area and no suitability for intensification. This area contains considerable historic housing (e. g. Galatea Tce; Marine Parade, Wolseley Ave, which includes W. Holmans own home, designed by him) as well as all the other AUP special character properties in Herne Bay which were omitted from the Preliminary Response map.
2. More residential areas in Herne Bay that should be identified as a Qualifying Matter,(HHA or SCA):
   (a) The Moderne/Art Deco Apartment Block group on Jervois Rd between Wallace St and Salisbury St. This group has regional as well as local significance values as per Historic Heritage Evaluation provided to Council and Heritage NZ. It comprises the most cohesive group of Art Deco apartment blocks in Auckland. It is also a landmark that is essential to the history and character of Herne Bay.
   (b) Lawrence St, which appears to meet the 66% criteria even on a conservative basis.
   (c) Clifton Rd, east side cnr Argyle St and adjacent to cnr café Jervois Rd. Omission of these properties disrupts and detracts from the continuity of special character of this street.
   (d) Jervois Rd – Wallace St westward on north side, except for one small café cnr

Clifton Rd; and Kelmarna Ave westward on south side, except for one business site cnr.Kelmarna Ave. Apart from the 2 business sites referred this is all residential, surrounded by SCAs which would suffer from any intensified development on these sites.

C. HBRAI approves the identification of Historic Heritage Area business/shops on Jervois Rd but does not support in terms of the question because it believes more areas or parts of areas should be identified as Qualifying Matters for the following reasons:

1. The historic/ special character shops/ businesses on Jervois Rd between Albany Rd and Kelmarna Ave should be identified as a qualifying matter as they are an integral part of the Herne Bay Local shopping centre and date from the same period as the major part of this Local centre, which has been identified as part of an Historic Heritage Area. They are sandwiched between that HHA and the Kelmarna Ave SCA and face onto the Moderne/ Art Deco Apartment group on the other side of Jervois Rd.

#6110

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: Julie Nicholls

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

None of St Mary's Bay is within walkable distance of 1200meters to City Centre. The walkable route to the City Centre is bedside the motorway, is only suitable in daylight hours it has no public lighting and is an unsafe environment i.e Victoria Park.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Mary's Bay is Britomart or the future Victoria Street station. Both are unsavoury for early / late start as a healthcare worker. Neither is the bus service running at 0530hrs or late at night at 2345 hrs. The city is dangerous late at night. St Mary's Bay is beyond the walkable catchment threshold.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

See comments above. The closest rapid transit stop to St Mary's Bay is Britomart or the future Victoria Street station. Both are unsavoury for early / late start as a healthcare worker. Neither is the bus service running at 0530hrs or late at night at 2345 hrs. The city is dangerous late at night. St Mary's Bay is beyond the walkable catchment threshold.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

As already noted none of St Mary's Bay suburb is within 400 meters of the City Centre. It is therefore beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

St Mary's Bay has over 200 properties of historic heritage value rated 6 & 5. I support creating Special Character Sub- Areas around clusters of heritage houses in St Mary's Bay in addition to identified on the draft maps

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Mary's Bay collecting all houses of Rating 6, 5 & 4 as sub - areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has significant constraints with storm water, waste water and the overall road network. The upgrading of the storm water / waste water system and the planned separation is based on the exisiting development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

1. Unstable coastal edge - St Mary's Bay is bounded to the north by an unstable coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100meters where instensification must be avoied to manage the hazard risk.

This risk is present in the proposed 'short term cheap fix' storm water separation - it's a mess.

2. Loss of urban tree cover - the inevitable outcome of instensification will mean significant loss of urban tree cover (as we have already witnessed around the city), thus contributing to increased heating and diminished infiltration. So how do you as Ak Council address your commitment to policies and changes that specifically lower contributions to climate change when you are actively proposing significant loss of well established urban tree cover?

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.

#6111

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: Elisabeth Burgess

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

While this is a reasonable proposition in some areas it means that some older, historical areas of Auckland, such as St Mary's Bay, Herne Bay and Freeman's Bay will be included.

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 don't think this will impact on Auckland's character or unique historical housing.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Support as I don't think this will impact on Auckland's character or historical housing areas.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

OK, as long as historical areas are retained. Significant trees and green areas should be protected.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

My main concern is the loss of Auckland's character and historical areas. I simply don't know whether including small town centres would destroy such areas. Please ensure protection for significant trees and green areas.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

The overlays proposed by the Council will greatly help to preserve areas of significant character, historical value and ecological significance. However the overlay should include more areas such as Freeman's Bay, St Mary's Bay and Herne Bay, i.e. some of the areas identified to have special character but not included as a qualifying matter (the red dotted areas).

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

These areas contain lovely old houses with trees and gardens. These reflect the history of our city. My grandfather CH Frankham was a timber merchant and builder. He built some of the villas on Jervois Rd, one of which my mother was born in in 1919. He also built the old Herne Bay Primary School which became a Pacific Island Resource Centre and is now a playcentre. Such buildings tell the story of Auckland's history as well as that of my own family. This is an important part of our identity as Aucklanders that should not be destroyed.

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

Great to see Ponsonby Road included but I think more of Jervois Road should be included.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do 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 in old areas of the city such as Ponsonby and Herne Bay, where we have disintegrating Victorian sewer systems, would be disastrous. Our street in Ponsonby (Fitzroy St) has recurring issues with sewage and wastewater systems. We are currently struggling to get Three Waters to deal with leaking sewage and subsidence and sinkholes under our road, footpath and driveway. This system would not withstand further intensification.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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 of these qualifying matters. There will be others that various other submitters will propose that I would also support. Please do your best to retain the character and beauty of our city. Once lost it can never be regained. Old trees are significant features of our landscape that provide habitat for birds and insects, amenity for people, beauty, oxygen, relief from urban sterility. Please provide greater protection of urban trees and other areas of significant ecological benefit.

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.

#6112

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: David Roberton

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The other walkable areas are based on 1200 m from the transport hub whereas St Marys Bay seems to be based on an arbitrary distance from Westhaven which has no transport facilities.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

The other walkable areas identified across Auckland are based on 1200 m from the transport hub whereas St Marys Bay seems to be based on an arbitrary distance from Westhaven which has no transport facilities.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city

blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more)

within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

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.

#6114

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: Murray Giblin

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Surely planning needs to be more sophisticated and nuanced than applying simplistic blanket criteria like this. Would it not make sense for planners to identify where the city can best locate higher density townhouse and high rise apartment development eg along certain main roads (like the north side of Jervois Rd, Remuera Rd and Kepa Rd) where there would be minimal impact on neighbouring houses and neighbourhoods? Rather than a blanket approach allowing random intensification which will destroy the values of many neighbourhoods. The local communities should have a say on how and where these changes to their neighbourhood may occur.

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

Surely planning needs to be more sophisticated and nuanced than applying simplistic blanket criteria like this. Would it not make sense for planners to identify where the city can best locate higher density townhouse and high rise apartment development eg along certain main roads (like the north side of Jervois Rd, Remuera Rd and Kepa Rd) where there would be minimal impact on neighbouring houses and neighbourhoods? Rather than a blanket approach allowing random intensification which will destroy the values of many neighbourhoods. The local communities should have a say on how and where these changes to their neighbourhood may occur.

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

Surely planning needs to be more sophisticated and nuanced than applying simplistic blanket criteria like this. Would it not make sense for planners to identify where the city can best locate higher density townhouse and high rise apartment development eg along certain main roads (like the north side of Jervois Rd, Remuera Rd and Kepa Rd) where there would be minimal impact on neighbouring houses and neighbourhoods? Rather than a blanket approach allowing random intensification which will destroy the values of many neighbourhoods. The local communities should have a say on how and where these changes to their neighbourhood may occur.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre

(such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

Surely planning needs to be more sophisticated and nuanced than applying simplistic blanket criteria like this. Would it not make sense for planners to identify where the city can best locate higher density townhouse and high rise apartment development eg along certain main roads (like the north side of Jervois Rd, Remuera Rd and Kepa Rd) where there would be minimal impact on neighbouring houses and neighbourhoods? Rather than a blanket approach allowing random intensification which will destroy the values of many neighbourhoods. The local communities should have a say on how and where these changes to their neighbourhood may occur.

5. **What do you think of our proposal to apply the Terrace 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

Surely planning needs to be more sophisticated and nuanced than applying simplistic blanket criteria like this. Would it not make sense for planners to identify where the city can best locate higher density townhouse and high rise apartment development eg along certain main roads (like the north side of Jervois Rd, Remuera Rd and Kepa Rd) where there would be minimal impact on neighbouring houses and neighbourhoods? Rather than a blanket approach allowing random intensification which will destroy the values of many neighbourhoods. The local communities should have a say on how and where these changes to their neighbourhood may occur.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites

of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Special character areas should definitely should be included in the planning process to identify neighbourhoods which should be protected to retain the

character and quality of the neighbourhoods. The criteria and planning should be more nuanced than applying the age of the houses as the sole criteria for determining special character. Neighbourhoods may contain values and character worth preserving even where there is a mix of old and newer housing. eg the neighbourhood between Gladstone Road and Glanville Terrace including St Stephens Ave I would have thought qualified as a neighbourhood of special character and quality worth retaining. The values and quality of living in this neighbourhood would be destroyed by allowing 6+ storey apartments and 3 storey townhouse development. There may be a case for this on Gladstone Road but not in the rest of this neighbourhood.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

As above there should be more areas identified as qualifying matters. The criteria and planning should be more nuanced than applying the age of the houses as the sole criteria for determining special character. Neighbourhoods may contain values and character worth preserving even where there is a mix of old and newer housing. eg the neighbourhood between Gladstone Road and Glanville Terrace including St Stephens Ave I would have thought qualified as a neighbourhood of special character and quality worth retaining. The values and quality of living in this neighbourhood would be destroyed by allowing 6+ storey apartments and 3 storey townhouse development. There may be a case for this on Gladstone Road but not in the rest of this neighbourhood.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Makes sense to restrict development where the infrastructure can't cope.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6116

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: Hasini Wanigasuriya

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

15 minute walk is quite a distance and inconvenient. It should be closer or at least have cycling facilities installed as this would make it less inconvenient and faster.

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

It's the easiest way for people to get around when commercial and residential zones are combined.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** I don't know

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay

- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6117

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: Matthew Prasad

Name of organisation/business: Holistic Urban Environments Ltd

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

1200 meters is a rather modest walking catchment for the city centre and should be double that at 2400 meters.

In Auckland, many people are willing to walk further than 15 minutes to access jobs, services, opportunities, and rapid transit. And because the city centre is a large business, entertainment and residential hub, a greater walking catchment to will reinforce these activities and encourage the compact city model and further facilitate travel mode shift and meet the other Climate and Carbon objectives Auckland Council has.

Additional considerations:

Qualifying matters should not compromise the development potential of sites within the walking catchments and the process of zoning to reflect qualifying matters is inconsistent with best practice planning and city building. Zoning should occur without the influence of Qualifying Matters, with Qualifying matters remaining as matters of consideration and assessment as necessary and relevant to any site in much the same way the current Volcanic viewshafts overlay has been applied within the Auckland Unitary Plan

We encourage the use of Mixed-use zoning within walking catchments to facilitate the compact urban city model and towards the 15 minute city model in the future enabling current and future residents to access daily needs by walking, cycling and micro-mobility and to live lower carbon lifestyles.

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

There is plenty of evidence including studies undertaken by Auckland Transport that people already walk on average 1200m and more to reach rapid transit stops such as Train Stations. We recommend that the walking catchments should be no less than 1200 from all Rapid Transit Stops and all Metropolitan Centres, Town Centre and Local Centres

Walking catchments should be rationalised to defensible urban boundaries such as roads or other man made or natural features and not constrained to the exact walking catchment boundary. The proposed absolute adherence to the walking catchment is likely to lead to undesirable and poor urban outcomes.

Additional considerations:

Qualifying matters should not compromise the development potential of sites within the walking catchments and the process of zoning to reflect qualifying matters is inconsistent with best practice planning and city building. Zoning should occur without the influence of Qualifying Matters, with Qualifying matters remaining as matters of consideration and assessment as

necessary and relevant to any site in much the same way the current Volcanic viewshafts overlay has been applied within the Auckland Unitary Plan

We encourage the use of Mixed-use zoning within walking catchments to facilitate the compact urban city model and towards the 15 minute city model in the future enabling current and future residents to access daily needs by walking, cycling and micro-mobility and to live lower carbon lifestyles.

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

There is plenty of evidence including studies undertaken by Auckland Transport that people already walk on average 1200m and more to reach rapid transit stops such as Train Stations. We recommend that the walking catchments should be no less than 1200 from all Rapid Transit Stops and all Metropolitan Centres, Town Centre and Local Centres

Walking catchments should be rationalised to defensible urban boundaries such as roads or other man made or natural features and not constrained to the exact walking catchment boundary. The proposed absolute adherence to the walking catchment is likely to lead to undesirable and poor urban outcomes.

Additional considerations:

Qualifying matters should not compromise the development potential of sites within the walking catchments and the process of zoning to reflect qualifying matters is inconsistent with best practice planning and city building. Zoning should occur without the influence of Qualifying Matters, with Qualifying matters remaining as matters of consideration and assessment as necessary and relevant to any site in much the same way the current Volcanic viewshafts overlay has been applied within the Auckland Unitary Plan

We encourage the use of Mixed-use zoning within walking catchments to facilitate the compact urban city model and towards the 15 minute city model in the future enabling current and future residents to access daily needs by walking, cycling and micro-mobility and to live lower carbon lifestyles.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

There is plenty of evidence including studies undertaken by Auckland Transport that people already walk on average 1200m and more to reach rapid transit stops such as Train Stations. We recommend that the walking catchments should be no less than 1200 from all Rapid Transit Stops and all Metropolitan Centres, Town Centre and Local Centres

Walking catchments should be rationalised to defensible urban boundaries such as roads or other man made or natural features and not constrained to the exact walking catchment boundary. The proposed absolute adherence to the walking catchment is likely to lead to undesirable and poor urban outcomes.

We are concerned that Auckland Council is considering limiting the heights of (additional) THAB zone around centres as part of its response to Policy 3(d) to potentially 4-stories. We do not support this approach and recommend retaining the current THAB height controls as there will be no demonstrable effects between 3 stories and 5 stories.

We support Auckland Councils intentions to change the Height in Relation to Boundary controls for THAB zone within the walking catchments to better enable the full 6 story height to be realised as this encourages perimeter block development outcomes. We encourage Auckland Council to look at applying this same approach to all existing and proposed THAB zoned Sites. We encourage Auckland Council to ensure rules are simple and avoid additional controls that may make sites nonviable to achieve the directives of the NPS-UD.

Additional considerations:

Qualifying matters should not compromise the development potential of sites within the walking catchments and the process of zoning to reflect qualifying matters is inconsistent with best practice planning and city building. Zoning should occur without the influence of Qualifying Matters, with Qualifying matters remaining as matters of consideration and assessment as necessary and relevant to any site in much the same way the current Volcanic viewshafts overlay has been applied within the Auckland Unitary Plan

We encourage the use of Mixed-use zoning as opposed to only Terrace Housing and Apartment Building zoning within walking catchments to facilitate the compact urban city model and towards the 15 minute city model in the future enabling current and future residents to access daily needs by walking, cycling and micro-mobility and to live lower carbon lifestyles.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

There is plenty of evidence including studies undertaken by Auckland Transport that people already walk on average 1200m and more to reach rapid transit stops such as Train Stations. We recommend that the walking catchments should be no less than 1200 from all Rapid Transit Stops and all Metropolitan Centres, Town Centre and Local Centres.

Walking catchments should be rationalised to defensible urban boundaries such as roads or other man made or natural features and not constrained to the exact walking catchment boundary. The proposed absolute adherence to the walking catchment is likely to lead to undesirable and poor urban outcomes.

We are concerned that Auckland Council is considering limiting the heights of (additional) THAB around centres as part of its response to Policy 3(d) to potentially 4-stories. We do not support this approach and recommend retaining the current THAB height controls as there will be no demonstrable effects between 3 stories and 5 stories.

We support Auckland Councils intentions to change the Height in relation to boundary controls for THAB within the walking catchments to better enable the full 6 story heigh to be realised within the front hal of the site and encouraging perimeter block development outcomes. We encourage Auckland Council to look at applying this same approach to all existing and proposed THAB zoned Sites. We encourage Auckland Council to ensure rules are simple and avoid additional controls that may make sites un viable to achieve the directives of the NPS-UD.

Additional Considerations:

Qualifying matters should not compromise the development potential of sites within the walking catchments and the process of zoning to reflect qualifying matters is inconsistent with best practice planning and city building. Zoning should occur without the influence of Qualifying Matters, with Qualifying matters remaining as matters of consideration and assessment as necessary and relevant to any site in much the same way the current Volcanic viewshafts overlay has been applied within the Auckland Unitary Plan

We encourage the use of Mixed-use zoning as opposed to only Terrace Housing and Apartment Building zoning within walking catchments to facilitate the compact urban city model and towards the 15 minute city model in the future enabling current and future residents to access daily needs by walking, cycling and micro-mobility and to live lower carbon lifestyles.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites

of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

'Listed Heritage Buildings and high quality, continuous special character areas that support listed Heritage create a connection to Aucklands past. However Special Character protection in areas that are well-connected and in demand close to the city center should be freed up to create a well functioning future city. SCAs within the Walkable Catchments have been retained and not balanced against the amenity values and direction of the NPS-UD.

- The approach to how special character areas are assessed needs to be made more transparent and reconsidered.

- We support protection of listed Heritage; and high quality, continuous special character areas that support listed Heritage.

- We support the underlying zone of all sites to be increased to a zoning adequet to its accesibility and demand as per the NPS-

UD guidelines. Qualifying Matters, such as Special Character should be added as an overlay that specifically addresses the

affected site.

- Both the assessment and overlay of Special Character should be done on a site by site basis.

- We encourage Auckland Council to consider the following

1. "Special" is not specific, and therefore not something that can itself be a qualifying matter

2. Sites which are not determined to have a character dwelling on them cannot have special character protections on them.

3. Rear sites should not have SCA applied to them as they do not contribute to the street environment.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are areas that should not be identified as a qualifying matter

Tell us why

The approach to how Special Character Areas are calculated appears to be manipulated to maintain areas that are as large as possible with the greatest number of dwellings.

The approach needs to be made more transparent and retained areas need to be reexamined.

The first issue created by Auckland Council's methodology is the obvious statistical data discrepancy. The exclusion of rear lots from the percentage calculation creates higher percentages of character-defining individual dwellings within an SCA. This matters because it can push SCAs above the percentage threshold needed for retention.

For statistical accuracy, percentage calculations should include rear properties to provide a real sense of the abundance of high-quality special character dwellings within the SCA boundary. If rear properties are not statistically considered, they should also be excluded from the SCA overlay. Currently, even if rear lots are excluded from the calculation they still receive a SCA overlay, which limits their ability to develop.

The second issue is the redrawing of Special Character Area boundaries to create 'sub-area SCAs'. Changing SCA boundaries to change the percentage of character-defining individual dwellings in a SCA essentially sacrifices a few houses on the outskirts of the area to retain as many as possible within the cluster of sub-areas.

The principle is the same as with the exclusion of rear lots. If you reduce the total number of homes that the character defining ones are spread amongst, the saturation increases. This is reflected in the percentage, and the outcome is the retention of otherwise excluded Special Character Areas.

We encourage Auckland Council to re-examine how Special Character Areas have been identified and produce an approach that has a more equitable outcome for all suburbs and citizens.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think less areas should be identified as a qualifying matter

Tell us why

All business special character should be removed within walking catchments.

The approach to how Special Character Areas are calculated appears to be manipulated to maintain areas that are as large as possible with the greatest number of dwellings.

The approach needs to be made more transparent and retained areas need to be reexamined.

The first issue created by Auckland Council's methodology is the obvious statistical data discrepancy. The exclusion of rear lots from the percentage calculation creates higher percentages of character-defining individual dwellings within an SCA. This matters because it can push SCAs above the percentage threshold needed for retention.

For statistical accuracy, percentage calculations should include rear properties to provide a real sense of the abundance of high-quality special character dwellings within the SCA boundary. If rear properties are not statistically considered, they should also be excluded from the SCA overlay. Currently, even if rear lots are excluded from the calculation they still receive a SCA overlay, which limits their ability to develop.

The second issue is the redrawing of Special Character Area boundaries to create 'sub-area SCAs'. Changing SCA boundaries to change the percentage of character-defining individual dwellings in a SCA essentially sacrifices a few houses on the outskirts of the area to retain as many as possible within the cluster of sub-areas.

The principle is the same as with the exclusion of rear lots. If you reduce the total number of homes that the character defining ones are spread amongst, the saturation increases. This is reflected in the percentage, and the outcome is the retention of otherwise excluded Special Character Areas.

We encourage Auckland Council to re-examine how Special Character Areas have been identified and produce an approach that has a more equitable outcome for all suburbs and citizens.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this

as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

It is the responsibility of the NZ Government, Auckland Council and its CCOs to deliver infrastructure in anticipation of future housing growth. It may be reasonable to have extremely limited areas qualified where it is impossible or extremely difficult to address long-term infrastructure constraints.

However, Infrastructure constraints should be an overlay only and not affect the underlying zoning of sites therefore any upzoning changes as required by the NPS-UD and MDRS should be made without regard for infrastructure. Appropriate mitigation of infrastructure issues should be done through a resource consent process where a site by site approach can be taken. In that way, infrastructure constraints will be a consideration in any application made.

Intensification in existing urban areas is a more efficient use of infrastructure, compared to greenfield development. Prioritisation of infrastructure funding between greenfield growth and brownfield intensification needs to be considered.

With the climate emergency, investing in infrastructure upgrades to support development in existing urban areas - close to existing amenities and transport - is crucial to reduce transport and housing-related emissions. Auckland Council should

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

HUE supports some but not all of the qualifying matters proposed by Auckland Council. We support the Auckland War Memorial Viewshaft and the Ridgeline Protection Overlays as these protect unique natural and built heritage. We do not support the Local Public Views in their current extend as these appears to be arbitrary and need urgent detailed consideration.

HUE supports the protection of view shafts of cultural and spiritual significance to mana whenua in Tāmaki Makaurau,. However volcanic view shafts should be revisited as the current application of the Volcanic view shafts does not meet the evidence-based requirements of the NPS-UD.

Qualifying matters should not compromise the development potential of sites within the walking catchments and the process of zoning to reflect qualifying matters is inconsistent with best practice planning and city building. Zoning should occur without the influence of Qualifying Matters, with Qualifying matters remaining as matters of consideration and assessment as necessary and relevant to any site in much the same way the current Volcanic viewshafts overlay has been applied within the Auckland Unitary Plan.

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.

Auckland Council's Proposed Changes to the Unitary Plan

Supporting Information Feedback

Intensification inside walkable catchments

Although it is great to see a more progressive approach to city zoning that is based on other modes of transport I find that Auckland Council has not pushed walkable catchments far enough. Both international studies and Auckland Transport's own studies find that people are already walking greater distances to rapid transit stops than those proposed by Auckland Council.

- Household Travel Survey data shows that the median walking commute in Auckland takes around 22 minutes, compared with the median driving commute of 23 minutes. This data covers 2011-2014 and it is likely that driving commutes have lengthened since then, due to development in remote suburbs and greater congestion.
- A 2010 survey by the Auckland Regional Transport Authority (ARTA, now Auckland Transport) found "that an 800 metre radius underestimates the actual walking distance" for rail passengers.
- I support a change of all walking catchments around the city center, metropolitan centers and rapid transit stops to be a minimum of 1200m and create more rationale boundaries such as transitioning across roads and including whole blocks within the catchment.

Intensification around town and local centres

The areas around town and local centres are already mostly zoned THAB. The impact of these changes is hard to assess because of the lack of clarity around the minimum and maximum height proposed by the council within the Policy 3(d) zones.

- I support upzoning adjacent to town and local centres to enable the full 6 storey development within the THAB zone.
- Upzoning to a distance of a minimum of 1200m - further than currently proposed by Council - should take place around all Town and Local Centres.
- This will support the development of 15-minute neighbourhoods centred around town centres and local centres, enabling residents to access everyday services and amenities, by walking, cycling and micro-mobility, living lower carbon lifestyles.

Special Character Areas

The approach to how Special Character Areas are calculated appears to be manipulated to maintain areas that are as large as possible with the greatest number of dwellings.

- The approach to how special character areas are assessed needs to be made more transparent and reconsidered.
- I support protection of listed Heritage, and high quality, continuous special character homes that support listed Heritage.
- I support the underlying zone of all sites to be increased and QMs to be added as an overlay that specifically addresses the effected area.
- I support the removal of Special Character Overlay for rear/vacant lots.

Infrastructure constraints

It is the responsibility of the NZ Government, Auckland Council and its CCOs to deliver infrastructure in anticipation of future housing growth.

- It maybe reasonable to have extremely limited areas qualified where it is impossible or extremely difficult to address long-term infrastructure constraints.
- Underlying Zoning should not be affected by Infrastructure constrains.
- I support the underlying zone of all sites to be increased and QMs to be added as an overlay that specifically addresses the effected area until that constraint is adequately addressed.

Other qualifying matters

How Qualifying Matters (QM) are determined, applied and their linkage with the underlying zone can have the potential to be the most significant impact on determining the built outcome of the whole of Auckland. Auckland Council has once again chosen to go with an approach of zoning what is currently there instead of applying a future focused city building approach. Auckland Council has taken the approach of reducing the underlying zoning of a whole site due to a qualifying matter, even if this QM only affects part of the site. I consider this approach to unduly reduce the development capacity of sites.

- I support the underlying zone of all sites to be increased and QMs to be added as an overlay that specifically addresses the effected area.
- Further analysis of these other qualifying matters is required by Auckland Council to provide evidence that these Matters meet the legislative threshold to be applied.

#6120

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: Grant McMillan

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

1.2 kilometres from the city centre encroaches on the unique historic character areas the ring the city centre, especially Freemans Bay and Ponsonby but also likely to affect Grafton and parts of Parnell. Once these areas have been redeveloped as proposed they are gone for ever and a huge part of the character that makes Auckland special is ended

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

For the same reasons as out lined above. Much of Auckland is made up of historic villages - Ponsonby, Parnell, Mt Eden, Mt Albert, etc etc and much of the character of these villages arises from the older houses on their perimeter. That perimeter needs to be closely guarded.

Auckland already has plentiful room for higher density housing in the walkable catchments under the existing Unitary Plan. The proposed 1200 and 800 metre distances are unnecessary and unrealistic as walkable catchments.

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 the same reasons as out lined above. Much of Auckland is made up of historic villages - Ponsonby, Parnell, Mt Eden, Mt Albert, etc etc and much of the character of these villages arises from the older houses on their perimeter. That perimeter needs to be closely guarded.

Auckland already has plentiful room for higher density housing in the walkable catchments under the existing Unitary Plan. The proposed 1200 and 800 metre distances are unnecessary and unrealistic as walkable catchments.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city

blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

I am strongly against any THAB development in Herne Bay. It will be completely out of scale with the historic and special character housing of Herne Bay. Historic character areas are appreciated and enjoyed by so many people, not just local residents, for their overall continuity, not just the occasional "special" house of particular merit. Once the overall feeling of an area is destroyed the character is gone, regardless of any one-off houses that may be preserved. The wooden villas of Auckland are a unique feature of our city - please do not destroy them!!

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

See above I am strongly against any THAB development in Herne Bay. It will be completely out of scale with the historic and special character housing of Herne Bay. Historic character areas are appreciated and enjoyed by so many people, not just local residents, for their overall continuity, not just the occasional "special" house of particular merit. Once the overall feeling of an area is destroyed the character is gone, regardless of any one-off houses that may be preserved. The wooden villas of Auckland are a unique feature of our city - please do not destroy them!!

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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's Special Character Areas are very special indeed and once destroyed they are gone for ever - a point I can only keep repeating. I live in Herne Bay but would regret the loss of any of the SCA's in Auckland - I live in this city and visit all the areas from time to time. This is not NIMBYism but a real concern to retain what I, along with so many others, especially value about our city. I cannot understand why, when the existing AUP already enables 900,000 houses to be built, why we should allow the destruction of what is irreplaceable. The identification method proposed is so restricted as to be virtually useless for preserving SCA's - which is perhaps the reason for choosing it?

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

All the exiting special character areas need to be included - along with examples such as the Art Deco apartment buildings on Jervois Rd between Wallace and Salisbury St, the houses in Lawrence St and Wallace St (both sides) all the way to Marine Parade. The Jervois Rd shops are on a narrow ridge with the acknowledged SCA of The Avenues directly behind and have a special character of their own being primarily Edwardian. They are unsuited to more intensification

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

More areas need to included as Qualifying Matters eg the Jervois Rd shops as mentioned (between Albany Rd and Kelmarna Ave). They are an absolutely essential part of the character of the area, identifying it just as Ponsonby Rd is major aspect of the identity of Ponsonby.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do 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 find it difficult to believe that this question is even being asked. It is a basic fact that infrastructure is essential to development and where it is constrained, development must be restricted to what is physically possible to allow to be built. The infrastructure in the area is amongst the oldest in Auckland and known to be unable to cope even with the current development demand. Pollution of the harbour, sewage overflows etc are very real, very serious concerns and simply cannot be ignored. And must not be.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Character Buildings in the City Centre Zone - I am strongly in favour of preserving as m any of the worthwhile character buildings as can be kept for all the reasons already stated for keeping the character of Herne Bay, Ponsonby etc. There is ample room in Auckland to build new, despite the propaganda - let us not destroy our history just for the sake of seeming to make "every effort to build more".

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.

#6121

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: Sandra Stockwell

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

100 metres is too far to walk for the average person to catch a train

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

too far to walk -

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

The city can be very congested at the best of normal times with out adding intensification to the mix. People will still have cars and be driving and parking (as some developers are not providing

car parks for some apartments. The roads around Freeman's Bay are very narrow and also emergency services struggle now to get through the streets.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

once our special character areas go - a very important part of Auckland's history will completely disappear forever. This would be devasting to us that have invested and restored these homes to enhance the beauty and history of our inner suburbs.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Freeman's Bay is relatively untouched with intensification (except where the townhouses were built with the clearing in the early 1070's. Saint Mayr's Bay also has many very old villas and a lot of history to be preserved.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Storm water, sewage needs careful planning as not to pollute our harbour as it does when it rains, and the beaches are polluted.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6123

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 Love

Name of organisation/business: Civic Lane Limited

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Other

Tell us why

Not relevant to the submitter. Please refer to the submission pdf.

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)

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 the planner

ATTN: Unitary Plan Team
Freepost Authority Number 190197
Auckland Council
Private Bag 92300, Victoria Street West
Auckland, 1142

Dear Sir or Madam

RE: Feedback on the Government's new housing rules based on NPS-UD and MDRS

To: Auckland Council

Name of the Submitter: Civic Lane Limited

Affected Site: 1 Greys Avenue, Auckland Central

Figure 1: Aerial view of the submitter's site

481 Parnell Road, Parnell | PO Box 37964, Parnell, Auckland 1151
Vignesh@mhg.co.nz | 09 950 5105
www.mhg.co.nz

The submission is made as a part of the feedback process for the proposed housing intensification announced by the council based on NPS – UD and MDRS.

The submitter owns the property and is currently developing the Civic Quarter Development at 1 Greys Ave. The submitter seeks to remove the All Year 30° Building Height Limiting Cone as it relates to 1 Greys Ave, which is required to be complied for new developments under the Building Height standard H8.6.4 (1).

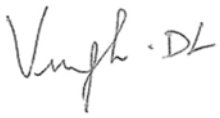
1. Reasons for the submitter's position:

1.1. The purpose of the proposed planning reforms is to enable high-intensity housing in and around the city centre. Located at the central area having high levels of accessibility, a new development proposed within Queen Street is expected to meet the high demands for housing.

1.2. The submitter believes that complying with the standard H8.6.4 (1) will restrict the height of any new building and thereby limiting the site's development potential. Considering the increasing housing demands within Auckland central area, restricting the height limit may not serve the purpose of the NPS – UD.

1.3. Given the numerous high-rise buildings within the city centre, a new development within the prime central area is considered to aid the housing demands. Being close to the city centre will provide the residents an extensive access to public transport, workplace and entertainment amenities.

1.4. In conclusion, while the submitter supports the new housing intensification rules within city centre, restricting the height limit to the submitter's site will not help in maximising the housing intensification within city centre aimed to be achieved by NPS – UD therefore seeks to remove or amend it.



Dated: 9 May 2022

Vignesh Divakar - As Authorised agent and Planner for Mt Hobson Group

Address for Service:

Mt Hobson Group

PO Box 37964

Parnell

Auckland 1151

M: 0272068047

Email: Vignesh@mhg.co.nz

#6124

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: Lisa Roberton

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?**

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

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

Schooling. St Marys Bay currently only offers a primary school within its catchment. In the event of intensification the population could potentially grow from 1700 people to almost 20,000,

putting huge pressure on school facilities. Assuming Ponsonby Primary cannot accommodate the additional students transport will be required increasing the suburbs carbon footprint.

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6131

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: Kate Stanton

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

A 15 minute fast is 1km for me, and probably many other people. I do it every morning - from home to Three Lamps, then back again. 2 KM all up, and I cannot do it in under half an hour. Please do not judge everything by male standards!

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

10 minutes fast walk for me is closer to half a Km. Please do not judge everything by male standards!

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

10 minutes fast walk for me is closer to half a Km. Please do not judge everything by male standards!

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

Do not support.

I think you are saying this would go around any area with shops along one side of the road for 3 or more blocks. eg Jervois Rd. These are low rise, and would be dwarfed and visually smothered by high residential building around them.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Do not support.

I think you are saying this would go around any area with shops along one side of the road for 3 or more blocks. eg Jervois Rd. These are low rise, and would be dwarfed and visually smothered by high residential building around them.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

These character areas tell us about where Auckland came from, although they probably have twice the number of people originally planned, it has been done discretely, so retaining the character of the area.

Stand at the top of any of the HB avenues and look at the houses - they are all in keeping. Adding something completely out of character would spoil them all.

Also - would the drains take the extra people? They overflow from time to time with current intensity.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Please refer to response by Herne Bay Residents' Association

8. **What do you think of the proposed business special character areas that we have identified?** Other

Tell us why

Please refer to response by Herne Bay Residents' Association

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this

as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Drains are already overflowing!

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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 is a pity that existing protections appear to have been violated eg new Newmarket shopping centre blocking view of the harbour from the motorway - was one of the joys of living in Auckland, now huge amount gone. For what?!

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.

#6140

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: Patrick Reynolds

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

The city centre is the one part of the city with more mature transit services, better walking and cycling options, and proximate local amenities. This makes way further than a 1200m radius viable for well supported denser housing.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

see above The city centre is the one part of the city with more mature transit services, better walking and cycling options, and proximate local amenities. This makes way further than a 1200m radius viable for well supported denser housing.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

Rapid Transit stations can be and already are accessed by many means in addition to walking; especially bikes, e-bikes, scooters, and of course feeder buses, these significantly expand catchment. We should not artificially limit where more housing can be added by not acknowledging these options. Furthermore over time the Transit network will cover much more of the city, especially the isthmus, and as both new housing and transit takes years to be delivered but support each other reciprocally, it's essential that both are planned for (enabled) now assuming the future arrival of the other. Upzone the whole Isthmus, and upzone at least 2km either side of the full future RT map in ATAP. Do not waste effort on plotting distances to stations with artificial limits. Do invest in improving station access for all modes (safe walking and micro mobility routes, multi station entries, good bus connections and services).

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city

blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

400m is a trivial distance to walk or ride. Remember 30+% of the population can't/don't drive, it is inequitable to limit where non car users can live. It is important to enable as many different locations and typologies of dwellings as possible in urban areas for inclusivity and equity sake. Also for these reasons Mixed Use zone is preferable over THAB as the default urban zone.

5. **What do you think of our proposal to apply the Terrace 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

First I do not support THAB as the default zone for these areas, but Mixed Use. Second 200m is tiny, and will be unlikely to have the desired effect because it will so limit available up zoned properties they will attract bonus scarcity value. In general the urban land market exhibits premium value through planning rule enforced scarcity. So while the gentle lib

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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

Heritage is important, and some streets, or even areas, are arguably worth preserving in a way similar to heritage buildings. However the sweep of this as proposed is way too broad and way too restrictive. In many ways it is difficult see SCA as simply a second bite at heritage controls only for much less valuable buildings. A smaller set of the highest value examples is reasonable, alternatively a much more principle based understanding of what makes for quality urban places is needed. In fact the whole planning regime isn't really planning at all, but permitting. It is focused on what can't change rather than in any way on enabling or incentivising high quality future building design. It defies reason to claim that whole swathes of Victorian and Edwardian Auckland are un-improvable through new buildings. This comes with the enormous social cost of locking out new residents from parts of the city with best transport and alternatives and proximity values to amenity. This is an unacceptable cost for one particular aesthetic. A proper planning system with 3D precinct design instead of 2D permitting and control simply through restriction is now needed.

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

This is poor work. Come back with a proper case. The criteria are tautological, there's at least three ways of saying 'colonial houses' in there. Come back with a great set of design controls, not just an attempt to continue the locking up of certain socio-economic sections of the city in aspic with all the dreadful social, social and economic (housing unaffordability), urban form (sprawl), and environmental (increased emissions) consequences that flow from that.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think less areas should be identified as a qualifying matter

Tell us why

It's heritage value or it's not, this would just prevent future housing and employment spaces in commercial centres, as well as prevent new high quality archu=itecture. Proper 3D design processes not just 2D colouring-in is needed.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 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

Until this is applied to greenfields land at the fringes of the city this would work against strategy. We continue to subsidise sprawl with huge multi-agency programmes to fund infrastructure into new distant pastures, it would be far better to re-direct this investment inwards to brownfields areas to be consistent with both the long running (but little observed) Quality Compact City Strategy and with the climate emergency and strategies. So if brownfields is downzoned due to a current lack of infra, then it will likely not attract that investment, because it is not planned to allow more dwellings. This is, of course, circular, but is also how it works.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

There are arguably too many viewshafts they are too indiscriminate in design and need reviewing. There is a good case for some, and an equally good case against many. There is a good case for considering the power and value of 'reveal' in a terminating vista; the general concealment of an object and then it's sudden unveiling through movement. The viewshafts in London are designed this way. Agree there is value in the Museum viewshaft. Much less so the Stockade hill one (I grew up in Howick). Local Public views can be valuable, but again there are too many and they tend to be too broad. Heritage buildings in the city centre are valuable, but isn't this covered under heritage controls? Aotea Square. In my view this is and has always been a terrible attempt at public realm, it is largely unsalvageable. More important than being surrounded by stumpy buildings it needs activated edges and de-tuned Queen St (remove traffic), and a general reason to exist. What a terrible period the mid 20th century was for public space and cities, all it is is the dreary and loveless roof of an expensive to build carpark. It is literally ungrounded and charmless. Happy to see it shaded, could hardly make it worse. Sunlight to public spaces as a qualifying matter will just be used to reduce new housing in great proximity to outdoor recreation places, exactly where the city would benefit from more. What I think would improve the city condition far more is a street tree programme, to add and maintain consistent tree cover to all streets. Also necessary for climate and other cross benefits.

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.

Protecting Tāmaki Makaurau's Urban Character

Scott Caldwell | May 9, 2022 | 40 Comments

If twenty-thousand buildings across the city were determined to have exactly the same kind of character, few would try to claim that each and every one is "special".

And yet, this is exactly what Auckland Council planners are doing.

The National Policy Statement on Urban Development (NPS-UD) is a document containing international best practices for developing affordable, accessible, and low-carbon cities, which directs the major local authorities to upzone to allow up to 6 story apartments near to important transit and employment centres.

It recognises that some of these areas won't be suitable for this, introducing "qualifying matters" to discount them from development. This is mostly intended to minimise new construction in areas which might be vulnerable to things like natural disaster, although also keeping in mind areas which have existing cultural or historical value, such as particular sites of importance to Māori.

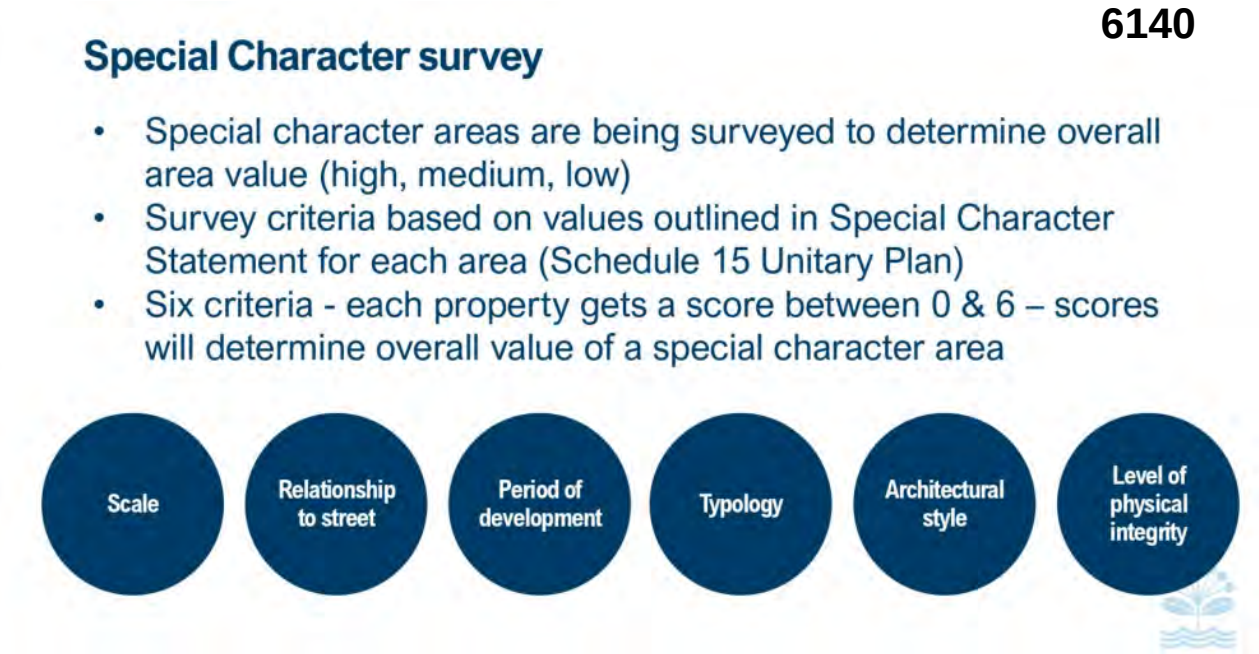
Auckland Council evidently has a more expansive and colonial idea of cultural or historical value, and the discussion around the NPS is now primarily a fight around whether to retain existing construction bans (called Special Character Areas) within the innermost suburbs constructed as the first wave of suburbanisation in the city, filled mostly with the villas and bungalows that were mass-produced to meet the growth of the city when thousands of immigrants came from Britain to start a new life here.

Although heritage protections are explicitly allowed by the NPS, the vast majority of villas and bungalows do not meet the threshold to be considered heritage – most of these buildings have been extensively modified, are found in other cities both in NZ & abroad, and are not important sites for notable people or historic events. Their only claim to 'heritage' is being old and being villas.

These areas **are** often quite pleasant – but this is mostly abundant mature tree canopy, lots of traffic calming measures, and the result of being built long before we started clearing massive amounts of our cityspace for the private automobile – producing a compact built form which is usually not allowed by the very rules that modern zoners seek to impose.

The Plan

Unsurprisingly, none of this is included in the new definition of Special Character. In determining Special Character to be a qualifying matter, Council has produced the following:



It's clear from the inclusion of "period of development", "level of physical integrity", and "architectural style" that Special Character has been designed to stealthily lower the bar for a preservationism that can't be justified by traditional heritage protections.

But even more egregious is the inclusion of "scale" and "typology". It is incoherent to say the existing scale or typologies is a reason to prevent the NPS-UD directed scale and typology, when the NPS-UD exists to change the scale and typology of places whose existing urban form is unfit to meet our climate, housing, and transport needs.

It is hard to see that what is being consulted on is legally consistent with the NPS-UD, let alone with the multitude of nationally significant crises in housing costs, climate emissions, or transport accessibility across the city. Especially as the qualifying matters are themselves qualified, as follows:

1. Qualifying matters need to identify Specific Characteristics that makes the level of intensification required by the NPS and MDRS inappropriate in light of the national significance of urban development
2. Heights and density more restrictive than the NPS catchment can only be imposed to the extent that it affects the characteristic in question
3. Site-by-site evidence is required for qualifying matters, which includes justifying the extent of the area that it's applied to, as well as the sites that it applies to

From these, it's quite apparent that a number of their methods, some of which was discussed by Anna's guest post last week (https://www.greaterauckland.org.nz/2022/05/04/unpicking-the-method-behind-councils-sca-assessments/), are wrong:

- "Special" is not specific, and therefore not something that can itself be a qualifying matter
- Character areas cannot have single family house zoning beneath the underlay, they need to be MHU/THAB (or equivalent in non-residential zones) with the overlay just regulating the characteristics that are identified as specific to the area
- Sites which are not determined to have a character dwelling on them cannot have special character protections on them

How should this work?

An approach which is both consistent with the NPS and interested in protecting the existing character of urban areas would have started by defining the specific physical characteristics that particular areas currently have. For example, many areas urbanised in the 1970s are characterised by brick and tile architecture – this may be a feature we decided to preserve in these areas. Rather than all-but banning construction, new apartments should be permitted where they respect those characteristics.

The Onehunga Mall Club, mid-rise development in the town centre

The under-construction Onehunga Mall Club is an example of how this could work – 6 stories of modern apartment will sit above a newly constructed row of shops with façade built in the form and material characteristic of the older shops in the town centre.

Under a more rational system to manage character, an overlay would define this particular style of shop frontage as being the specific characteristic which defines the Onehunga Town Centre, and new developments would be instructed to respect this, but otherwise apartment construction is permitted.

Of course for this to work well, there would need to be thought put into which characteristics we want to preserve – some architectural deisgns may look fine on a villa, but poor on an apartment. Similarly, many streets are sometimes improved by breaking up a characteristic to make the area more visually diverse.

In some exemplary cases of where all houses on a street conform to an architectural era, this approach may be indistinguishable from preservationism. For instance, McCullough Ave is a street in Mt Roskill which is entirely intact 1940s state houses, and villa streets like Cockburn in Grey Lynn have been largely untouched. Protecting a handful of streets like these would be inconsequential for housing supply, but allow them to be properly managed as an “urban museum” — spreading preservation as broadly across the city as possible means spreading thin the resources to keep these areas intact!

An approach to protecting character which enables housing is not just preferable, it’s necessary:

The National Significance of Urban Development

So maybe this produces a better outcomes – but why bother? Because qualifying matters cannot stifle the “national significance of urban development”, and the most significant change we need in Auckland’s urban form is to fill the housing donut (https://www.greaterauckland.org.nz/2021/03/24/the-housing-donut/). While only ~4% of residential land within the city sits under a special character overlay, almost the entire area that they sit over is where it makes the most sense to intensify. If we don’t open up these areas for apartments, then we’re condemning less-suitable locations to intensification, which will have less desirable effects upon climate and transport outcomes.

Hayden Donnell @HaydenDonnell · Apr 25, 2022
Replying to @rustie5555
you are a saint

Rustie
@rustie5555

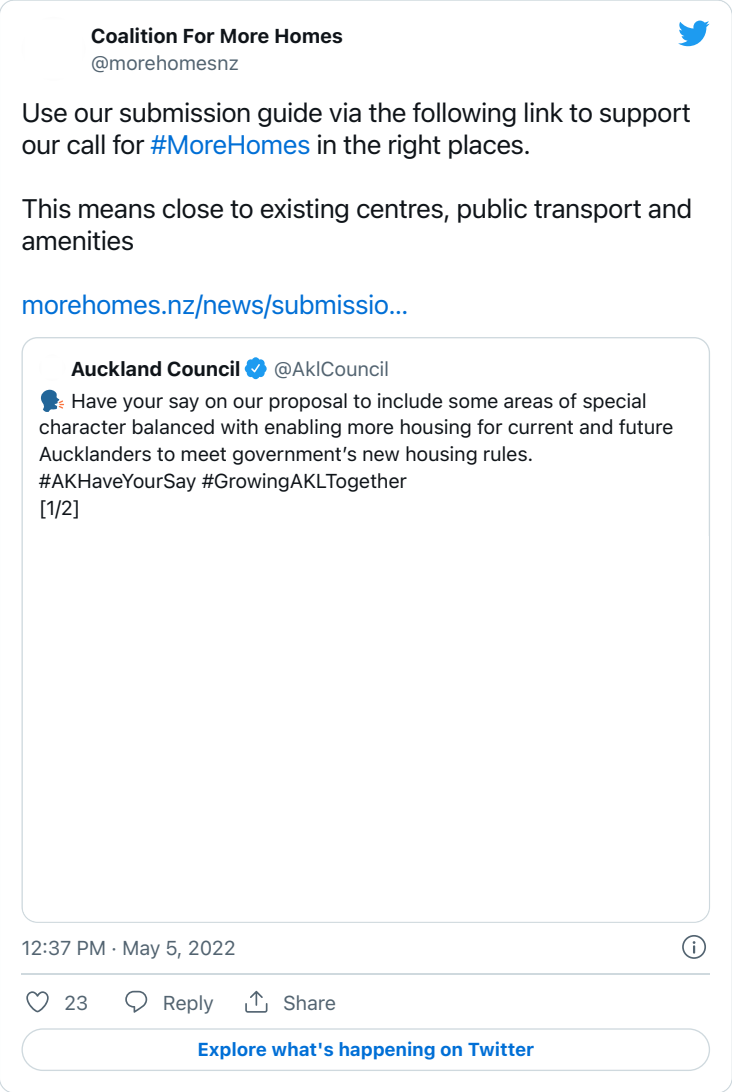
So this ended up taking a while. Based off the operative Unitary Plan, you've got four areas with >90% of land available for residential development covered by special character areas.

2:04 PM · Apr 30, 2022

102 Reply Share

Read 10 replies

Thankfully, there is still time for Auckland Council to re-consider their approach. **Today** is the last day of Pre-Consultation (https://www.greaterauckland.org.nz/2022/04/20/unitary-plan-2-0-pre-consultation/) on the NPS-UD plan change to be submitted in August, and the Coalition For More Homes has created a submission guide for anyone hoping to push us back in a pro-housing and pro-urban direction:



Share this

40 COMMENTS

JimboJones says:
May 9, 2022 at 8:51 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513876)

Council just trying to stay on side with the people with loud opinions as usual. They know their proposal is pointless but they can say they tried to preserve the heritage etc. And let's face it, no one gives a toss about the heritage, this is 100% about stopping intensification in the rich areas.

REPLY

David Hill says:
May 9, 2022 at 10:16 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513888)

Sorry Jimbo, I for one give a toss about heritage. It is a not-insignificant element of our tourist industry for a start, and has employed me and hundreds of others for a long time. Please take your finger out of your eye.

REPLY

jezza says:
May 9, 2022 at 10:29 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513890)

I care about heritage too. 20,000 old villas is not heritage though, it's just people using heritage or character as an excuse to keep undesirables out of their neighbourhood.

REPLY

roeland (https://wrongsideofmycar.blogspot.co.nz/) says:

May 9, 2022 at 10:33 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513894)

"Let's go and take a look at those old bungalows in the suburbs"

— said no tourist, ever.

REPLY

Sanctuary says:

May 9, 2022 at 12:10 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513913)

Nonsense.

Where a coherent historical architectural form is present what individually is not "special" can collectively become so, and become tourist attractions, viz. New York Brown stones, Sydney's iron latticed townhouses, or rows of Georgian terraced housing. There is nothing that says an accessible, coherent walking path through mature tree canopies and safe traffic calmed streets full of period bungalows wouldn't or couldn't be a tourist attraction or just a really nive walk for people from other parts of the city.

roeland (https://wrongsideofmycar.blogspot.co.nz/) says:

May 9, 2022 at 1:57 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513932)

It it were some collective coherent historical architectural form present, the council wouldn't have needed to mess around like that, redrawing and chopping up those special character areas to find bits and pieces that fit the rules.

Heidi says:

May 9, 2022 at 10:35 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513894)

"It is a not-insignificant element of our tourist industry for a start…"

I for one don't give a toss about the high carbon international tourist industry. We need to diversify our economy away from it, pronto.

There is almost nothing more inequitable than an industry based on aviation. 80% of the world's population have never stepped into an aeroplane; they are the also the 80% least able to adapt to climate change.

REPLY

KLK says:

May 9, 2022 at 10:38 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513895)

Redeveloped villas in Grey Lynn a not insignificant part of our tourism industry?

Has someone told the tourism board

REPLY

Jak says:

May 9, 2022 at 1:23 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513924)

Can't wait for tourism NZ to make some marketing videos about these magical bastions of pretty specific heritage!

AC says:

May 9, 2022 at 10:44 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513896)

Since when do 'tourists' prioritize wandering (driving through?) suburbs with oldish bungalows? "Let's spend a day staring at the houses" really? Auckland does not have that type of history where our buildings are a tourist attraction in and of themselves.

REPLY

miffy says:

May 9, 2022 at 10:52 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513898)

Everyone who goes to San Francisco takes a photo of the same six houses. We could choose six villas in Franklin Road and demolish all the rest. You're welcome.

REPLY

Stuart Burnet Donovan says:

May 9, 2022 at 11:15 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513903)

Agree with miffy. Same with Amsterdam.

https://static.wixstatic.com/media/846d71_666ec049dff749eba23054cb0ea96f8c~mv2_d_1920_1280_s_2.jpg/v1/fit/w_2500,h_1330,al_c/846d71_(

(https://static.wixstatic.com/media/846d71_666ec049dff749eba23054cb0ea96f8c~mv2_d_1920_1280_s_2.jpg/v1/fit/w_2500,h_1330,al_c/846d71_

Mark says:

May 9, 2022 at 1:34 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513927)

Nice one Robert Moses!

Waiukian says:

May 9, 2022 at 3:27 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513946)

Disagree – Preserve 8 villas. 6 to live in , 1 for the Museum photos, 1 for the café; but that is all you need.

Jack says:

May 9, 2022 at 11:17 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513904)

hundreds! lol

versus housing 10's of thousands of people, thousands of businesses, lowering transport costs.

Any conceivable tourism in this industry couldn't possibly outweigh the benefits brought with intensification. Especially considering in the words of Sir Paul Callaghan, "Tourism is making us poorer".

Also did you not read the first paragraphs of this story? These SCA's are NOT heritage. If the houses were then they would be on the Heritage NZ register, they would not be modified to the huge extent they are with gaping garages especially.

REPLY

JimboJones says:

May 9, 2022 at 12:54 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513919)

Tourists may like modern architecture too, or a combination. I was in ponsonby in the weekend first time in ages, some of the new builds are really cool, the old stuff is repetitive.

Maybe we could protect a street or two of old houses, not tens of thousands (which probably represent 100,000+ potential residences). Of course if you really want to see old buildings as a tourist, try Dunedin or Napier or similar. We can probably afford to protect those.

REPLY

Mark says:

May 9, 2022 at 1:38 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513930)

We don't protect Modern architecture either! The Council flats in Grey Street were knocked down and they were awesome!

Heidi says:

May 9, 2022 at 11:18 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513905)

Jimbo, do you think this is true: "They know their proposal is pointless but they can say they tried to preserve the heritage etc."

Aren't they wasting public money one way or the other? Whatever way Government will respond will involve spending more public money from taxes. If the public take them to court about this, Council's defense will involve spending more rates.

Public money shouldn't have to be wasted just to get responsible climate action from a Council that's had three years since it declared a climate emergency to sort this stuff out.

REPLY

JimboJones says:

May 9, 2022 at 1:23 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513923)

Councillors just want as many votes as possible, wasting public money is par for the course.

REPLY

miffy says:

May 9, 2022 at 9:09 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513877)

It seems to be a baby-boomer thing. The generations before them had no great love of old stuff. They did their best to level whole inner city suburbs. Then the entitled generation bought up villas and evicted the working poor from vast tracts of the inner city and made the areas twee. All the while accumulating massive untaxed capital gains.

Most of us don't give a rat's arse if they want to keep their own villa. But these entitled few think other people should not be allowed to develop. Their argument seems to be that people are an adverse effect that needs to be avoided. They simply don't want more people in their area.

REPLY

Buttwizard says:

May 9, 2022 at 10:15 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513887)

We need to turn the boomers against each other. Tell them their central-outer suburb will be intensifying because the mid-central suburbs won't and have stacked the deck in their favour. Frankly there should no need to build houses on reserves 15km from the CBD; it's just because Grey Lynn wants to stop intensification on 90% of Grey Lynn.

REPLY

DaveH says:

May 9, 2022 at 10:57 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513900)

I think you will find most of these villas are owned by Generation X and younger, driving their SUVs or double cab utes that are often blocking the footpaths and parked on the verge. These are the people you need to take issue with.

Signed a boomer against NIMBYism

REPLY

Derek says:

May 9, 2022 at 11:03 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513902)

Except the best way is to convince everyone of the benefits of intensification. These are the people who choose to travel to dense cities to enjoy the character…

REPLY

Buttwizard says:

May 9, 2022 at 11:32 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513908)

If that were doable then we wouldn't be here. Pit them against each other. The essence of progress is conflict.

Jak says:

May 9, 2022 at 1:14 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513921)

Yea I don't get it. These people also rave about PT overseas, but think anything being spent in NZ on except roads is "woke gone mad" or something.

AC says:

May 9, 2022 at 9:26 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513881)

100% agree with the 2 comments above. Hope everyone submits on the final day today.

REPLY

Jane Moses says:

May 9, 2022 at 9:28 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513882)

At least three of those criteria are tautological: Period, Architectural Style, and Typology. Three ways of saying the same thing. Scale too perhaps, as here scale just means small, which is a characteristic of the type (single houses), architectural style (colonial), and period (Victorian & Edwardian) of the only special character councils planners are trying to embalm. So lets then reduce all these to one criteria, say: Period.

Relationship to Street; another way of saying small (scale)? Or does that include how fenced off it is, or dominated by carparking?

That leaves Level of Physical Integrity. Presumably that means how original each building is, which is likely assessable, but given almost all of these old houses now have vast garages rammed into them or other modernisations, surely this supports narrowing down the qualifying properties considerably. Or perhaps this refers to how consistently Period a street or area remains? More tautology then.

This clearly is not a rigorous process and likely will be struck down by govt or the courts.

Agree with post author; focus on processes to incentivise great design in new buildings that supply more housing and amenity in these areas while preserving a smaller amount of the very best examples of colonial development.

REPLY

Heidi says: **6140**

May 9, 2022 at 10:31 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513891)

Thanks, Scott. Although improving our land use and urban form scales up the effectiveness of every other action to reduce emissions, Council has been resisting making the responsible changes they've needed to take. In December 2020, a year and a half after Council declared a climate emergency, I realised this was due to the planners' lack of understanding on the topic.

I asked several questions about why they were prioritising work on Integrated Residential Development instead of doing more important work to enable intensification and to make the city more walkable and liveable. One question was: "Does Plans and Places consider the transport emissions related to the housing development type when prioritising the work they do?"

The answer showed how little the silo understands the impact of their planning:

"Vehicle emissions while a major sources of air pollutants in Auckland, are not directly regulated under the Unitary Plan but by other regulations. Some air quality effects may be indirectly addressed by the objectives and policies for a compact urban form and a centres-based urban development strategy. It is not appropriate to consider only one matter when setting up a department's overall work programme."

The rest of the answers were just as irresponsible. The level of sprawl still occurring, and the restrictions on intensification that are still plaguing this city are due to Plans and Places' regressive work. While they always try to blame Government, the Council's response to the NPS-UD and MDRS shows that this is just an excuse. Government just wants housing. Council could be making sure that housing happens in the right place.

REPLY

Average Aucklander says:

May 9, 2022 at 11:36 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513909)

I personally bought a house with land in an area that should get intensification. Looks like it will, I simply cannot wait till some developers come along and pay me too much money for my piece of land so they can build an apartment block.

What I don't get, is do people not like money anymore? Intensification actually increases land value, and if you hold out you can definitely profit.

There are also people who will gladly live in a villa in a dense neighbourhood, as you get those quaint Manhattan single storey houses surrounded by tall buildings.

REPLY

Heidi says:

May 9, 2022 at 1:12 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513920)

Yeah, and it's complex. If everywhere in the existing built area was upzoned, the land value is unlikely to go up much. The scarcity of properties coming onto the market out of the pool of inner city suburb developable properties is what drives the prices up.

And, as I put in my submission:

By restricting development potential, the rateable value of properties in the special character areas will be lower than elsewhere. This means the property owners will pay lower rates. This is regressive, because these areas are typically the more wealthy areas. So, if any special character overlay areas are retained, they should be rated using property values based on being able to develop to at least 6 storeys. If Council determines to keep the special character overlay areas and doesn't adjust the rates calculations in this way, the rest of the city will be required to subsidise these wealthy areas.

REPLY

JimboJones says:

May 9, 2022 at 2:14 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513934)

Unfortunately though Heidi not all of those people want their place to be special character, in fact the NIMBYs could be the minority. Why should the YIMBYs pay more rates if they are not allowed to develop?

REPLY

Heidi says:

May 9, 2022 at 4:07 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513954)

True, but for an individual leafy suburb property owner the rates are nothing compared to the capital gains they've had recently. And if they feel strongly about it, they could join the advocacy bandwagon, or at least talk to their neighbours…

The important point about rates is more that in a city that needs to catch up on its infrastructure upgrades after decades of the "keeping rates low" mantra, we need rates to be fair. Higher across the board, as well, but fairness is needed to make sure the increases don't impact those unable to pay.

The lower rates in these special character areas is an extra way they reduce equity.

Sailor Boy says:

May 9, 2022 at 11:58 am (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513911)

If these planners actually gave a shit about special character, they would be introducing rules to prevent any modification at all on buildings with high heritage value. No undercroft garages, not front extensions, no chimney demolition, no sealed car parks between the building and the street. They don't want to protect special character, they want to prevent development.

I completely agree with the approach that quite a few people have proposed. Find a few streets with some really good condition, unmodified villas (prefereably with some sort of historical significance) and give them formal heritage protection, then remove all of the special character areas.

REPLY

MFD says:

May 9, 2022 at 12:01 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513912)

Restore those outhouses as well; that'll build character!

REPLY

Streetguy says:

May 9, 2022 at 12:34 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513917)

Heritage should be just that – controlling what is done to individual properties (or a street of them) for a real value, not SCA. If it's "What must I do to look after my heritage property" rather than "How can I control what my neighbours do?" then there might be less seeking SCA.
How does SCA match with the liberal democracy "I am rich enough, I should be allowed to do whatever I like" of certain politcal parties.

REPLY

dm says:

May 9, 2022 at 1:21 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513922)

It's really interesting (lame) to see all the concerned angst ridden comments that are based on bias and prejudice. Replace the word Boomer with Maori and it doesn't sound so flash huh?

Inter-generational blame is so petty and cliched and ignore the reality that individuals from every generation can be Selfish, ignorant NIMBY's.

Who is buying most EV's? – Boomers. Who are buying and living in the apartments? – Boomers. Who are buying up large in the leafy burbs? – professionals in their 30's. Not any boomers in their SUV's dropping the kids at the school gates.

All the above are generalisations; but no more so that the tired old cliches that go unchallenged here.

every generation has contempt for those that go before but none more so than the current virtuous ones. As I said at the outset – it's lame and achieves nothing.

REPLY

jezza says:

May 9, 2022 at 1:32 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513926)

'every generation has contempt for those that go before but none more so than the current virtuous ones.'

'Inter-generational blame is so petty and cliched' – have to agree with you, good to see you're getting involved in the petty and cliched game though.

REPLY

JimboJones says:

May 9, 2022 at 2:22 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513937)

"every generation has contempt for those that go before" – and the ones after don't you think? I certainly remember hearing about "young people these days" and how younger generations have poor work ethic, values etc. Try listening to talk back radio…

REPLY

Bob the planner says:

May 9, 2022 at 1:45 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513931)

Some of the council's survey ratings are rather questionable. One of our clients had a property scored at 5/6 yet the building is not of the style, period or typology and has a mediocre relationship to the street!
The distinction between heritage and special character has always been misunderstood and poorly differentiated. The special characteristics of areas are often poorly distinguished in SCA assessments. It often feels like one SCA is the same as another, it was just a different colonial-era subdivision that created it. Other than Hill Park, why are there no other SCAs that aren't colonial and early 20th Century in age? Have we only been able to produce characterless areas since then? Are all of south, west and north Auckland "characterless"? The unitary plan says so.
Agree that fewer areas SCAs of colonial era would elevate the ones left to actually being 'special' rather than the thousands we have now. And they should more rightly be called heritage conservation or preservation areas with an express objective of preserving the existing neighbourhood because of its collective value (that's good and bad for land values). Otherwise go check out Huntly or any other small town if you like colonial buildings.

REPLY

Waiukian says:

6140

May 9, 2022 at 3:34 pm (https://www.greaterauckland.org.nz/2022/05/09/protecting-tamaki-makauraus-urban-character/#comment-513948)

A work colleague who lived in these areas did not like special status either. She had to go through local government bureaucracy to improve her house . People may want to add a 2nd house but probably could be stopped by rules to make keep it “special”.

REPLY

LEAVE A REPLY

Your email address will not be published. Required fields are marked *

Comment *

Name *

Email *

Website

Notify me of follow-up comments by email.

Notify me of new posts by email.

Post Comment

Greater Auckland is an independent volunteer-run analysis and advocacy platform for improving the quality of our cities.
Formerly transportblog, we provide evidence based debate on urban form, transport, housing, design, and public space.
Our aim is to foster a greater Auckland for all.

NAVIGATION

Our Vision (https://www.greaterauc vision/)
Posts (https://www.greaterauc
Contribute (https://www.greaterauc
Admin login (/wp-admin/)

FOLLOW US

Facebook Twitter

(https://www.sandfield.co (http://www.frontie

© 2017 GREATER AUCKLAND.

Privacy - Terms

#6141

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 Macky

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

1200m is not a walkable catchment, it is too far particularly noting that the measurement is from the EDGE of the city centre. Given the lack of design and amenity controls, the implications of this laissez-faire approach are truly disturbing. The Unitary Plan, which went through a comprehensive public process) already has provision for higher density housing.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

800m is still not a walkable catchment, it is too far, particularly noting that there are 10 metropolitan centres identified in the Unitary Plan. Given the lack of design and amenity controls, the implications of this laissez-faire approach are truly disturbing. The Unitary Plan (which went through a comprehensive public process) already has provision for higher density housing.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

800m is still not a walkable catchment, it is too far. Given the lack of design and amenity controls, the implications of this laissez-faire approach are truly disturbing. The Unitary Plan (which went through a comprehensive public process) already has provision for higher density housing.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

400m is too far, particularly with the potential height and density provisions; and given the lack of design and amenity controls, the implications of this laissez-faire approach are truly disturbing. The Unitary Plan, which went through a comprehensive public process) already has provision for higher density housing.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

200m is too far, particularly with the potential height and density provisions; and given the lack of design and amenity controls, the implications of this laissez-faire approach are truly disturbing. The Unitary Plan, which went through a comprehensive public process) already has provision for higher density housing and this provision is unnecessary.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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's identity is bound up in its older, inner city areas and its stock of villas and bungalows is unique and special. They are currently recognised under the Unitary Plan and Aucklanders are accept these provisions, having gone through years of consultation, plan changes, submissions, etc and as a result, the Unitary Plan has a high degree of legitimacy in the community. These areas depend on a high degree of protection as even one incompatible development can destroy or have serious detrimental effects on the rest. Failure to protect these areas as a whole essentially destroys every single one of these character homes they will be totally compromised by a multi-storey development.

Furthermore, the Unitary Plan makes ample provision for housing development without driving a truck through this precious asset; everywhere you look there are high density residential developments happening now.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

See above. Auckland's identity is bound up in its older, inner city areas and its stock of villas and bungalows is unique and special. They are currently recognised under the Unitary Plan and Aucklanders are accept these provisions, having gone through years of consultation, plan changes, submissions, etc and as a result, the Unitary Plan has a high degree of legitimacy in the community. These areas depend on a high degree of protection as even one incompatible development can destroy or have serious detrimental effects on the rest. Failure to protect these areas as a whole essentially destroys every single one of these character homes they will be totally compromised by a multi-storey development.

Furthermore, the Unitary Plan makes ample provision for housing development without driving a truck through this precious asset; everywhere you look there are high density residential developments happening now.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

See above. Auckland's identity is bound up in its older, inner city areas and its stock of villas and bungalows is unique and special. They are currently recognised under the Unitary Plan and Aucklanders are accept these provisions, having gone through years of consultation, plan changes, submissions, etc and as a result, the Unitary Plan has a high degree of legitimacy in the community. These areas depend on a high degree of protection as even one incompatible development can destroy or have serious detrimental effects on the rest. Failure to protect these areas as a whole essentially destroys every single one of these character homes they will be totally compromised by a multi-storey development.

Furthermore, the Unitary Plan makes ample provision for housing development without driving a truck through this precious asset; everywhere you look there are high density residential developments happening now.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do 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 would be irresponsible and irrational to provide for development which cannot be supported by the necessary infrastructure. In particular the 'blunt instrument' of 3 dwellings to 3 stories fails to recognise infrastructure constraints.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across

areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

This is supported, by why mess with the Unitary Plan? Its provisions are settled, accepted and comprehensive.

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.

#6143

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: Stuart Bode

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The proposed limit of 1.2km fails to take into account local topography and road crossings. We are residents of Freemans Bay and it is unrealistic to suggest that average Aucklander will walk anything like this distance on a daily basis to go to work from the Western edge of the City. There are sites closer to the CBD. For example the land between Beaumont Quarter and St Mary's College, Wynyard Quarter, the area around Drake Street and sale street and the old City Works Depot.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

As above. Not particularly relevant to us in Freemans Bay.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Under the Unitary Plan a great deal of work was done to identify Special Character areas requiring protection. The amount of land which would be made available by excluding Special Character Areas is very small. In most cases Special character Areas which have been excluded have small section sizes, difficult topography and infrastructure restraints which make them unsuitable for development.

Once these character areas are comprised they can never be reclaimed ,such as the 1980's development in the CBD which saw destruction of many character and heritage commercial properties.

Homeowners have spent considerable money compiling with Heritage requirements when renovating their properties so it is totally unacceptable to change the rules now.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

The areas marked in red in Freemans Bay should be included as a qualifying matter. The reason for this that even if not high quality character they are part of a historic suburb and contribute to the retention of Auckland's history and sense of place. It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high character areas. We refer to the book The Urban Village, the story of Ponsonby, Freemans Bay and St Mary's Bay.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining the history and character of areas such as Ponsonby Road is crucial to the identity and place for the local community and for Auckland as a whole.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

We believe the existing infrastructure in Freemans Bay will not support intensification due to limited storm water/ sewage capacity. In addition many of the streets in Freemans Bay are extremely narrow and already present access difficulties for emergency vehicles and rubbish collection. High rise buildings will increase this hazard.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

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.

#6156

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: Warwick Lee

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The topography from Freemans Bay to the City Centre is such that 1.2 km is more like a 30min walk

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

Once again it should vary depending upon the actual physical barriers

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

Probably OK but rapid transport is a pretty rare animal in Auckland

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

Any proposed THAB zone should be applied to large town centres where orientation, topography, etc make the higher density development appropriate. Such development should definitely not destroy what is already working and viable in relation to sustainable development.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Do not support because the THAB zone will then be out of scale with the existing community and development. Other ways of increasing density in these situations should be explored.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Our special character zones provide a reasonable level of density and generally provide a sustainable development and community for many. They are areas that work, why destroy them? To address the Government's request I think a far more fine grained approach that identifies specific sites and locations that could reasonably support the THAB zone should be identified. These sites do exist.

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 assessment of houses in Freemans Bay, especially in the Arthur St./ Wood St precinct appears to have been heavily weighted towards a more historical approach with the pre 1940 assessment meaning that too many houses that have been built or altered within the last 80 years and which conform to the objectives and policies of the Special Character Area Overlay have attracted a low score and so this area has not been identified as a qualifying matter. But this area exhibits a very high level of good character development, all of which meets the objectives and policies for the Special Character Overlay. It is very unreasonable to now include an historic assessment that was never part of the objectives and policies.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

It will, hopefully, allow a more varied and interesting commercial development to occur

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do 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 would be a very sensible and appropriate approach

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

Our existing urban trees need to be surveyed and protected by an overlay in order to make good the stupidity of the Government's removal some years ago of the tree protection rules. At a time when there is much noise regarding climate change, sustainability, etc our urban trees must not be forgotten or ignored as they are already working for us in many ways.

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.

#6170

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: Harrison Burnard

Name of organisation/business: Civix Ltd

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

1,600m is considered appropriate as described in letter attached.

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 further

Tell us why

1,200m is considered appropriate as discussed in letter attached.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

800m is considered appropriate as discussed in letter attached.

5. **What do you think of our proposal to apply the Terrace 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

400m is considered appropriate as discussed in letter attached.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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

Refer to letter attached.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Refer to letter attached.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Refer to letter attached

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 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

Refer to letter attached.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how

they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

6170
+64 9 303 1113
www.civix.co.nz
Level 1, 87 Albert Street, Auckland
PO Box 5204 Wellesley St, Auckland 1141

Auckland Council
Attn: Plans and Policy

9 May 2022

NPS-UD and MDRS Consultation Feedback

To Whom it may concern,

On behalf of the Civix Planning Team, we have prepared feedback on Auckland Council's proposed response to the government's recent housing policy provisions, including both the National Policy Statement on Urban Development (NPS-UD) and the Medium Density Residential Standards (MDRS).

THAB Upzoning – Centre Zones

Firstly, we are supportive of the proposed upzoning properties to the Terrace Housing and Apartment Building (THAB) zone within the walking catchment of the town and local centres throughout Auckland, noting the generally good or great range of day-to-day services available within these centres. In addition, many of these centres (especially within the Isthmus area) have excellent access to frequent bus services and are therefore considered appropriate for intensification.

Despite the proposed upzoning, we believe that the walking catchments as currently proposed are too conservative, and do not account for the fact that most able-bodied individuals will walk up to ten minutes to access their day-to-day needs. We also believe that more intensification should be enabled within the Isthmus Area, noting its increased accessibility to public transport and key employment centres.

Finally, we believe that a 20 minute walking catchment (1,600m) for the City Centre should be included for THAB upzoning, noting the wide ranging employment, recreation, retail and entertainment opportunities in the city, along with the best provision of public and active transport in the Auckland region. We note that there is also additional incentive to cycle from the edge of the City Centre, with access to facilities such as the Franklin Road Cycleway, the North-Western Shared Use Path, the Grafton Cycleway and the Nelson Street Cycleway (including the 'Light Path').

Relief sought:

- Provide THAB upzoning within a 800m walking catchment of all highly accessible Town Centres (regardless of size) in the Isthmus Area and within a 400m walking catchment of all less accessible Town Centres and highly accessible Local Centres in the Isthmus Area;
- Provide THAB upzoning within a 400m walking catchment for all highly accessible Town Centres (regardless of size) outside of the Isthmus Area; and
- Provide THAB upzoning within a 1,600m walking catchment of the City Centre.

THAB Upzoning – Rapid Transit Stations

We are supportive of the proposed THAB upzoning within the catchments of rapid transit centres, but believe that this should be extended to a 1,200m catchment. This is in line with international best practice and research, which generally considers that most able-bodied people will walk around 10 – 15 minutes to access high quality rapid transit.

We also believe that Council should explore enabling Mixed Use zoning within a 200m walking catchment of all rapid transit

stations. This would allow for more small-scall scale retail and office opportunities adjacent to stations and would better provide for the day to day needs of residents as they walk home from these stations. It would also provide much needed business zoned land in areas where this is currently lacking, such as Sunnyvale, Sturges Road, Baldwin Avenue, Puhinui and Meadowbank.

Relief sought:

- Provide THAB upzoning within a 1,200m walking catchment of all rapid transit stations; and
- Explore providing for Mixed Use zoning within a 200m walking catchment of all stations (within residential areas).

THAB HIRTB Changes

We would like to provide strong support to the proposed amendments to the height in relation to boundary (HIRTB) standard in the Terraced Housing and Apartment Building (THAB) zone, which we understand will be as follows:

- Within 21.5m of the street frontage, a HIRTB standard of 19m + 60^0 to side boundaries will be applied; and
- Beyond 21.5m of the street frontage, on or rear sites, a HIRTB standard of 8m + 60^0 to side and rear boundaries will be applied.

We believe that these changes are being proposed to allow for perimeter block style housing and to enable more sites to be able to achieve a building height of six storeys, as is being sought by the objectives and policies of the NPS-UD.

We are strongly supportive of this change, as it would significantly improve both the quantity and quality of medium and high-density housing in Auckland, especially within walking distance to town centres and rapid transit stations. Our experience of seeking consents for new dwellings in the THAB zone presently is that smaller sites (1,500m^2 or smaller on average) cannot typically achieve more than three or four storeys at most due to the restrictive HIRTB standard. Even when utilising the more permissive alternative height in relation to boundary (AHIRTB) standard, it is difficult to achieve the permitted building height in the THAB zone on more narrow sites without significant infringements being incurred to the zone standards. This outcome therefore discourages many smaller sites from developed to their full extent, reducing the supply of housing in the more appropriately located areas.

We also note that the current HIRTB and AHIRTB standards have the perverse outcome of spreading the building bulk throughout the site, which often directs outlook to side boundaries and can therefore generate overlooking and privacy concerns. This approach also reduces the potential for meaningful landscaping and the planting of larger specimen trees as it creates strips of landscaping around a building, which reduces neighbourhood amenity.

Allowing greater building height up to side boundaries would enable building bulk to be directed to the frontage of sites, which would conversely direct outlook towards the street and rear yards, thereby reducing the potential for overlooking. This would also provide far more useful rear yards, which can provide for better communal outdoor living areas and more room for planting trees; these are critical factors to ensuring higher density housing maintains good levels of amenity and liveability. Finally, we understand that based on Council's own internal analysis, shading effects on neighbouring properties are likely to be reduced if building bulk is concentrated to the front of sites, even if additional height is achieved.

We also consider that the inclusion of the updated HIRTB standards within the business zones themselves to reflect the changes to the residential zones should be included as part of the upzoning process. This would see the new proposed THAB HIRTB standard apply on the boundaries of the Local Centre zoning, rather than the existing 8m + 60^0 standard, which would enable a consistent 'perimeter block' transition between the centre zones and the adjacent THAB zones.

Relief sought:

- Include changes to the HIRTB standard in the THAB zone as currently proposed;
- Ensure that these changes are also included in business zones where they are adjacent to the THAB zone.

Qualifying Matter – Special Character

We do not support the retention of the Special Character Area (SCA) overlays in the Unitary Plan as currently proposed. The SCAR and SCAB overlays are included in some of the most accessible and sought after areas in Auckland and these overlays both

restrict growth and make the built form of the city more homogenous.

Many of these areas are considered to be highly suitable for intensification due to their proximity to frequent and rapid public transport services, the City Centre (and local centres) and public open space. Enabling more intensification within the Auckland Isthmus Area is consistent with the overarching intent of the Auckland Unitary Plan and every aspect of the key objectives from the NPS:

Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:

(a) the area is in or near a centre zone or other area with many employment opportunities

(b) the area is well-serviced by existing or planned public transport

(c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.

This is reiterated by Policy 4 of the NPS-UD, which states that:

Policy 4: Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 ***only to the extent necessary*** *(as specified in subpart 6) to accommodate a qualifying matter in that area.*

The SCAR and SCAB overlays are character matters – not a historic heritage matter and so no qualifying matters arise to reduce ability to development these properties in accordance with the underlying zoning.

We also note that Council have used questionable methodology to retain as many special character areas as possible; despite the purported methodology stating that areas will only be retained if 75% of the properties meet the 'high-quality' character threshold (or 66% outside of walking catchments), we note that many areas have been redrawn to ensure that this threshold is met. We believe that this approach is tantamount to gerrymandering, and is an inappropriate methodology that is inconsistent with the intent of NPS-UD.

Notwithstanding this, we would support the identification and scheduling of more historical heritage areas, which is provided for as a qualifying matter under the NPS-UD. This approach would enable the best examples of Auckland's heritage to be retained, while also allowing for more intensification in accessible and highly sought-after areas.

Alternatively, should the SCAR and SCAB overlay areas be retained, would encourage the underlying zoning to be changed to allow for intensification. We believe the existing design controls (assessment criteria) in the SCA overlay chapter would still require intensification to be in keeping with the surrounding area, such that it would not reduce the character of these areas. We note that many SCAR and SCAB area already include medium and higher density buildings (such as Mayfair Flats in Parnell) and as such there is no reason why these typologies cannot contribute to the character of an area.

Relief sought:

- Remove the SCAR and SCAB overlays as qualifying matters and enable intensification in line with the provisions of the NPS-US and MDRS; and
- Investigate and schedule more Historic Heritage Areas to retain the best examples of character and heritage in the Auckland region; or
- If the above approach is note adopted, remove the Single House / Single Dwelling Residential Area zoning from the SCAR overlay to enable intensification to occur while still retaining the special character of an area.

<u>Qualify Matter – SEA Overlay and Hazards</u>

We do not support the 'downzoning' of properties that are affected by Significant Ecological Area (SEA) overlays or natural hazards, as this approach is not consistent with the existing approach under the Unitary Plan.

In terms of the SEA overlay, we can see no connection between these areas and an inability to provide intensification. Given that

almost any works within these areas (earthworks, vegetation removal, new structures etc) require consent, there is already sufficient discretion in the Unitary Plan for Council to assess potential effects. Further, there is no practical or ecological reason that medium or high density housing cannot be located adjacent to protected vegetation; conversely, we believe that these areas would provide a high quality outlook and would therefore be a desirable location for intensification.

The Unitary Plan provides for specific natural features or hazards to be mapped in applicable locations, and the associated rules implemented accordingly. Within the mapped extent there are already sufficient protection provisions included in the AUP, but outside of the extent there is no requirement to consider them (ie: there are no rules restricting activities adjacent to an overlay, only within it). For example, the rules within Chapter E36 require hazard assessments to be provided for new structures and dwellings within hazard areas (such as coastal erosion or flooding) and these rules are applicable regardless of the underlying zoning. This ensures that Council must be satisfied that new development can occur in a manner that is safe and would not increase hazards to surrounding properties or the wider environment.

Therefore, any further restriction on development via zone controls (as proposed) does not address any specific restrictions or respond to a qualifying matter. As such, it would be contrary to the MDRS legislation to not include the required upzoning on this basis.

Relief sought:

- Remove SEA overlays and natural hazards as qualifying matters and instead rely on the existing rules within the AUP to manage intensification in these areas.

Kind Regards.

PREPARE BY THE CIVIX LIMITED PLANNING TEAM

#6176

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: E Chambers

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

I worry about parking with 6 storey buildings and terraced housing, also about safety as a cyclist

5. **What do you think of our proposal to apply the Terrace 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 worry about parking with 6 storey buildings and terraced housing, also about safety as a cyclist

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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

I didn't find the map very clear as to where the special character areas were

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

I didn't find it clear the areas mentioned in the question

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do 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 point increasing the number of people living in an area if the infrastructure is not there to support them

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6180

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: Katharine Buchanan

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The St. Marys Bay neighbourhood may be technically within 1200 meters to the boundary of the City Centre, but in reality it is not within this distance to the amenities including entertainment venues, transportation hubs, retail outlets, high-rise office buildings and restaurants. In addition, the most obvious walkable and direct route to the City Centre (beside the motorway) is not suitable after dark, especially for women and teenagers. The other routes that are more well lit have steep hills and unsuitable for disabled, elderly and parents with small children.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stops to St. Marys Bay is Britomart and the future Victoria Street Station. Neither are within 800 meters of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay suburb is within 400 meters of the City Centre. This means it is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

St. Marys Bay is a district comprising of many historic heritage buildings. These have been preserved at considerable cost and effort over the years and such efforts should not be undermined by an application that increases densification within St Marys Bay without giving full consideration to the special character of the district and the likely impact on all properties that have historic heritage of grades 4 through 6.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Identifying Special Category areas within the plan is essential. While grades 5&6 have been identified as qualifying, this needs to be expanded to grade 4 houses as well.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The St Marys Bay district has significant infrastructure constraints with well documented issues with wastewater and storm water separation and systems management. Improvements to the waste and surface water systems already completed, and those in progress, have been based on current population densities. Densification of the residential properties within St Marys Bay will, of course, mean that the current upgrades to the waste and storm water systems will be inadequate to deal with an increased population density. The secondary road system within St Marys Bay are narrow with barely adequate off-road parking and on-street parking at present. Densification would only exacerbate an already significant shortcoming in the key infrastructure of St Marys Bay.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St. Mary's Bay is bordered to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 meters where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6181

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Paul Jurasovich

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

St Marys Bay is not a walkable distance of 1200 metres to City Centre.

The 'walkable' route has poor access - is either along a poor air quality motorway, up steep grades that are challenging to walk/ride and unsafe at night with poor visibility and lighting.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

St Marys Bay suburb is not within 400 metres of the City Centre, making beyond the walkable catchment threshold

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

St Marys Bay has over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

While the site are small and tight, they are thoughtfully vegetated and contain significant biodiversity. For example, our house in one of the narrow streets has resident tuis, morepork and visiting kingfisher.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

It should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has long had significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6188

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: Barrie Connor

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I live at 28 Seymour St, which has been marked as within a walkable catchment to the city centre. I do not believe that this is walkable, as it requires a walk up a steep hill (either Seymour or Melford St(, and then a walk down a steep hill (either St Marys Road and along the motorway, or College Hill). The reverse is required in return. The proposed catchment zone fails to take into account the step grades, both up and down, and in both directions.

In addition, the designated city centre zone appears to include the eastern part of Westhaven Drive and western part of Union Street by Victoria Park, and the distance to St Marys Bay appears to be measured from these locations. In my submission, Westhaven Drive and Union Street are not part of the city centre. A more realistic designated city centre zone should be adopted that only includes the core city centre, and not the periphery.

The Council says that it is a 15 minute walk from my address to the city centre. That is simply not true.

Further, allowing 6 floor apartment buildings in a residential neighbourhood such as St Marys Bay will have significant amenity and other negative consequences.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

There is no rapid transit stop within 800 metres of St Marys Bay, and so there is no walkable catchment based on rapid transit stops for St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

St Marys Bay is more than 400 metres from the City Centre. As a result, none of St Marys bay is within a walkable distance from the city centre, and it therefore should not be zoned as terrace housing and apartment buildings.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

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

St Marys Bay contains hundreds of houses of historic heritage value, including my house at 28 Seymour St. This heritage value should be preserved, in the same way as other heritage areas in the city are being preserved.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

'A special character area should be applied to all of St Marys Bay. In particular:

- I do not agree with the Council only including houses rated as 5 and 6 in assessing heritage. I believe that houses rated 4 should also be included.

- Even if only houses rated and 5 and 6 are included, I do not agree with the Council's assessment of houses for St Marys Bay. For example, my house (28 Seymour St) should be rated a 5 or 6, especially given the work we are about to do to enhance the heritage aspects of the property.

- I therefore challenge the rating that has been given to 28 Seymour St. I am happy to provide additional information to support this challenge.

- The same is true for many other houses in St Marys Bay, which have not been rated as highly as they should be.

- I do not agree with the Council requiring 75% of houses to be over the qualifying threshold in order to qualify as special character. The threshold should be lower.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints, given how old the area is. These include stormwater, wastewater and road network. The proposed water upgrade is based on current capacity, and will not cope with 6 story apartment buildings through the neighbourhood.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct

- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

The coastal hazard for St Marys Bay should be taken into account, but it appears that it has not been.

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.

#6191

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: Iain McManus

Name of organisation/business: The Society of Mary Trust Board

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

The Society of Mary Trust Board ("Society") owns the properties at 10 and 12 Hopetoun Street, Freemans Bay.

The Society is sympathetic to the idea of retaining some special character areas but:

1. Is not convinced by what it has seen so far of the Council's case for including special character as a qualifying matter;

2. Is not convinced that the Council has got the balance right in terms of the special character areas proposed to be retained in its preliminary response (see discussion on this under the question below); and

3. Considers that, in the absence of changes to the standards within the Single House zone and special character overlays, the inclusion of special character as a qualifying matter does not adequately address the NPS-UD requirement to "achieve the greatest heights and densities directed by Policy 3 while managing the specific characteristics" of the character areas (see discussion on this below).

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are areas that should not be identified as a qualifying matter

Tell us why

The Society submits that:

1. The Council's preliminary response retains (or implies potential retention of) character areas that should not be retained given the proximity of those areas to key centres and rapid transit stops and the greater societal value that could be obtained by enabling intensification in those areas. The Society submits that the character area overlay applying to the properties at 2-12 Hopetoun Street is one example of this.

2. In the absence of changes to the standards within the Single House zone and special character overlays, the Council's preliminary response does not adequately address the requirement in clause 3.33(3)(b) of the NPS-UD to "achieve the greatest heights and densities directed by Policy 3 while managing the specific characteristics" of qualifying matters proposed to be included under clause 3.32(h) (such as the character area overlays).

The Properties at 2-12 Hopetoun Street

The Council's Preliminary Response Viewer confirms that the properties at 2-12 Hopetoun Street are:

1. Within a walkable catchment (in this case, the properties are within a walkable catchment of both the City Centre zone and the planned Karangahape train station (currently under construction) which indicates that the NPS-UD requirement to provide for building heights of at least 6 storeys applies to the properties); and

2. Potentially within a walkable catchment of a rapid transit stop along the future light rail corridor (depending on the locations of the stations proposed for the light rail corridor. Again, this indicates that the NPS-UD requirement to provide for building heights of at least 6 storeys applies to the properties); and

3. Within a special character area overlay that meets the Planning Committee's definition of a high quality character area (which indicates that Council intends to retain the current zoning and overlay, which restrict development to 2 storeys).

The Preliminary Response Viewer does not show any changes to the zoning of any properties within the identified light rail corridor – instead, it just applies a diagonal hatching to that corridor and says the zoning is still under investigation.

As such, the Society does not know whether Council intends to give more weight to the strategic location of the Hopetoun Street properties or to the claimed character of the buildings on those properties.

The Society considers that the properties at 2-12 Hopetoun Street should be up-zoned to allow for more intensive development. In this regard, the Society notes that:

1. The NPS-UD seeks to remove overly restrictive barriers to development to allow growth up and out in locations that have good access to existing centres, services and public transport networks (as stated by Council in its recent webinars on the NPS-UD).

2. Objective 1 and policy 1 of the NPS-UD seek to create well-functioning urban environments which, amongst other things, have good accessibility between housing, jobs, community services, natural spaces and open spaces, including by way of public or active transport.

3. Of relevance to these properties, policy 3(c) of the NPS-UD requires Council to enable building heights of at least 6 storeys within a walkable catchment of the edge of the City Centre zone and within a walkable catchment of existing and planned rapid transit stops.

4. Of relevance to these properties, policy 3(d) of the NPS-UD requires Council to enable building heights and density of urban form within and adjacent to Town Centre zones commensurate with the level of commercial activity and community services in those zones.

5. The Hopetoun Street properties are well within a walkable catchment of the City Centre zone, being just 110m (as a person would walk) from the edge of the City Centre zone at the eastern end of Hopetoun Street and 170m (as a person would walk) from the City Centre zone along Karangahape Road. The Society notes that the Council has defined a walkable catchment as approximately 1200m from a City Centre zone (subject to moderating factors, none of which are particularly significant in this case).

6. The Hopetoun Street properties are well within a walkable catchment of a Town Centre zone, being just 60m (as a person would walk) from the edge of the Town Centre zone along Ponsonby Road. The Society notes that the Council has defined a walkable catchment as approximately 400m from a Town Centre zone that is both large in size and has high accessibility and that the Council has confirmed that the Ponsonby Town Centre meets that classification.

7. The properties are within a walkable catchment of a rapid transit stop, being 800m (as a person would walk) from the Karangahape train station currently under construction and 650m (as a person would walk) from a future Beresford Square entrance to that station (with Beresford Square being the northern end of the platform). The properties are also potentially within 800m from a rapid transit stop along the proposed light rail corridor.

8. The properties are within an area in which there is high demand for housing as evidenced by the cost of land in the area, the increasing number of apartments in the area and the conversion of the large buildings across the road from office to residential use.

The Society disagrees with the Council's assessment of the buildings at 2-12 Hopetoun Street in the Freemans Bay South character area review. The Council has scored all of these buildings 5 or 6. The Society considers that the buildings do not warrant such high scores and will provide evidence to this effect in the upcoming plan change process.

Irrespective of the scores applied to these buildings, the Society submits that special character should not necessarily "trump" intensification where a property is located within a walkable catchment where high intensity development would be commercially viable, could provide a high quality living environment and could significantly contribute to the supply of housing in a desirable location.

The Society considers that the societal benefit of retaining special character needs to be weighed against the societal benefit of enabling more intensive development and that in some locations the societal benefit of the former will be outweighed by the societal benefit of the latter. Notably, the Society considers that the properties at 2-12 Hopetoun Street are one such location.

The Society submits that enabling more intensive development on the sites at 2-12 Hopetoun Street, which are close to the city centre, the Ponsonby town centre, the Karangahape train station and numerous bus routes, and in an area where there is high demand for housing, exceptional views and exceptional access to open space (with Western Park adjoining the properties), would give effect to the objectives and policies of the NPS-UD and contribute to a well-functioning urban environment.

Exclusion of the Light Rail Corridor

The Society understands that the Council is in discussions with the Government to resolve how Council should proceed under the NPS-UD prior to identification of the light rail station locations. Statements by Council staff indicate that Council is seeking to delay rezoning of properties within the light rail corridor.

The Society submits that it would be untenable for Council to delay rezoning of the Hopetoun Street properties due to uncertainty over the location of future light rail stations. In this regard, the Society notes that:

1. The properties qualify for up-zoning under the NPS-UD even if they eventually end up being beyond a walkable catchment of a light rail station, due to proximity to the City Centre zone, the Ponsonby Town Centre zone and the Karangahape train station. As such, the rezoning of these properties would be consistent with and give effect to the objectives and policies of the NPS-UD and contribute to a well-functioning urban environment irrespective of the eventual outcome of the light rail project.

2. If the Council delays rezoning of properties within the light rail corridor, it would be excluding from up-zoning a significant part of the central isthmus, including many areas where there is high demand for housing and good access to public transport and commercial and community services. That would be a poor planning outcome for the city.

Clause 3.33(3)(b) of the NPS-UD

The Society considers that, if special character area residential overlays are retained, the Council should amend the standards applying within the Single House zone and those special character area overlays to provide for more intensive development than currently provided for, but perhaps less than would be provided for if the overlays were removed and the sites rezoned to MHU or THAB.

The current suites of standards within the Single House zone and the special character overlays would not have permitted many of the existing “character” buildings constructed in many of those areas if those standards had been in place at the time those areas were developed. Of note, they would not have permitted construction of any of the buildings at 2-12 Hopetoun Street, as all would have exceeded the height in relation to boundary standard.

Modifying the standards to better reflect the current scale of development already in these areas, and to provide for a reasonable level of further intensification, compatible with the character of those areas, is necessary to satisfy the requirement in clause 3.33(3)(b) of the NPS-UD to “achieve the greatest heights and densities directed by Policy 3 while managing the specific characteristics” within the character areas.

It would also reduce the resource consent burden on property owners within the overlays while enabling the construction of more housing without destroying the character of the overlay areas.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

The Society has not reviewed the business special character areas

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 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

The Society has not yet considered this matter.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

I have attached a PDF version of the above feedback in case the Council's system turns the free text into this form into a single block, which would not be very user-friendly.

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.

CIVITAS
PLANNING CONSULTANTS
CIVITAS LIMITED www.civitas.co.nz
PHONE: 09 360 8656
POST: PO Box 47020, Ponsonby, Auckland 1144

Feedback on Council's Preliminary Response to the NPS-UD from the Society of Mary Trust Board

What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?

Support

What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?

Support

What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?

Support

What do you think of our proposal 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

What do you think of our proposal to apply the Terrace 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

What do you think of our proposal to include identified special character areas as a qualifying matter?

Other

RESOURCE CONSENTS
PLAN CHANGES
EXPERT EVIDENCE
SUBMISSIONS
CONSULTATION

Tell us why

The Society of Mary Trust Board ("Society") owns the properties at 10 and 12 Hopetoun Street, Freemans Bay.

The Society is sympathetic to the idea of retaining some special character areas but:

1. Is not convinced by what it has seen so far of the Council's case for including special character as a qualifying matter;
2. Is not convinced that the Council has got the balance right in terms of the special character areas proposed to be retained in its preliminary response (see discussion on this under the question below); and
3. Considers that, in the absence of changes to the standards within the Single House zone and special character overlays, the inclusion of special character as a qualifying matter does not adequately address the NPS-UD requirement to "achieve the greatest heights and densities directed by Policy 3 while managing the specific characteristics" of the character areas (see discussion on this below).

What do you think of the proposed residential special character areas that we have identified?

Do not support – I think there are areas that should not be identified as a qualifying matter

---

Tell us why

The Society submits that:

1. The Council's preliminary response retains (or implies potential retention of) character areas that should not be retained given the proximity of those areas to key centres and rapid transit stops and the greater societal value that could be obtained by enabling intensification in those areas. The Society submits that the character area overlay applying to the properties at 2-12 Hopetoun Street is one example of this.
2. In the absence of changes to the standards within the Single House zone and special character overlays, the Council's preliminary response does not adequately address the requirement in clause 3.33(3)(b) of the NPS-UD to "achieve the greatest heights and densities directed by Policy 3 while managing the specific characteristics" of qualifying matters proposed to be included under clause 3.32(h) (such as the character area overlays).

The Properties at 2-12 Hopetoun Street

The Council's Preliminary Response Viewer confirms that the properties at 2-12 Hopetoun Street are:

1. Within a walkable catchment (in this case, the properties are within a walkable catchment of both the City Centre zone and the planned Karangahape train station (currently under

construction) which indicates that the NPS-UD requirement to provide for building heights of at least 6 storeys applies to the properties); and

2. Potentially within a walkable catchment of a rapid transit stop along the future light rail corridor (depending on the locations of the stations proposed for the light rail corridor. Again, this indicates that the NPS-UD requirement to provide for building heights of at least 6 storeys applies to the properties); and

3. Within a special character area overlay that meets the Planning Committee's definition of a high quality character area (which indicates that Council intends to retain the current zoning and overlay, which restrict development to 2 storeys).

The Preliminary Response Viewer does not show any changes to the zoning of any properties within the identified light rail corridor – instead, it just applies a diagonal hatching to that corridor and says the zoning is still under investigation.

As such, the Society does not know whether Council intends to give more weight to the strategic location of the Hopetoun Street properties or to the claimed character of the buildings on those properties.

The Society considers that the properties at 2-12 Hopetoun Street should be up-zoned to allow for more intensive development. In this regard, the Society notes that:

1. The NPS-UD seeks to remove overly restrictive barriers to development to allow growth up and out in locations that have good access to existing centres, services and public transport networks (as stated by Council in its recent webinars on the NPS-UD).

2. Objective 1 and policy 1 of the NPS-UD seek to create well-functioning urban environments which, amongst other things, have good accessibility between housing, jobs, community services, natural spaces and open spaces, including by way of public or active transport.

3. Of relevance to these properties, policy 3(c) of the NPS-UD requires Council to enable building heights of at least 6 storeys within a walkable catchment of the edge of the City Centre zone and within a walkable catchment of existing and planned rapid transit stops.

4. Of relevance to these properties, policy 3(d) of the NPS-UD requires Council to enable building heights and density of urban form within and adjacent to Town Centre zones commensurate with the level of commercial activity and community services in those zones.

5. The Hopetoun Street properties are well within a walkable catchment of the City Centre zone, being just 110m (as a person would walk) from the edge of the City Centre zone at the eastern end of Hopetoun Street and 170m (as a person would walk) from the City Centre zone along Karangahape Road. The Society notes that the Council has defined a walkable catchment as approximately 1200m from a City Centre zone (subject to moderating factors, none of which are particularly significant in this case).

6. The Hopetoun Street properties are well within a walkable catchment of a Town Centre zone, being just 60m (as a person would walk) from the edge of the Town Centre zone along

Ponsonby Road. The Society notes that the Council has defined a walkable catchment as approximately 400m from a Town Centre zone that is both large in size and has high accessibility and that the Council has confirmed that the Ponsonby Town Centre meets that classification.

7. The properties are within a walkable catchment of a rapid transit stop, being 800m (as a person would walk) from the Karangahape train station currently under construction and 650m (as a person would walk) from a future Beresford Square entrance to that station (with Beresford Square being the northern end of the platform). The properties are also potentially within 800m from a rapid transit stop along the proposed light rail corridor.

8. The properties are within an area in which there is high demand for housing as evidenced by the cost of land in the area, the increasing number of apartments in the area and the conversion of the large buildings across the road from office to residential use.

The Society disagrees with the Council's assessment of the buildings at 2-12 Hopetoun Street in the Freemans Bay South character area review. The Council has scored all of these buildings 5 or 6. The Society considers that the buildings do not warrant such high scores and will provide evidence to this effect in the upcoming plan change process.

Irrespective of the scores applied to these buildings, the Society submits that special character should not necessarily "trump" intensification where a property is located within a walkable catchment where high intensity development would be commercially viable, could provide a high quality living environment and could significantly contribute to the supply of housing in a desirable location.

The Society considers that the societal benefit of retaining special character needs to be weighed against the societal benefit of enabling more intensive development and that in some locations the societal benefit of the former will be outweighed by the societal benefit of the latter. Notably, the Society considers that the properties at 2-12 Hopetoun Street are one such location.

The Society submits that enabling more intensive development on the sites at 2-12 Hopetoun Street, which are close to the city centre, the Ponsonby town centre, the Karangahape train station and numerous bus routes, and in an area where there is high demand for housing, exceptional views and exceptional access to open space (with Western Park adjoining the properties), would give effect to the objectives and policies of the NPS-UD and contribute to a well-functioning urban environment.

Exclusion of the Light Rail Corridor

The Society understands that the Council is in discussions with the Government to resolve how Council should proceed under the NPS-UD prior to identification of the light rail station locations. Statements by Council staff indicate that Council is seeking to delay rezoning of properties within the light rail corridor.

The Society submits that it would be untenable for Council to delay rezoning of the Hopetoun Street properties due to uncertainty over the location of future light rail stations. In this regard, the Society notes that:

1. The properties qualify for up-zoning under the NPS-UD even if they eventually end up being beyond a walkable catchment of a light rail station, due to proximity to the City Centre zone, the Ponsonby Town Centre zone and the Karangahape train station. As such, the rezoning of these properties would be consistent with and give effect to the objectives and policies of the NPS-UD and contribute to a well-functioning urban environment irrespective of the eventual outcome of the light rail project.
2. If the Council delays rezoning of properties within the light rail corridor, it would be excluding from up-zoning a significant part of the central isthmus, including many areas where there is high demand for housing and good access to public transport and commercial and community services. That would be a poor planning outcome for the city.

Clause 3.33(3)(b) of the NPS-UD

The Society considers that, if special character area residential overlays are retained, the Council should amend the standards applying within the Single House zone and those special character area overlays to provide for more intensive development than currently provided for, but perhaps less than would be provided for if the overlays were removed and the sites rezoned to MHU or THAB.

The current suites of standards within the Single House zone and the special character overlays would not have permitted many of the existing "character" buildings constructed in many of those areas if those standards had been in place at the time those areas were developed. Of note, they would not have permitted construction of any of the buildings at 2-12 Hopetoun Street, as all would have exceeded the height in relation to boundary standard.

Modifying the standards to better reflect the current scale of development already in these areas, and to provide for a reasonable level of further intensification, compatible with the character of those areas, is necessary to satisfy the requirement in clause 3.33(3)(b) of the NPS-UD to "achieve the greatest heights and densities directed by Policy 3 while managing the specific characteristics" within the character areas.

It would also reduce the resource consent burden on property owners within the overlays while enabling the construction of more housing without destroying the character of the overlay areas.

What do you think of the proposed business special character areas that we have identified?

I dont know

Tell us why

The Society has not reviewed the business special character areas

---

What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?

I dont know

Tell us why

The Society has not considered this matter.

First name

Iain

Last name

McManus

Are you giving feedback on behalf of an organisation?

Yes, the Society of Mary Trust Board

Email

iain@civitas.co.nz

#6193

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: Andrew Fletcher

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

I support Special Character Areas being used, but not the ones that Auckland Council ('AC') have identified.

I think that the homes in Herne Bay on at least Herne Bay Rd, Bella Vista Road, Galatea Terrace and Upton Street should remain as a heritage area and not be able to be intensified as per the proposed rules.

AC's method of determining which houses/localities are protected (by stating that there must be a certain percentage of a specific category of building within a special character area to enable that special character area to become a qualifying matter) is arbitrary and unjustifiable. The

boundaries used for the assessment have a significant effect on the outcome when averaging across sites. There is also no justification for establishing that there must be a certain percentage of a specific category of building within a special character area to enable that special character area to become a qualifying matter. This assessment tool is arbitrary and has no justifiable basis for being relied on in the first place. Important issues such as what constitutes a qualifying matter should follow a clear and objective process, subject to peer review and based on existing criteria under the AUP. Otherwise, there is a real danger of subjective assessments carried out under unreasonable time frames required by legislation, leading to unsustainable conclusions.

The method proposed has not adequately assessed the unintended consequence of the effect of neighbouring 11m high buildings on the character buildings that are to be retained. Special character buildings will be replaced with mixed or terraced housing of low quality and little amenity and even then, they will still be unaffordable. Having such developments adjacent to special character areas will severely reduce the quality of the area generally.

The current proposals will leave “pockets” of buildings with special character being dominated by mixed or terraced housing which will undermine the purpose of the qualifying matter in the first place. If the values of a special character are reduced or compromised that in turn adversely affects the historic heritage of that wider area.

If criteria are to be applied it could be the inverse of what is currently proposed i.e. that there should be 80% of buildings that have no special character within a defined neighbourhood, such that more intensive development will not ruin the character of that area.

The current special character areas that have been defined should remain and once defined should automatically become qualifying areas.

In the area of Herne Bay Rd/Bella Vista Rd/Galatea Terrace/ Upton Street, residents have recently invested heavily in restoring and renovating the special character houses and have been required to do so strictly in compliance with the character rules set by Council. While these rules have frequently prevented owners from altering homes as they would have liked, it has resulted in this area containing a cluster of heritage homes of a very high standard that could remain as a protected cluster of heritage homes from this era far into the future, providing they continue to be protected from re-development. This area was established as a collection of large homes with large gardens near the city centre and this purpose is part of the history of the area and should remain. Apartments were historically on the eastern end of Marine Parade.

For these reasons I say that the suggestions and process proposed by AC on this issue is misguided and wrong and will cause severe adverse effects on residents who own houses that are within qualifying areas and residents that own houses outside qualifying areas. It is a lose – lose situation and will not promote the NPS-UD.

The historic heritage and special character of Herne Bay should be protected. Yet the proposed changes to the AUP, and the way they are proposed to be implemented do the opposite and will have a serious adverse effect on the established character of the area. Rezoning land for intensification is important, but this small area in Herne Bay contains a large number of significant heritage homes which together, collectively make up an area of historic housing that cannot be found anywhere else in Auckland and therefore should be protected for future generations.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Please remove the proposed MDRS zoning from Herne Bay Rd, Bella Vista Road, Galatea Terrace and Upton Street. The houses in these streets individually are of a high character and collectively represent a group of large early 1900 villas that are of a high quality which is not represented anywhere else in Auckland. There are some examples of 1950's cottages and other types of early mid 1900 homes scattered throughout the area, but overall the character of the area with heritage villas and bungalows, wide streets and large gardens, remains as it was in the mid 1900s and cannot be found anywhere else in Auckland. Therefore the collective character of the streets should be protected by protecting all of the homes on these roads.

In Auckland Council's ('AC') numeric methodology, used to determine where the zoning should lie, the grouping of streets in our area is incorrect as grouping should be with Herne Bay Road and Masons Ave since our houses are from the same period and design. We are all part of what AC calls Herne Bay West. This would change the result of the averaging and mean these roads would be protected rather than be able to be redeveloped.

The grading system itself is not justified or proven. The method of survey, area groupings and the grading criteria are arbitrary and not warranted. We already have clearly defined Special Character areas.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Herne Bay has a combined sewerage and stormwater system that already results in frequent discharges of raw sewage to the beaches. The proposed intensification, in terms of increased coverage and increased sewage volume, will further overload the current infrastructure. It will be years before this is upgraded. Intensification in the area should not occur until these services are seperated and the volume is able to be transferred to the treatment ponds without overflow to the beaches.

We already have parking problems and these will only become worse with intensification since onsite parking is no longer mandated.

The increases in traffic will congest the neighbourhood system and access into Herne Bay which is already strained.

Our local public transport services are infrequent and impractical to use given the lack of routes.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

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.

#6194

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Sally James

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I am 76 and pretty annoyed as this is the third time I have filled this form in, got to the end and it has shot off into the ether. I can no longer either walk down the hill on my creaky knees or up the steep hill. My partner has the same problem in his wheelchair.

It is the same problem for all the elderly. Walkable? What a joke.

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)

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.

#6197

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 Moffett

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Mary's Bay is within a walkable distance of 1200 metres to city centre amentities, including retail, entertainment facilities and rapid transit/public transport hubs.

The walkable route beside the motorway is only suitable during the day. This is an unsafe environment and there is no public lighting in the park. Other return routes from the city centre to St Mary's Bay involve steep grades unsuitable, especially at night, for the population cohorts of St Mary's Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Mary's Bay is Britomart or the fututе Victoria St station. Neither is within 800 metres of St Mary's Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Mary's Bay suburbaine is within 400 metres of the City Centre. This means that St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Mary's Bay there are more than 200 properties of historic héritage value rated 6 and 5. I strongly support the création of Spécial Character Sub-Areas around clusters of héritage houses in St Mary's Bay, in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Mary's Bay, collecting all houses with ratings of 6,5 or 4 as sub-areas of spécial character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

séparation is based on the existing development capacity. Any proposed increase in résidential density will not be accommodated in the proposed structure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Mary's Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres. where intensification must be avoided to manage the hazard risk.

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.

#6199

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Rosemary Mitford-Taylor

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

I can see why you would preserve a building if it is of great historical significance, but we definitely don't need to be preserving leaky moldy old villas when the alternative is insulated, sustainable apartments that will house more people and be healthier to live in!

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?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** 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)

While I am doing my best to learn, I still find much of this jargon difficult to wrap my head around. However, I know that I support density done well- i support affordable, sustainable housing, walkable & connected communities, and resilient systems that tackle climate change. I support the recommendations made by the Coalition for More Homes.

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.

#6201

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Paul NIchols-Marcy

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Walkable by who? I am 83 now and I thought this was an age friendly city? I live close in so I can enjoy the amenities by taxi. I pay hefty rates to do this.

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Why have you not included bungalows? ours is 1920! surely part of history and a valid style! You need to add these into your assessment. Why are you deciding that a garage to the street disqualifies heritage when Council has spent the last 40 years (yes we have been here nearly that long) encouraging us to get cars off the street this way?

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas right across the 'hood.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses above rating of 2.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The infrastructure for sewage and rainwater is not coping now. They were back in Hackett St last week.

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Yes. My other thought is that there is no discussion on the tree'd nature of Saint Marys Bay. When I looked at the new apartments in Avondale today there are no trees – they are stark! We have fantails and tuis and the occasional kereru visit our garden with its cabbage trees and its pittosporum hedges.

What about Auckland Council's obligation to sustain native birds (wildlife corridors) and what about peoples need for nature as per the recent research where parks and bush nearby rated second in what people wanted. I'm sorry I cannot find the article now but I think it was a University of Waikato piece of research in Listener - and even they were surprised at how high nature rated in peoples minds. PPEOPLE IN CITIES NEED GREENERY AND NATURE TO THRIVE.

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.

#6204

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: Alana O'Neill

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

St Marys Bay is not within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours, and is certainly not safe outside daylights hours, there have been sexual offenses committed against women along the path the ongoing graffiti being added is not indicative of a safe community environment. It has no public lighting and is an unsafe environment, I do not walk along here outside daylight hours and do not allow my 11 and 13yr old boys walk along there without an adult at any time. Other return routes from the City Centre to St Marys Bay involve steep grades, up the likes of College Hill, which is unsuitable at night for the population cohorts of St Marys Bay and too steep for many and only suitable for fit, young, able bodied citizens. Safety is a major concern in the area at night. In the name of equity - Auckland must strive to be a city that can cater to people of all ages, disability, fitness levels and time/work/leisure commitments.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more)

within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay 200 properties have been identified of historic heritage value rated 6 and 5. Rightfully, many more property owners dispute their recent heritage classification. The reclassification of many homes is contradictory to previous Auckland City Council classifications which impacted renovations over previous years. Many homeowners – ourselves included, had to proceed through very restrictive guidelines to restore original homes from the area. Endless homeowners in the area have done amazing work to preserve the special character of the neighbourhood, which should not be lost, and should continue to be the case. Upon what basis are decisions made? Do the classifiers review and consider the process homeowners took with council to restore their homes? I support creating Special Character Sub- Areas around clusters of heritage homes in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6,5,4 & 3 as sub-areas of special character A city Centre – lies at the centre of a perimenter/circumference. If harbour bound, this would be a semicircle. It appears these proposed changes are being suggested for St Marys Bay. Other suburbs, of equidistance or closer from city are being excluded eg.Freeman’s Bay, Parnell, Eden Terrace, Grafton. This requires explanation. If transport hubs such as the motorway are a factor – is not the purpose of this whole proposal to minimize road transport?

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading. The current streets already have issues getting the rubbish and recycle trucks in, I have watched the recycle truck drive up on the footpath throughout lockdown to turn from Hackett Street into Percival parade. No easy feat and would be a struggle for most fire appliances. There is not sufficient schooling capacity in the area, primary or secondary. There are no options for walking or taking public transport to any in zone high school.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

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.

#6208

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: Kathy Cattell

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

St Marys Bay not within walkable distance (1200 m to City Centre)

Walkable route only safe in daylight hours or steep grade unsuitable at night for population cohort.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Closest rapid transit stop to St Marys Bay is Britomart or the future Victoria St station. Both are not within 800 m of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within 400m of the city centre. This means St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

A current example is the historic clocktower/ Post Office cnr Jervois/ St Marys / College Hill - if the vacant site on College Hill/Dublin St was allowed to be built up so high as to change the clocktower from being the 'high rise" this would have a detrimental impact.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

Expand over entire St Marys Bay collecting all houses of Rating 6,5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for a t least m where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6210

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Megan Wall

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable during daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades. unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where the intensification must be avoided to manage the hazard risk.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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)

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.

#6214

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: Harinder Singh

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The St Marys Bay district is beyond 1200 metres to the city centre amenities such as entertainment venues, retail outlets, main transport hubs & restaurants.

the walkable route to the city centre beside the motorway, is only suitable during daylight hours. It has no public lighting & an unsafe environment. Other better lit & safer routes include steep

grades unsuitable for walking at nights for St Mary residents, many of whom are elderly/infirm.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

The St Marys Bay district is beyond 800 metres to the city centre amenities such as entertainment venues, retail outlets, main transport hubs & restaurants.

the walkable route to the city centre beside the motorway, is only suitable during daylight hours. It has no public lighting & an unsafe environment. Other better lit & safer routes include steep

grades unsuitable for walking at nights for St Mary residents, many of whom are elderly/infirm.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

The St Marys Bay district is beyond 800 metres to the nearest existing city centre rapid centre rapid transit at Britomart Station and the station being constructed at Victoria Street.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

I support identifying special category areas within the plan as essential. The areas identified as heritage properties in parts of St Marys Bay should be extended to all areas where there are buildings with historic heritage of grades 4 through to 6.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

I support identifying Special Category areas within the plan is essential. The areas identified as heritage properties in parts of St Marys Bay should be extended to all areas where there are buildings with historic heritage of grades 4 through to 6.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The St Marys Bay district has significant constraints with well documented issues with wastewater and storm water separation and systems management. Improvements to the waste and surface water systems already completed, and those in progress, have been based on current population densities. Densification of the residential properties within St Marys Bay will, of course, mean that the current upgrades to the waste and storm water systems will be inadequate to deal with an increased population density. The secondary road system within St Marys Bay are narrow with barely adequate off-road parking and on-street parking at present. Most streets are particularly narrow & motorists have exercise considerable care to avoid oncoming cars, opening car doors, cyclists. Parked cars are often clipped by passing motorists. Also the narrow streets would be a challenge for access for emergency vehicles with an increased population. On many occasions trucks cannot pass down the narrow streets and have to reverse. Densification would only exacerbate an already significant shortcoming in the key infrastructure of St Marys Bay.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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.

#6215

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: PHILIPPA Clark

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

That's a very reasonable distance to walk - no problem.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

Again - a very reasonable distance to walk.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

A perfectly reasonable distance to walk.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

That's good planning practice.

5. **What do you think of our proposal to apply the Terrace 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

Again - good planning practice.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

These special character areas give our city some heart and soul!

7. **What do you think of the proposed residential special character areas that we have identified?**

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The city cannot keep housing thousands of residents without the appropriate infrastructure. This is obvious.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay

- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Particularly public views and sun and light into public spaces.

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.

#6220

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: Rosalia Pimm

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

I consider that the empty buildings in the CBD should be repurposed for residential purposes.

That leaves retail and entertainment at street level bringing life back to the CBD.

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.

#6222

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: Heidi Sommerville

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Although we support and are happy that the council has proposed to protect a number of streets in our area we believe there are more streets and neighbourhoods that should be protected. Older houses and neighbourhoods have historic value in many cases, and at the very least have a special

character which makes Auckland unique. It also seems unfair that property owners have purchased believing rules and restrictions were in place which may now change, negatively effecting the value and amenity of their property.

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.

#6232

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Paul Skinner

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Herne Bay is more than 15 minutes walk from the edge of the city centre, & more significantly is a highpoint with a steep hill [College Hill] between the two. Also there are no rapid transit stops in the area. Auckland already has or will have plenty of capacity for higher density housing where walking is easier & attractive to locals.

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

Herne Bay does not have a metropolitan centre but rather has a local centre of small shops which adequately serve their catchment area. The area is not suitable for higher density housing - see later comments re character housing etc

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

Herne Bay has no rapid transport stops. But in general weather & topography deter using public transport unless stops are close by & integrated with the remainder of the public transport system.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

Any THAB development in Herne Bay, existing & in the future, is out of character & scale with our existing special character & historic housing & should not be permitted. Its inappropriateness is shown by the recent construction of two 5 - 6 storey apartment blocks on the seaward side of Jervois Rd opposite the main shopping strip. They are surrounded by max 2 storey houses, some traditional villas, & ruin the character of the area.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Same comments as for the issue immediately above - Any THAB development in Herne Bay, existing & in the future, is out of character & scale with our existing special character & historic housing & should not be permitted. Its inappropriateness is shown by the recent construction of two 5 - 6 storey apartment blocks on the seaward side of Jervois Rd opposite the main shopping strip. They are surrounded by max 2 storey houses, some traditional villas, & ruin the character of the 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

We have a short history of European settlement & it is best shown by our special character & built housing & Edwardian local shopping areas. Locals & visitors embrace & value highly our special character Heritage buildings. Their destruction &/or diminishment by intensive modern housing, especially THAB's will irreparably damage Auckland's character & identity.

Also it is not required because the AUP's goals for more housing can be & is being met by intensification in areas of lesser heritage etc.

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 more areas in Herne Bay than identified so far that need to be so identified as SCA's.

In addition to the existing SCA's should be added the Art Deco buildings on Jervois Rd from the top of Salisbury St to the top of Wallace St, the Spanish Mission style building at the corner of Salisbury St & Jervois Rd, Lawrence St, and the western side of Wallace St.

These areas are unified special character residential areas which are not suited to further intensification & are not in walkable catchments.

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

Council needs to add to the Herne Bay shops Historic Heritage Area the special character shops on Jervois Rd between Albany Rd & Kelmarna Ave. They are an integral part of the Herne Bay shopping centre.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Herne Bay's sewage & drainage infrastructure has been neglected for decades so is under pressure [50 sewage leaking into the harbour annually] & cannot handle further intensification: health & environmental consequences.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6239

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: Owen Burn

Name of organisation/business: Private Client

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?**

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

This submssion is concerned with that part of Freemans Bay around Wood Street that appears and Two storey Single Dwelling Zone. There appears to be no inidcation of the standards that apply to this zone but on the face of it the zone appears to be more restictvie than the Singel House Zone. There appears to be no cogent planning reason why this area should not be including within the Terrace Housing and Aprtment Buildings Zone.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?**

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)

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.

#6248

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: Anthony Franklin-Ross

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

There is still plenty of development potential within the city centre itself. Rather than add sprawl to the city centre to neighbouring suburbs, I would prefer intensification in other urban centres that encourages commercial and residential development hand-in-hand in other parts of the greater Auckland area eg Henderson, Albany. Rather, keep neighbouring suburbs to the city centre as a buffer to sprawling development.

1200 metres from city centre is not flat walking either, and therefore not feasible for all fitness levels.

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

Some intensification of housing in other urban centres that encourages commercial and residential development hand-in-hand in other parts of the greater Auckland area (eg Henderson, Albany) to reduce cross-city travel between work and home

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

There is still plenty of development potential within the city centre itself. Let's not add sprawl of the city centre to neighbouring suburbs. Just as in other cities such as San Francisco, Sydney - these are special character areas because they do add to the aesthetic and beauty of the city. These also tend to be areas with historic issues with infrastructure due to aging sewers, waste water etc.

The existing Unitary Plan has been developed through longstanding community and local input, and take into account the context of the Auckland neighbourhoods and areas. It should not be so readily overridden.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

I have outlined in the previous answer There is still plenty of development potential within the city centre itself. Let's not add sprawl of the city centre to neighbouring suburbs. Just as in other cities such as San Francisco, Sydney - these are special character areas because they do add to the aesthetic and beauty of the city. These also tend to be areas with historic issues with infrastructure due to aging sewers, waste water etc.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining the character of Ponsonby Road, Jervois Road, Parnell Rise, is important. They need to be encouraged both as destination areas in contrast to shopping malls and big box developments, and also as local shopping precincts to neighbouring communities.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Freemans Bay, for example, has a mix of old services. Also the roading is not wide - with street parking as it is, often fire trucks and even rubbish trucks find it difficult to navigate. The pressure would be increased with greater housing development sizes and commercial intensification (many already use these street as work parking).

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

Viewshafts need to be maintained and protected.

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.

#6260

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: Brian Croxford

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are areas that should not be identified as a qualifying matter

Tell us why

Eyeballing the map shows considerably more blue, with small pockets of red. Based on this map, much of Auckland central's property will be protected from urban development. It's not clear to

me how such a plan will actually address Auckland's massive housing shorting and much overdue need for intensification.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think less areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay

- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6269

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 Irwin

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Where is the edge of the city? Do you mean walkable catchment is 1200m from the center of the city? At 1200m from the city- center the terrain is steep and is less walkable, rather people use the bus. Are you trying to make the city- center denser, or the edges denser? The edges of the city centre should be considered as metropolitan area.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

Where is the edge of the metropolitan centers? Do you mean walkable catchment is 800m from the center of a metropolitan area? Are you trying to create a denser metropolitan center, or a donut ring of density around the center?

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

This should be 200m. We need to focus density. Increasing to 800m will take decades of investment to create a consistant streetscape.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

This should be 200m. We need to focus density. Increasing to 800m will take decades of investment to create a consistant streetscape.

5. **What do you think of our proposal to apply the Terrace 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

Absolutely critical to do this. By increasing the density of the city center and transit corridors, it creates reliance on its established character suburbs, areas, and buildings to offer a different sense of place. Preservation of historical buildings and areas needs to protected in clusters on both sides of the street to understand and appreciate. Therefore we need to protect more not less character in the city.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

By increasing the density of the city center and transit corridors, it creates reliance on its established character suburbs, areas, and buildings to offer a different sense of place. Preservation of historical buildings and areas needs to protected in clusters on both sides of the street to understand and appreciate. Therefore we need to protect more not less character in the city.

8. **What do you think of the proposed business special character areas that we have identified?** 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

Significant infrastructural constraints will only slow down development and increase the cost burden. Resulting in unaffordable 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.

#6274

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: Chris Cherry

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

St Marys Bay has a significant number of properties with historic heritage ratings of 5 & 6. I support creating Special Character Sub Areas around clusters of heritage houses in St Marys bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This should be expanded to include the entire suburb of St Marys Bay, collecting all houses of Ratings 6,5 & 4 as sub-areas of special character

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay already has significant constraints with regard to stormwater , wastewater & the overall road network, any further increase in residential density will only serve to exacerbate these problems regardless of the proposed infrastructure upgrade as this is based only on the existing development capacity.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay

- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

The unstable former St Marys Bay coastal edge which presents a coastal hazard & should be considered as a qualifying matter.

Intensification should be avoided for at least 100mts inland to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6276

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: Ardeth Lobet

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Other

Tell us why

I hope there is more discretion allowed than a blanket rule would seem to provide, because there are many people who cannot walk 1.2km to a transit stop, either because of infirmity or what they must carry.

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 would support this distance only if it didn't deny sun or greenery to surrounding small homes.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

We don't have this yet; the route is unknown so one cannot make an intelligent judgment as to whether this is reasonable or not.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

Support with the same discretion as in any other decision.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

I would support this distance only if it didn't deny sun or greenery to surrounding small homes.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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

If the present special character areas do not lose green spaces or valuable historical features or architecture, then with discretion I would support some incursions.

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?** Other

Tell us why

I can't respond because I could never find which business areas were included. I am opposed to allowing any high rise buildings along Devonport's main street area, and I would want to know how the Birkenhead area would be affected.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

I am not in favour of reducing "the limit on building heights" at all until I knew how any area would be affected.

I believe this question is ambiguously worded.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

The existing special character/heritage status of Princes Street and Shortland Street should be included as well as those mentioned above. We have lost too much of the City Centre and Queen St. valley already.

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.

#6281

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Simon Hart

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Mary's Bay is within a walkable distance of 1,200 metres to the city centre amenities, including retail,entertainment,rapid transport/public transport hubs. The walk beside the motorway is unlit at night and any walkable return involves steep grades.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Mary's Bay is Britomart or a future Victoria street station. Neither is within 800 metres of St Mary's Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of St Mary's Bay is within 40 metres of the city centre ie It is beyond the walkable catchment threshold

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Mary's Bay there are over 200 properties of historic heritage value rated 6 and 5, Special character sub-areas around clusters of heritage houses in St Mary's Bay in addition to those identified on the draft maps should be a better way to go.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Mary's Bay, collecting all houses of 6,5 and 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay is about to be upgraded in relation to water/waste water in a plan built around existing development capacity. Any proposed increase in the area's residential density will not be accomodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Mary's Bay is bounded to the north by an unstable edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been . This means that a suitable depth of protection is needed from the former coastal cliffs, inland for at least 100metres. Intensification, here, must be avoided to manage the hazard risk.

In a general sense , intensification involving character homes does not solve the problem of providing affordable housing. Current published prices on Shelley Beach Road range from $2.5m to $4.6m , demonstrating unequivocally that intensified dwellings in character areas will be highly expensive and unaffordable for those in the community who have the greatest housing need.

Further, Auckland's current Unitary Plan enables over 900,000 dwellings to be built on residential zoned land. There appears to be no shortage of land on which to build housing for the next 30 years or more.

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.

#6282

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: mike blackburn

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

different speeds and abilities of walkers. 20-30min walk is more sensible. quality of walk in auckland is abysmal.urban protocols are full of urban speak . all talk(lots of reports) and mediocre results.

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

You are doing the usual on size fits all. Maths are not going to create a great city. ponsonby rd is 1-2km long iand is a comfortable walk.come on TOPOGRAPHY , CONTEXT ETC.Was this plan written with a hammer

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

again its too short.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

if designed right and controls were more flexible you can achieve the same liveable area as

its previous zoning.The plan could have intermittent high areas and low rise with bonus systems providing amenity but has to be generous.

I don't think this plan has been thought out very well and is one dimensional

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

Thewhole concept evokes of a rush job. it is insistent and one dimensional. Applying scores is rediculous. it is an easy way out. Maybe a highly complex algorithm might work but not this childish erratic and simplistic evaluation.How can you have character when every house is different and so on. Maybe :special eclectic areas"

7. **What do you think of the proposed residential special character areas that we have identified?** Other

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

don't agree with current evaluation of character areas.As an architect you have got it wrong

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 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

y ou are planners. do you job and plan for the future allowing for technological changes.

Council should be responsible for providing infrastructure when zoning permits. You are all over the place.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6284

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: GRANT RICHARDSON

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

My family lives within the walkable catchment (probably 300m inside the walkable catchment boundary) and do not walk to town for the following reasons - it is too far, no direct route, too hilly, too dangerous, and not an enjoyable 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

800m seems more reasonable than 1200m to the City Centre.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

This walkable distance seems okay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

This is dependent on the area. Suburbs with significant character like Grey Lynn or Ponsonby that retain their historic overlay as a qualifying matter in this proposal should have none or very limited area zoned - Terrace Housing and Apartment Buildings. The character of these areas, as a whole is eroded by pockets of construction that are out of scale with the Special Character zoning of 1 or 2 story single family homes.

5. **What do you think of our proposal to apply the Terrace 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

Refer previous comments. -This is dependent on the area. Suburbs with significant character like Grey Lynn or Ponsonby that retain their historic overlay as a qualifying matter in this proposal should have none or very limited area zoned - Terrace Housing and Apartment Buildings. The character of these areas, as a whole is eroded by pockets of construction that are out of scale with the Special Character zoning of 1 or 2 story single family homes.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

I support and applaud Auckland Council for using Qualifying Matters to keep Special Character Areas in place but would ideally like this area increased to include more areas of Grey Lynn, Ponsonby, and Freemans Bay. I would prefer these suburbs to retain Special Character controls instead of several zoning types. In my opinion the special character of an area is diminished by pockets of higher density/scale dwellings.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

I support the Special Character Areas identified in the NPS-UD map viewer but would ideally like this area increased to include more areas of Grey Lynn, Ponsonby, and Freemans Bay. I would prefer these suburbs, as a whole to remain within Special Character controls instead of areas of different zoning types. In my opinion the special character of an area is diminished by pockets of high density, larger/taller scale buildings.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Where business zones are adjacent to Single House Zones with Special Character Area Overlay the height restrictions are necessary. In my opinion the 3-storey limit should be the absolute maximum height for Ponsonby Road, West Lynn and Grey Lynn.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do 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 agree with including these items as qualifying matters if they do not undermine, weaken, or detract from the inclusion of Special Character Areas as qualifying matters. In my opinion the Ridgeline Protection Overlay has a greater importance in comparison to the others.

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.

#6285

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 Lang

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Mary's Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit / public transport hubs.

The walkable route to the City Centre beside the motorway is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Mary's Bay involve steep grades, unsuitable at night for the population cohorts of St Mary's Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Mary's Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Mary's Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Mary's Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Mary's Bay there are over 200 properties of histori heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Mary's Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Mary's Bay collecting all houses of Rating 6, 5 and 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater / wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Mary's Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

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.

#6286

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 Youdale

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** 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

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps. This includes the Leys Institute.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character. I am concerned about the proposed zoning of the Leys Institute

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think less areas should be identified as a qualifying matter

Tell us why

The Leys Institute should not be included.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

t Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6290

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: Des Brennan

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Little if any of St Marys' Bay is within 1.2km of the city centre amenities which residence use - retail, public transport hubs, entertainment facilities.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transport stop/centre to St Mary's bay is in Britomart or the future Victoria St Station - both are not within 800m of St Mary's Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?**

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of St Mary's Bay suburb is within 400m of the central city. St Mary's Bay id beyond the walkable catchment range.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Mary's Bay there are some 200 or so properties of heritage value rated 5 and 6. I fully support creating Special character sub-areas around clusters of heritage housesit St Mary's Bay in addition to those identified in the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This approach should be extended to include the whole of St Mary's Bay - including all houses rating 4, 5, and 6 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Any proposed increase in residential density is likely to place excessive pressure on roading, stormwater, sewage systems. Current plans speak only to current residential levels.

Let's not ignore the birdlife in St Mary's Bay and do no more to wipe out the stalwart fantail, kereru, kingfisher, tui and others which contribute too our environment and wellbeing - also trees, bees and butterflies!

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

To the north St Mary's bay is bounded by an unstable former coastal edge which presents a coastal hazard

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.

#6299

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: Marilyn Horne

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Too far to walk with shopping and an evening out

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

There are no rapid transport stops within 800 metres of St Mary's Bay

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

St Mary's Bay is further than 400 metres of the city centre

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

I support St Mary's Bay special character sub areas in addition to those identified on the draft maps

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

It should be for the entire suburb of St Mary's Bay rating 6,5 and 4 as sub areas of special character

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

There is not the infrastructure to accommodate additional housing intensification

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 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.

#6303

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: Debra Warren

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Given the current dual crises of climate change and housing availability, densification of housing is critical and exceptions should be extremely limited. Protection from densification should be limited to very notable and exceptional properties (which are likely already Heritage listed), not simply streets and streets of standard villas. Cities that are livable within our carbon budget must be a higher priority.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

I cannot agree with such a large percentage of the near-Auckland suburbs being identified as qualifying! It defeats the purpose of the NPS-UD provisions.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

See above -I cannot agree with such a large percentage of the near-Auckland suburbs being identified as qualifying! It defeats the purpose of the NPS-UD provisions.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 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

In general I want to see the council put a high priority on overcoming any infrastructure constraints that are preventing densification. Exceptions should be limited to the most intractable circumstances. Infrastructure spending currently going towards greenfield sites should instead be invested to overcome these constraints in existing developed areas wherever 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.

#6313

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: Alex Walker

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I have lived in Collingwood Str for 15 years and only walked to the city a couple of times. I would not walk there for entertainment or to catch public transport. 1500m does not take into account the hills and topography - Freemans Bay is hilly, like Wellington. Also there are multiple busy intersections to cross or wait for lights etc. I am not sure where the 1500m is measured from but would expect Queen or Albert street to be the Western limit. I support 800m as a walkable catchment.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

800m is a much more appropriate distance given the topography and traffic load in this area.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

I still think that 800m is a long way to walk with hills and busy intersections.

500m seems more appropriate.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

Areas of high historical or character housing should not be included in this proposal.Ponsonby Rd could be regarded as a Town Centre but 400m on either side would virtually include the entire suburbs of Ponsonby, Freemans Bay, St Marys Bay a large part of Herne Bay - this would put these character suburbs at great risk of character loss.

These areas are also high in mature trees and green space which is essential for a modern city to protect.

5. **What do you think of our proposal to apply the Terrace 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

I think 200m is appropriate for Town Centre and small town centre.

For the above reasons.

Keep our green spaces (this includes gardens and trees in peoples gardens) from loss due to intensification.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

An enormous amount of work as been done as part of the Unitary Plan to identify areas of special character and this work should be respected. The area of land gained by exclusion from special character is very small and not ideal for intensification.

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 areas of Freemans Bay that have been placed in red that if intensified will alter the character of the surrounding area. Freemans Bay is an old historic suburb that should be protected from 3-6 story intensification - once these historic, character areas are gone they can never be recovered. They speak to a character of Auckland that needs to be retained so we keep our place in the modern world by referencing the old.

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.

#6317

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: amanda gibbs

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

St Mays' Bay has been included in this catchment. However, it is not within 1200 metres safe, walkable route of city centre amenities.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

800 metres is a long way for many people to walk, especially during darkness, in areas which may be unsafe.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Mary's Bay (and other areas), there are many houses with highly rated historic heritage value. There should be Special Character sub areas around clusters heritage houses, in addition to those identified in the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

This technique should be expanded over the entire suburb of St Mary's Bay, including all houses that have ratings of 4, 5 and 6 as sub areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has significant infrastructure constraints including roading, stormwater and wastewater. The current upgrade and separation are based on existing development capacity. Any propose increase in residential density will not be accommodated with the existing or planned infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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.

#6319

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: Amber Jensen

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

This is too far and will place strains on infrastructure and will irrevocably and negatively alter the character of the surrounding neighbourhood. It will remove all amenity surrounding the city, including significant amounts of existing green spaces, trees, quiet streets, peaceful surrounds. It also does not acknowledge the hills of Auckland which can be challenging walking

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 due to less Special character areas within this catchment, and less pressure on existing infrastructure compared to the already dense central city

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

This should be closer. This will reduce the impact on infrastructure and other qualifying areas, such as special character areas. Closer will also allow a wider variety of housing situations close to transport links which will allow diversity within these areas

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

This rule is too general. Each area needs its own consideration. Introducing greater residential capacity to large town centres (specifically Ponsonby) will not only place large burdens on existing infrastructure. it will remove the character and amenity of those town centres

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

This rule is too general. Each area needs its own consideration. Introducing greater residential capacity to town centres (specifically Grey Lynn) will not only place large burdens on existing infrastructure. it will remove the character and amenity of those town centres. I do not consider Grey Lynn should qualify as a large local centre with high accessibility. Grey Lynn is already struggling under high infrastructure and service demands.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more)

within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

I strongly support including special character areas as a qualifying matter. These areas are unique to Auckland. The heritage areas of Grey Lynn and Ponsonby must be protected. They are a part of our history and are a link to our culture and heritage.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

I strongly support the identified special character areas. There is already sufficient development surrounding these areas. The current restrictions on development in Grey Lynn and Ponsonby must be recognised and maintained in the Special Character Areas Overlay. These areas are a part of what makes Auckland unique. They are a part of our history and are a link to our culture and heritage.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

The proposed business special character area of Ponsonby is important to preserve. It adds to the variety of business areas in Auckland.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

These must be considered.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6322

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: Nick Edwards

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

Central city seems appropriate for this level of intensification.

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

The effect on surrounding areas will be too great. Zoning rules allow too much freedom to developers without consideration of the public.

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 existing plan allows sufficient intensification. The new plan seems rushed and undoes the work done to create the unitary plan.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Too much too soon, I believe the existing plan allows sufficient intensification.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

I believe the existing plan allows for this. Four level buildings are high enough. The effects on surrounding areas are too great.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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

Flexibility in decision making needs to be maintained and blanket rules do not allow sufficient scope for a range of outcomes.

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

It appears many single housing areas could have been included in the overlays as per the existing plan. I believe peoples privacy and quality of life will be severely compromised by the zoning changes in the proposed plan

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

I believe the infrastructure in these areas needs to be upgraded.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Qualifying matters should be where appropriate and decided by those who have at heart the best interests of those most affected by the proposed changes, preferably by a group of planners and architects well versed in socially desirable outcomes and how to achieve these.

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.

#6323

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: Charles Collins

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

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.

#6334

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: Jim Clark

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of Saint Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use, including retail, entertainment, and rapid transit or public transport hubs.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to Saint Marys Bay is Britomart or the future Victoria Street station. Both are NOT within 800 metres of Saint Marys Bay

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of Saint Marys Bay suburb is within 400 metres of the City Centre. This means that Saint Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within Saint Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in Saint Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of Saint Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Saint Marys Bay has significant infrastructure constraints with storm-water, wastewater and the overall road network. The upgrading of the storm-water/wastewater system and the planned separation is based on the existing development capacity. Any increase that is proposed in residential capacity, will not be accommodated in the proposed infrastructure upgrade.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Saint Marys Bay is bounded to the north by an unstable coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6337

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: Kirsty Sharp

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Mary's Bay is within walking distance of the 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment at night. It can be quite an isolating walk way anytime when you are walking alone. Other return routes from the City Centre to St Mary's Bay involve steep grades, unsuitable at night for the popular cohorts of St Mary's Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Mary's Bay is Britomart or the future Victoria Street station Both are not within 800 metres of St Mary's Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Mary's Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Mary's Bay there are over 200 properties of historic heritage value 6 and 5. I support creating a Special Character Sub-area around clusters of heritage houses in St Mary's Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

The technique should be expanded over the entire suburb of St Mary's Bay collecting all houses of rating 6,5 and 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has significant constraints with stormwater, wastewater and the overall network. The upgrading of the stormwater/wastewater system and the planned separation is based on the

existing development capacity. Any proposed increased in residency density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Mary's Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

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.

#6339

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: Peta Drayton

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The edge of Auckland CBD is fairly spread (I am not sure exactly where council define the edge, but have judged by a 10 minute walk from certain areas like Grey Lynn), so from one edge to the other can be quite a distance. I think it would be more realistic to nominate a central point. I'm not the expert on this, but currently the 10 minute walks would often take the user to a point where it was still 20/30 minutes to eg. Queen street mid town or Commercial Bay.

Maybe the 10 minute walk would take you to more transport, but at that point may as well get a bus from home if that was the intention, and if using this as the measure, then more houses would fit in this catchment.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

This seems reasonable as the destination is the centre from where you can do "business" or use public transport. Maybe this same distance should apply to the above city centre?

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

This seems reasonable as the destination is the rapid transport - a central point. Maybe this same distance should apply to the above city centre?

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

More people close to centres makes sense. Maybe can't be addresses here, but its a shame about the boundaries between properties, so that we end up with many separate little developments rather than the "joined up" terraces for whole blocks - as you would find in Europe/New York etc

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

As above -More people close to centres makes sense. Maybe can't be addresses here, but its a shame about the boundaries between properties, so that we end up with many separate little developments rather than the "joined up" terraces for whole blocks - as you would find in Europe/New York etc

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

We absolutely can not just lose the heritage we currently have. Your Heritage team do a great job on this, and its just so important. There have been a few example near misses with: Civic Administration Building; Civic Theatre; Christchurch Cathedral - its a poor record. In older more established cities, heritage is strictly preserved - we need to give these areas time to age further (thinking of the arguments that the buildings "aren't that old"). The areas you have identified work as a whole and I strongly support retaining them

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

I am in favour of retaining more areas such as Freemans and St Marys Bay. I think higher density could work pocketed amongst the single houses - but with design controls. I just can't support the loss of design controls in these areas - I can't understand how this can even be considered (but not for consideration, so hence my preference to retain whole areas)

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

I think council team have done a thorough and great job with identifying these buildings and I strongly support the heritage team

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

To have successful development, the infrastructure must support it - other option is to improve the infrastructure and include development contributions which are much larger than those currently employed.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

I support the following 3:

Character buildings in City Centre zone and Queen Street Valley Precinct

Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

Auckland War Memorial Museum Viewshaft

I don't consider (personally) that the other viewshafts are particularly valuable

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.

#6343

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: Lance Hessell

Name of organisation/business: Civix Ltd

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** I don't know

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** I don't know

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** I don't know

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

6343
+64 9 303 1113
www.civix.co.nz
Level 1, 87 Albert Street, Auckland
PO Box 5204 Wellesley St, Auckland 1141

Auckland Council
Attn: Plans and Policy

9 May 2022

MDRS Consultation Submission

1. 65 Edinburgh Street, Pukekohe
2. 2 Margan Avenue, New Lynn
3. 139-141 Main Road, Ellerslie
4. Botany Junction (123 Ormiston Road and 277 Te Irirangi Drive).

To Whom it may concern,

We are placing the following feedback submission to the proposed amended zonings and provisions under the MDRS in response to the government's recent housing policy provisions, relating to the above properties on behalf of our client:

Broadway Property Group
C/o Scott Kennedy
Scott@Broadwayproperty.co.nz
(09) 525 0084
021 530 329

EXECUTIVE SUMMARY

This submission set out the following outcomes sought:

1. 65 Edinburgh Street, Pukekohe

Oppose.

This is currently located in the Town Centre Zone with a height limit of 18m under the Height Variation Control. No changes to the zoning or rules are currently proposed by Auckland Council. It is considered that the Height Variation Control should be increased from 18m (providing for 6 storeys) to 27m to allow an additional for storeys (up to 10 occupiable storeys in total) in alignment with the Zone purpose and objectives and policies for the Zone, and in recognition of the locational attributes of the site.

2. 2 Margan Avenue, New Lynn

Oppose.

This is currently located in the Business - Mixed Use Zone and New Lynn Precinct with some overlays as discussed further below, but these do not affect the ability to provide for additional height being sought under the detailed submission below. It is sought that the site be subject to a Height Variation Control to provide for up to 21m from the current maximum height of 18m to enable 7 storeys in total in alignment with the objectives and policies for the Zone, and in recognition of the locational attributes of the site.

3. 137-141 Main Road, Ellerslie

Support

This property is located within the Town Centre Zone and is affected by a variety of overlays and controls, including the Special Character Area – Business (SCAB) overlay and a 13m height variation control. The additional rules affecting the site significantly reduce its development potential at present. Council are proposing to remove the SCAB overlay and height variation control, which we anticipate will allow for new buildings up to six storeys in height. We support these proposed changes.

4. Botany Junction (123 Ormiston Road and 277 Te Irirangi Drive).

Oppose.

The site is located in the Business – Local Centre Zone with a height limit of 18m and 16m of this as occupiable height providing for between 5 to 6 storeys. There is no identification in the Council's MDRS GIS maps for any up-zoning or increased heights in on these sites. It is noted that the location is identified for future rapid transit facilities, and it is practical to intensify residential and commercial activities in proximity to these facilities.

It is considered appropriate that the current 18m maximum height be increased to 27m with 25m of that as occupiable height by way of addition of this under the Height Variation Controls in Table H11.6.1.2 - *Total building height shown in the Height Variation Control on the planning maps.* This aligns with the Zone purpose and objectives and policies for the Zone in recognition of the locational attributes of the site and surrounds, and also in recognition of the outcomes sought under the NPS-UD for supporting intensification and growth.

1. SUBMISSION: 65 EDINBURGH STREET, PUKEKOHE

Site and surrounds description

The site has the legal description of Lot 2 DP 43293, under Certificate of Title 524616 with an area of 6,088m^2. It is located in central Pukekohe and is bounded by Stadium Drive, Edinburgh Street, Edinburgh Lane, part of Lodge Street, and Hall Street further to the east, and is at the intersection of Edinburgh Street, Stadium Drive, and Tobin Street.

The site is occupied by several commercial activities, including restaurants, a gym, retail, and real estate agents. Parking is available within the site and also on the frontage along Edinburgh Street. The buildings in the location are predominantly single level.

Bus stops are located within proximity to the site, with the closet located about 350m to the west outside the Countdown supermarket. There are several other bus stops in the vicinity, and Pukekohe Train Station is located about 890km to the south-east. The site is therefore well served by public transport and is readily accessible.

Residential properties are near the site and within walkable distances, noting the closest residentially zoned land is the Terraced Housing and Apartments Zone approximately 81m to the north-east. It is notable that other medium/high intensity residentially zoned land is also located in proximity and within a walkable catchment to the site being zoned Mixed Housing Urban and Mixed Housing Suburban as discussed further below.

The site is therefore well placed for accessibility and provides a good range of commercial services.

The boundaries and location and nature of the site is shown below in Figure 1, and the site is located amongst the range of services and facilities are shown below in Figure 2.

Figure 1: Site plan and location.

Figure 2: The location of the site and the surrounding services and activities.

Current Zoning of the Site and Surrounds

The site is currently zoned as Town Centre Zone and is subject to the overlays and controls as shown below in Figure 3. Of note is that the site is subject to the Height Variation Control of 18m. Adjoining and the west, east, and south, the sites are zoned Town Centre Zone, and to the north across Stadium Drive the land is zoned Business Mixed Use Zone.

Generally, these zones seek to provide for a variety of commercial uses in support of the surrounding residential zoned land in proximity to these, and also in support of the rural community surrounding the urban area of Pukekohe.

The site and its overlays are shown below in Figure 3 and the wider zoning context of the location is shown below in Figure 4.

Figure 3: Current AUP Zoning and Overlays and Controls

Figure 4: Current AUP Zoning context of the site and wider zoning context

Proposed zoning of site and surrounds

The site is not identified for any re-zoning or amendment to any development standards to provide for higher intensity of use. This is as shown below in Figure 5 – taken from the Council's MDRS GIS maps.

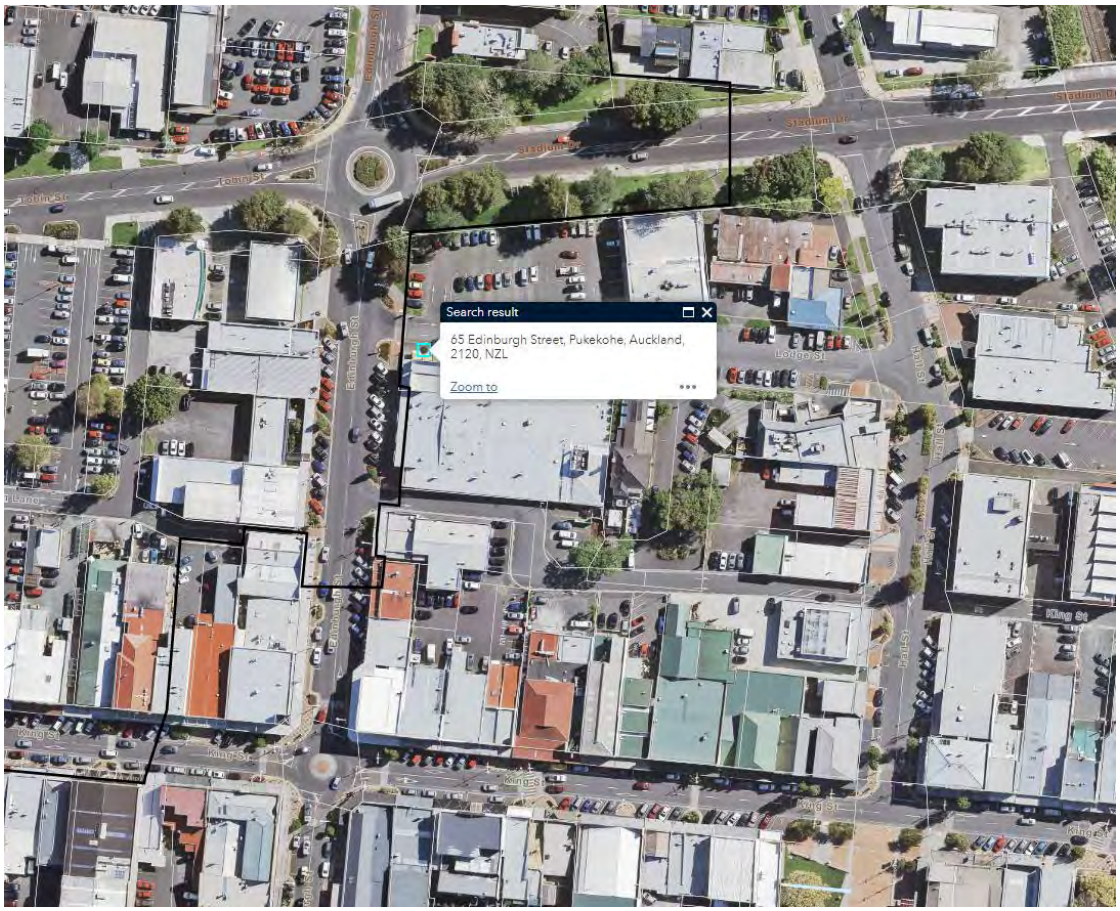


Figure 5: The site and neighbourhood area shown on the MDRS GIS maps

Submission and Reasons

On consideration of the descriptions of the site and its location as set out above, it is considered highly appropriate to enable an increase in height for the site from the current 18m full maximum height identified under the current Height Variation Control. It is noted that Table H10.6.1.1 – *Total building height shown in the Height Variation Control on the planning maps* shows this as 18m for the site, which provides an *occupiable* building height of only 16m, with the remaining 2m for built form.

It is noted that the *Purpose* of the Town Centre Zone sets out that areas zoned Town Centre Zones are typically located on main transport routes with good access to public transport, and that they provide a wide range of services including commercial, recreation, community, and civic services. Of particular relevance is that provision for **growth** of these areas is identified as desirable, noting also that height opportunities within the Centres will facilitate increased intensification where appropriate. It is noted that the provisions typically enable buildings of between four and eight storeys, although there may be special circumstances where other building heights may be appropriate.

The intention for provision of growth in the Town Centre Zone is included in the Objectives and Policies, including Objective (7):

> *(7) The scale and intensity of development in town centres is **increased** while ensuring development is in keeping with the planning and design outcomes identified in this Plan for the relevant centre.*

Noting that the provisions for the Town Centre Zone seek to provide for appropriate growth where possible, and that heights

are noted as being enabled for typically four to eight storeys, it is considered appropriate that the current 18m Heigh Variation Control with 16m occupiable height (essentially allowing six storeys), be increased to a maximum of 27m with 25m occupiable (providing or up to 10 storeys). This 27m height is the maximum height noted under Table H10.6.1.1 which is considered appropriate to future proof the height options for development into the future and to provide as much reasonable flexibility as possible.

Noting the location of the site adjacent to the main arterials of Tobin Street and Edinburgh Street, and the distance to the nearest residential zone of approximately 81m, it is not considered that the increased height would result in significant adverse effects in terms of public amenity, noting also that this location on the intersection of these arterials is a prominent position, and the site could provide a meaningful landmark with higher built form in this location.

Finally, with the additional height proposed, there will also be further opportunity for mixed use to occur, noting the benefits accruing from having residential included on higher levels, and the added vibrancy to the Town Centre this can contribute to.

Conclusion

Therefore, our submission is that the current provision of the 18m Height Variation Control is **opposed**, and the higher Variation Control of 27m should be introduced because:

- The location is served by public transport including bus stops within a walkable catchment, and the railway station only approximately 898m to the east.
- The location is within a walkable catchment of many higher intensity zoned residential areas or is in proximity those that are not walkable.
- The site is located on arterial roads on an intersection with high public exposure where higher built form is appropriate.
- The site is located at sufficient distances from residential or recreational zones or other zones where conflict may arise from higher form.
- Additional intensity provides increased flexibility of use options, including mixed use of residential and commercial, with economic and safety benefits, increasing the vitality of the Town Centre.

2. 2 MARGAN AVENUE, NEW LYNN

Site and surrounds description

The site has the legal description of Lot 1 DP 114670 and Lot 2 DP 114670 under Certificate of Title NA2D/846 and has an area of 8,157m^2.

The site is located at the intersection of Titirangi Road (an arterial road) and Margan Ave, and the north Auckland rail line to the north, and Manawa Wetland Reserve to the east (Open Space Conservation Zone and Open Space Informal Recreation Zone). It is occupied by seven tenancies with unit titles. Included in these tenancies are Chipmunks Playland and Café, Salvation Army Secondhand Clothing Shop, Hair Division hairdresser, New Lynn Fresh grocer, a laundromat, and a gym. Ample carparking is provided in front of the tenancies.

New Lyn Train Station is located approximately 890m to the east, and Fruitvale Train Station is located approximately 970m to the west. Bus stops are located in proximity to the site with one approximately 82m to east at Margan Ave and another approximately 216m to the south-west at Titirangi Road. The site within a walkable catchment to the areas within the Business - Metropolitan Zone to the north.

To the north of the site the land is zoned Business-Metropolitan Zone, and the residential zones in proximity to the site are Terraced Housing and Apartment Zone and Mixed Housing Urban Zone. Another pocket of land with the Business – Mixed Use Zone is located to the east along Margan Ave. The site is not subject to any natural hazards. The legal boundaries of the site and its location are shown below in Figure 1, and the location of the site and surrounding services and public transport options is shown below in Figure 2.

Figure 2: Site plan and location.

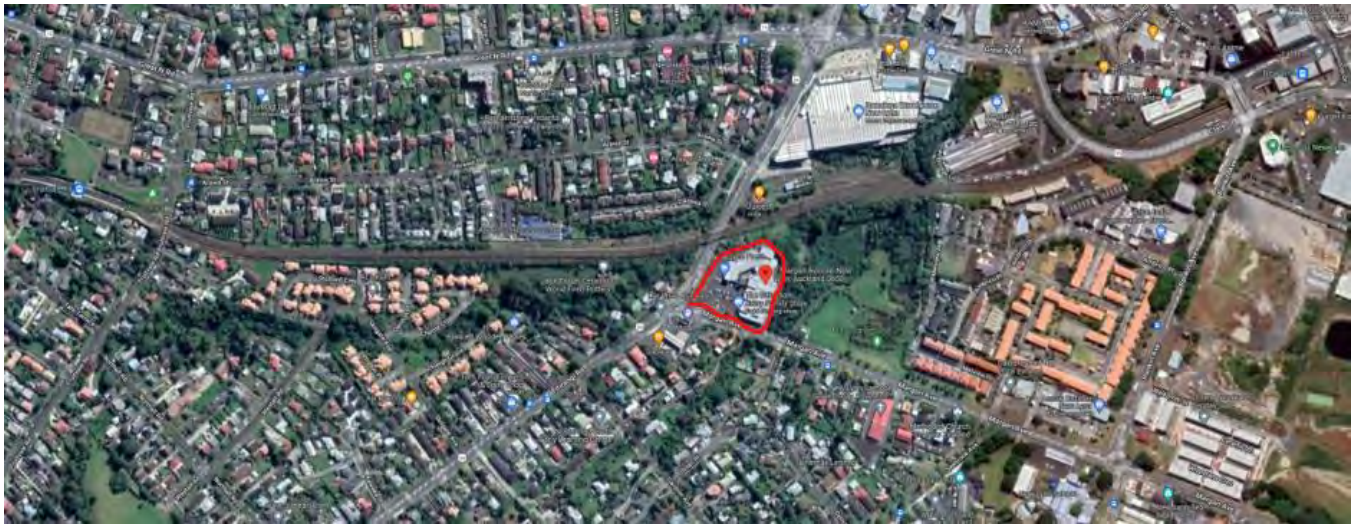


Figure 2: The location of the site and the surrounding services and activities.

Current Zoning of the Site and Surrounds

The site is zoned Business – Mixed Use Zone and is subject to the overlays and controls as shown below in Figure 3, with none of these potentially affecting any ability for the proposed additional height sought under the Height Variation Control to provide for a maximum height of 21m.

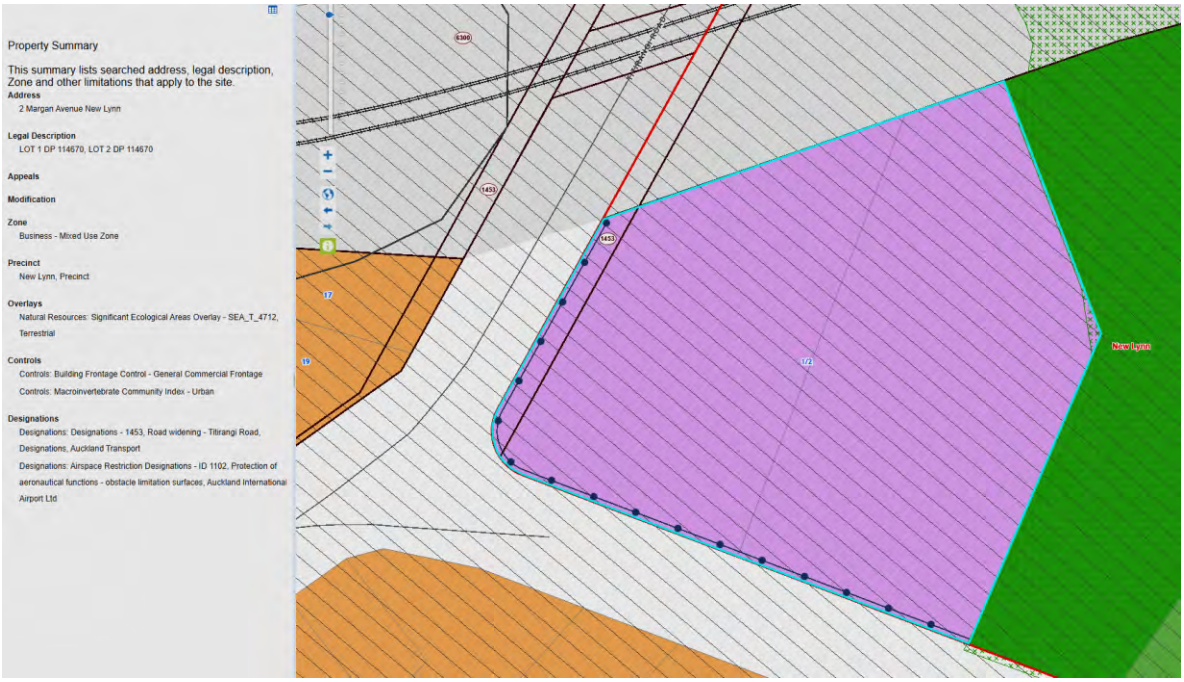


Figure 3: Current AUP Zoning and Overlays and Controls

The wider zoning of the site is as shown below in Figure 4, with the Business – Metropolitan Zone, Terraced Housing and Apartments Zone, Mixed Housing Urban Zone, and Business – Mixed Use Zone in proximity to the site.

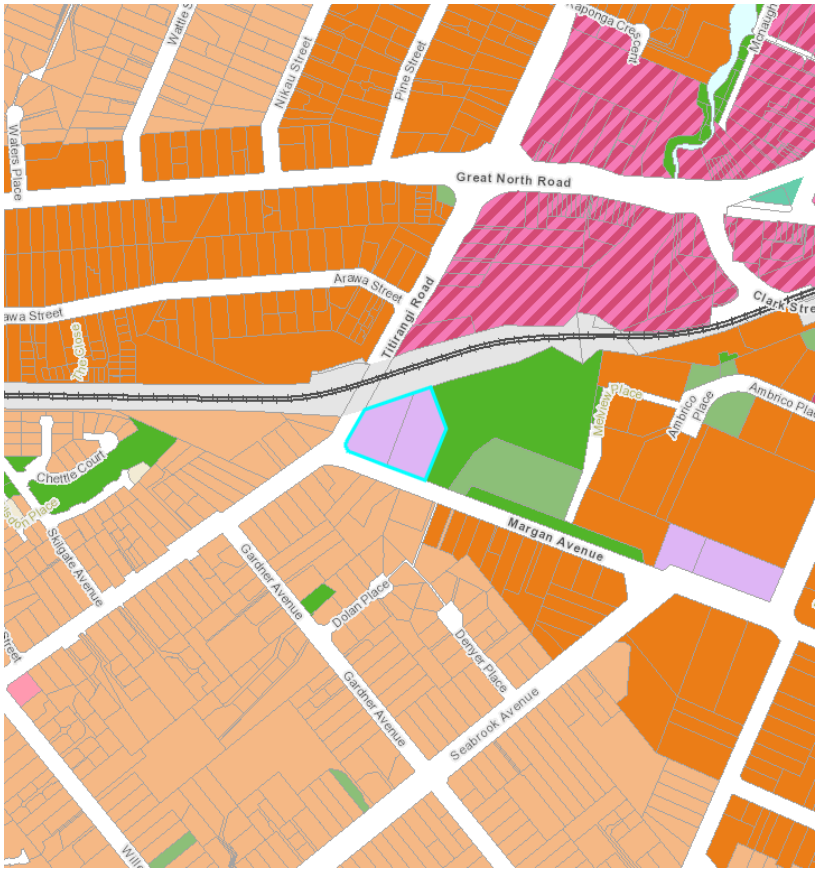


Figure 4: Current AUP Zoning and Overlays and Controls

MDRS Proposed zoning of site and surrounds

The site is identified as "*Area Under Investigation*" in the MDRS GIS as shown below in Figure 5. It is noted that to the south of this the current Mixed Housing Urban Zone is identified as Mixed Housing Urban Zone – Modified providing for even further intensification of the surrounding residential catchment.

Figure 5: The site and neighbourhood area shown on the MDRS GIS maps

Submission and Reasons

On consideration of the descriptions of the site and its location as set out above, it is considered appropriate to enable an increase in height for the site from the current 18m full maximum height identified under the current Height Variation Control. It is noted that Table H13.6.1.1 – *Total building height shown in the Height Variation Control on the planning maps* shows this as 18m for the site, which provides an *occupiable* building height of only 16m, with the remaining 2m for built form.

It is noted that the *Purpose* of the Mixed-Use Zone sets out that areas zoned Mixed Use are typically located on main transport routes with good access to public transport, and that they act as a transition area in terms of scale and activity between residential areas and Business Areas as specified. It also applies to areas where there is a need for a compatible mix of residential and employment activities. The Zone Purpose also comments that there is a range of possible building heights depending on the context, noting that while four storeys is typical, greater heights may be enabled in areas close to Metropolitan Centres and larger Town Centres. In this instance the site is within 70m of the Business – Metropolitan Zone to the north.

Noting the location of the site adjacent to the main arterial of Titirangi Road, and that it is not directly adjoining any residential zone, it is not considered that the increased height would result in significant adverse effects in terms of public amenity, noting also that this location on the intersection is a prominent position, and the site could provide a meaningful landmark with higher built form in this location, signaling the transition to the Business – Metropolitan Zone to the north.

Also noting the proximity to the Metropolitan Zone and access to public transport (bus and rail as described above), the site is well suited for more efficient use through the option for provision of additional height as sought.

Finally, with the additional height proposed, there will also be further opportunity for mixed use to occur, noting the benefits accruing from having residential included on higher levels, and the added vibrancy to the Town Centre this can contribute to.

Conclusion

Therefore, our submission is that the current provision of the 18m maximum height is **opposed**, and the higher Variation Control of 21m should be introduced because:

- The location is served by public transport including bus stops within a walkable catchment, and the New Lynn railway station is only approximately 890m to the east and Fruitvale railway station is only approximately 970m to the west.
- The location is within a walkable catchment of many higher intensity zoned residential areas or is in proximity those that are not walkable.
- The site is located on an arterial road on an intersection with high public exposure where higher built form is appropriate.
- The site is located at sufficient distances from residential zones where conflict may arise from higher form. It is noted that the adjacent Open Space Conservation is to the east of the site, however, the buildings adjacent to the site are set back from the path within that by approximately 20m, before the site boundaries splay further from the paths as shown above in Figure 1. The Open Space Recreation Zone is located approximately 44m from the buildings on the site. Further, with the location being to the east, the admission of sunlight is not unduly restricted by additional height.
- Additional intensity provides increased flexibility of use options, including mixed uses of residential and commercial, with economic and safety benefits, increasing the vitality of the Town Centre. The increased potential for live and work options aligns strongly with the outcomes sought under the Business Mixed-Use Zone objective and policies.

3. 137 – 141 MAIN HIGHWAY, ELLERSLIE

Site and surrounds description

The site has the legal description of Pt Lot 10 DP 422, Pt Lot 10 DP 422 under Certificates of Title NA191/246 and NA446/280 and has an area of 204m^2.

The site is located at the intersection of Main Highway and Ramsgate Street, within the Ellerslie Town Centre. The site is currently occupied by an older two-level commercial building, with a café on the ground level and a small-scale office on the floor above.

Ellerslie Train Station is located approximately 300m to the west, accessed via a pedestrian bridge that crosses the motorway corridor. Bus stops are located in close proximity to the site and serve the frequent '70' and '70H' routes, along with the 782 route. The site is considered to therefore have excellent access to public transport services.

The Main Highway corridor to the west is zoned 'Town Centre', as well as the site to the rear. Further to the south and east (along Ramsgate Street) the sites are currently zoned 'Single House Zone', while the properties on the northern frontage of Main Highway to the east are zoned 'THAB'. The site is subject to a floodplain overlay that affects much of the Ellerslie Town Centre. The legal boundaries of the site and its location are shown below in Figure 1.

Figure 3: Site plan and location.

Current Zoning of the Site and Surrounds

The site is zoned Business – Town Centre Zone and is subject to the overlays and controls as shown below in Figure 2. In particular, the SCAB overlay and height variation control of 13m significantly reduce the development potential of the site.

Figure 3: Current AUP Zoning and Overlays and Controls

The wider zoning of the site is as shown below in Figure 3, with the Business – Mixed Use, Residential - Terraced Housing and

Apartments Zone, Residential – Single House Zone, Residential - Mixed Housing Urban Zone, and Business – Business Park Zone in proximity to the site. The Southern Motorway and North Island Main Trunk Railway Corridors are also clearly visible and are zoned 'Strategic Transport Corridor Zone'.

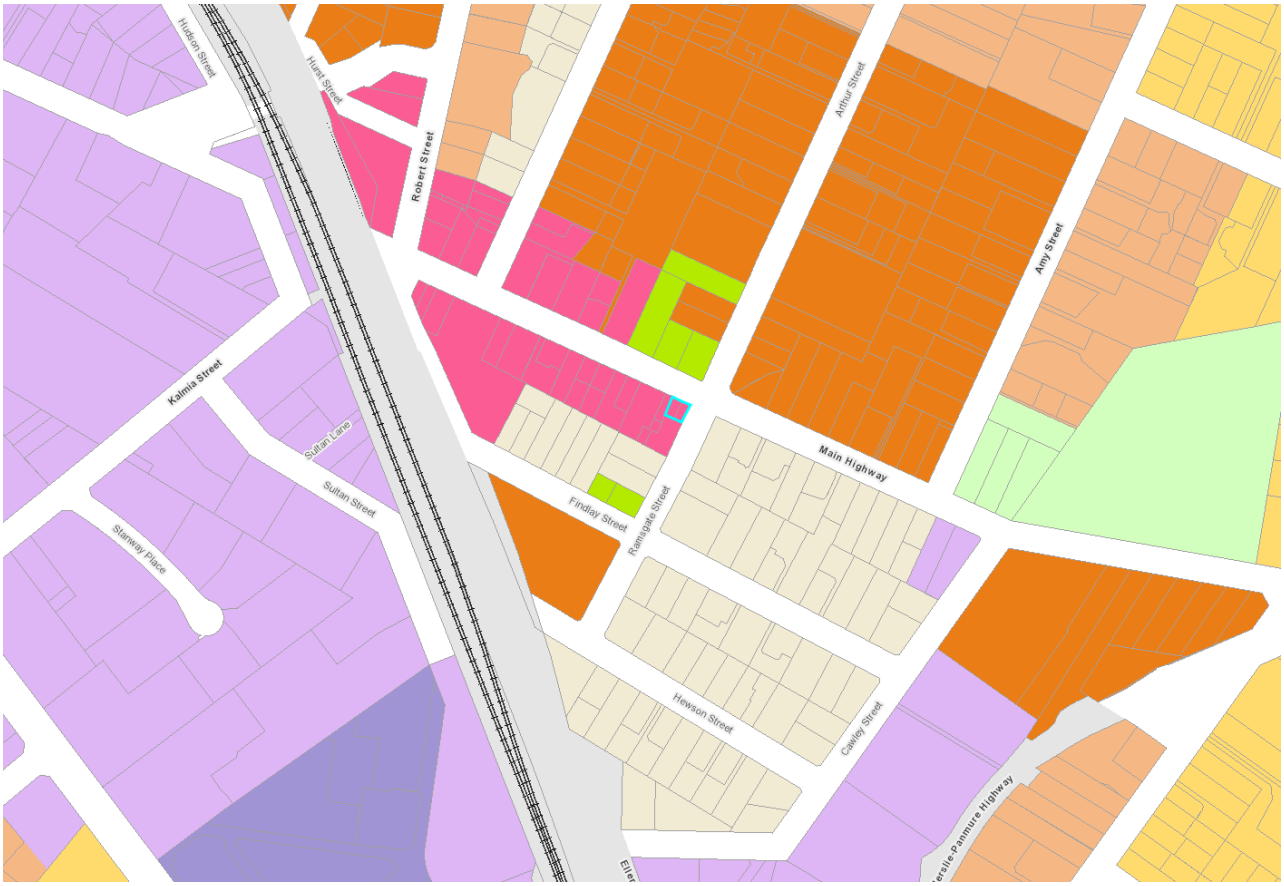


Figure 4: Current AUP Zoning and Overlays and Controls

NPS-UD Proposed zoning of site and surrounds

The site is proposed to retain its existing Business – Town Centre zoning under the NPS-UD. At present, it is proposed that the that the SCAB overlay and height variation control are removed, which we understand will mean that the buildings up to six storeys in height would be enabled, as required within the walking catchment of a rapid transit station.

Figure 5: The site and neighbourhood area shown on the MDRS GIS maps

Submission and Reasons

On consideration of the descriptions of the site and its location as set out above, it is considered highly appropriate to enable an increase in height for the site from the current 13m full maximum height identified under the current Height Variation Control. The site is within a short walk (300m) of a railway station, with an easy connection made via the pedestrian overbridge. In addition, bus stops servicing the 70 bus route are located outside the site; not only is this service one of the most frequent in Auckland (running every 6 – 7 minutes during peak), it serves a variety of key centres in Auckland and utilses the Eastern Busway. Given this, the 70 route is the most used bus service outside of the Northern Express services and provides the site with excellent accessibility to frequent and reliable public transport. Given this, not only would enabling buildings up to six storeys in height be considered appropriate, but consideration should be given to enabling buildings up to 27m in height (9 – 10 storeys).

In terms of special character and the SCAB overlay, we note the following from Council's assessment of the Ellerslie Town Centre:

> *"As shown in the above maps and review of character values, only a small number of buildings in the Ellerslie SCA demonstrate the historical values and physical and visual qualities identified in the AUP (OIP). Most of the buildings in the area post-date its early twentieth century period of significance and have consequently been identified as non-contributing buildings. As a result, the area overall is not considered to exhibit the special character values identified in the AUP (OIP)."*

We concur with the above assessment and believe that it is appropriate for the SCAB overlay to be removed from the Ellerslie Town Centre. This will enable greater development to occur, in line with the intent of the NPS-UD.

Conclusion

We support the removal of the SCAB overlay and 13m height variation control from 137 – 141 Main Highway, Ellerslie. It is our understanding that the updated height limit will enable buildings up to six storeys in height, as required within the walking catchment of a rapid transit station; however, we believe there is sufficient justification to enable buildings up to 27m in height, given the site's proximity to the frequent and fast '70' bus route.

5. BOTANY JUNCTION (123 ORMISTON ROAD AND 277 TE IRIRANGI DRIVE).

Site and surrounds description

The legal description of 123 Ormiston Road is Lot 1 DP 356325 with the Certificate of Title being 229554, and the site area is 1.0240ha. The legal description of 277 Te Irirangi Drive is Lot 3 DP 356325 with the Certificate of Title being 229556, and the site area is 1.4914ha.

Number 123 Ormiston Road is bounded by Ormiston Road to the north, Te Irirangi Road to the west, Botany Way to the south, and Michael Jones Drive to the east. Number 277 Te Irirangi Drive is bounded by Botany Way to the north, Te Irirangi Drive to the west, and Michael Jones Drive to the east. Ormiston Road and Te Iririrangi Roads are arterial roads.

Both sites are located in the Business - Local Centre Zone. They are occupied by multiple commercial and office tenancies including the Chemist Warehouse, restaurants, a four square, a chemist, and Botany Junction shopping mall.

Several bus stops are located adjacent to Number 123 Ormiston Road.

The sites and their location are shown below in Figures 1 and 2.

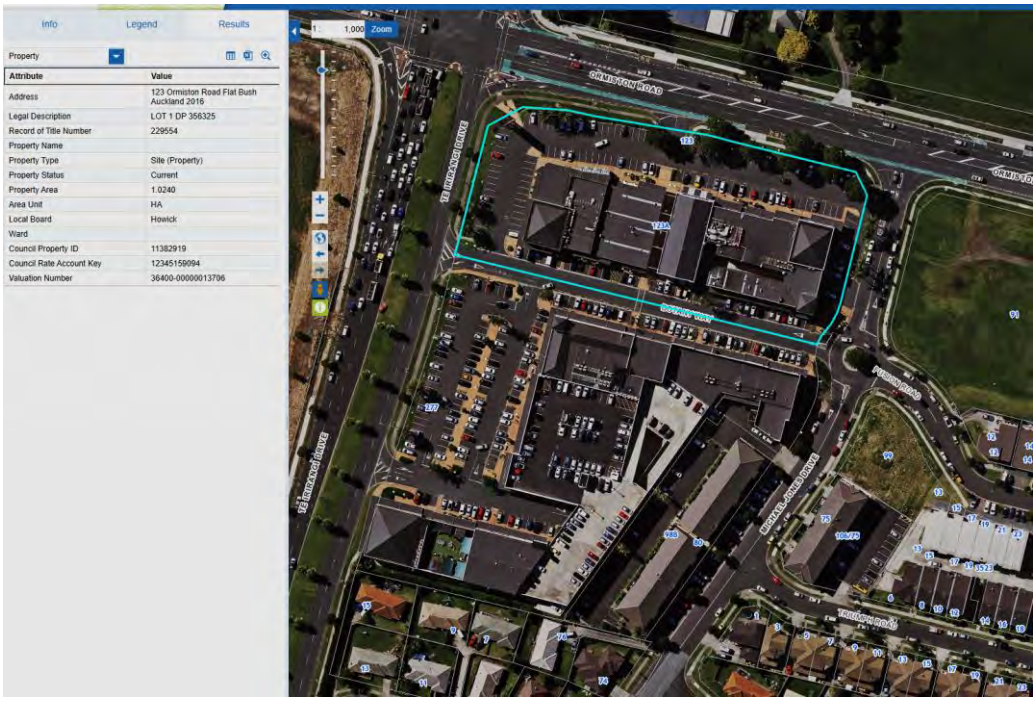


Figure 4: Site plan and location

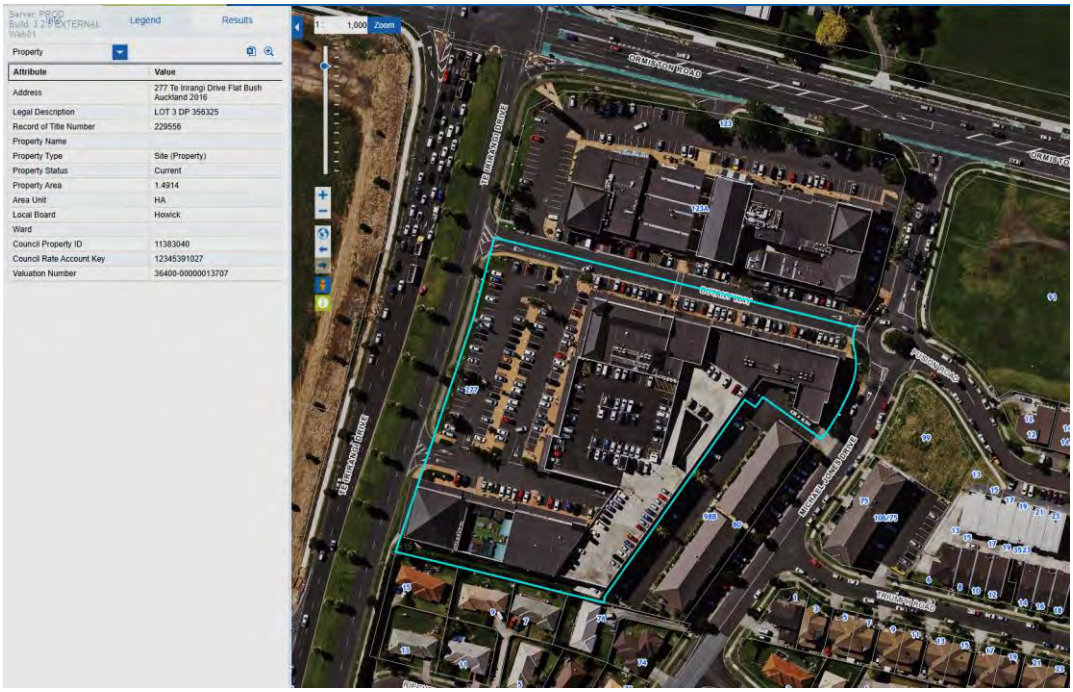


Figure 2: Site plan and location

Current Zoning of the Site and Surrounds

The sites are within the Business- Local Centre Zone as shown below in Figures 3 and 4. There are no overlays controls applicable, other than the arterial roads of Ormiston Road and Te Irirangi Road. The zoning of the sites is shown below in Figures 3 and 4.

Figure 3: Current AUP Zoning and Overlays and Controls

Figure 4: Current AUP Zoning and Overlays and Controls

The surrounding zones are a mix of business zones and higher intensity residential zones of Terraced Housing and Apartments Zone, Mixed Housing Urban Zone, with several large areas of Open Space zones in the location providing amenity for the higher intensity and commercial zonings of these locations. It is also noted that there are several Flat Bush Precincts in the surrounding areas to encourage intensification with specific development controls applicable.

MDRS Proposed zoning of site and surrounds

Neither of these sites are identified for any rezoning or additional development control flexibility as noted in the MDRS GIS maps shown below in Figures 5 and 6. It is noted that the areas adjacent and in the vicinity to the north and east of the site are noted as "Precinct Under Investigation".

Figure 5: Current AUP Zoning and Overlays and Controls

Figure 6: Current AUP Zoning and Overlays and Controls

Submission and Reasons

The submission on these properties opposes the current maximum height applicable to the sites being 18m with 16m of this being occupiable height. This equates to 5 or 6 storeys.

It is noted that medium term plans for the location are for a rapid transit facility near this intersection, which could eventuate in the not-too-distant future (say 10 to 15 years).

Noting the location of the site adjacent to the arterials of Ormiston Road and Te Iririrangi Road, and the forecasted rapid transit facilities for this location, and on consideration of the descriptions of the site and its location as set out above, it is considered appropriate to enable an increase in height for the site from the current 18m identified under the current maximum height standard in Table H11.6.1.1 – Building Height. It is noted that Table H11.6.1.2– *Total building height shown in the Height Variation Control on the planning maps* provides for up to 27m height with 25m of this being occupiable height. It is considered this 27m height should be provided by way of adding a Height Variation Control for the site under Table H11.6.1.2.

It is further noted that as the site is not directly adjoining any residential zone, it is not considered that the increased height would result in significant adverse effects in terms of public amenity, noting also that this location on the intersection is a prominent position, and the site could provide a meaningful landmark with higher built form in this location.

Finally, with the additional height proposed, there will also be further opportunity for mixed use to occur, noting the benefits accruing from having residential included on higher levels, and the added vibrancy to the Neighbourhood Centre this can contribute to.

The *Purpose* of the Business – Local Centre Zone provides for typically up to four storeys, noting that the expansion of local centres will be appropriate if it provides greater social and economic well-being benefits for the community. The increased additional height as proposed is appropriate on consideration of the above.

Conclusion

Therefore, our submission is that the current provision of the 18m maximum height is **opposed**, and the higher Variation Control of 27m should be introduced because:

- The location is served by public transport including bus stops within a walkable catchment.
- The location is within a walkable catchment of many higher intensity zoned residential areas or is in proximity those that are not walkable.
- The site is located on arterial roads on an intersection with high public exposure where higher built form is appropriate.
- The site is located at sufficient distances from residential zones where conflict may arise from higher form.
- The additional height provides more flexibility for additional commercial and residential use options in the future, enabling the most efficient use of the sites, and encouraging greatest possible economic and social outcomes.
- Future rapid transit facilities in the location further supports the increased height proposed, with possible further residential and commercial use benefiting from improved public transport and in return the higher use of that supporting future rapid transit options for the site and surrounds.
- Increased potential for live and work options aligns strongly with the outcomes sought under the Business Mixed-Use Zone objective and policies

Should you have any questions in relation to any of the above, please feel free to contact the undersigned.

Kind Regards,

Written By:

Lance Hessell
Senior Planner
021 0469400
lance@civix.co.nz

Harrison Fernandes-Burnard
Intermediate Planner
021 213 7745
harrison@civix.co.nz

CIVIX LIMITED

#6345

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: Joshua Money

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The 1200m walkable catchment does not align with an international bet practice catchment of a 10min walk. On flat ground this equates to approximately 800m however once topography is taken into account this distance should be reduced (certainly not extended to 1200m). Having the edge of the zone as the point at which the catchment starts should also be changed. The edge of this zone is not a destination and further extends the distances we are suggesting people should walk, without the support of existing or planned reliable rapid transit options.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

Auckland's largely intact wooden housing suburbs from the late 19th and early 20th century are "international architectural treasures". Suburbs including Freeman's Bay, Ponsonby, Grey Lynn and St Mary's Bay as are part of our taonga and should be protected as such. This character is created both by the relationship between the built form AND the street, creating places and

spaces that cannot be recreated. There is a considerable amount (far more than sufficient) of enable and feasible capacity within with walkable and well-connected suburbs. Intensification should not occur at the expense of our taonga.

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

Auckland's largely intact wooden housing suburbs from the late 19th and early 20th century are "international architectural treasures". Suburbs including Freeman's Bay, Ponsonby, Grey Lynn and St Mary's Bay as are part of our taonga and should be protected as such. This character is created both by the relationship between the built form AND the street, creating places and spaces that cannot be recreated. There is a considerable amount (far more than sufficient) of enable and feasible capacity within with walkable and well-connected suburbs. Intensification should not occur at the expense of our taonga.

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.

#6346

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: Alison Vernon

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

As a resident (Fit and healthy)of the area I know exactly what a walkable catchment is for the area. Based on my own experience I know people will generally walk from as far as Victoria St to go to the city centre. The walk takes 30 min from Freemans Bay at a very fast pace. The proposed outer limit of 1.2km completely fails to take into account road crossings and topography.

It is completely unrealistic to suggest that the average Aucklander will walk anything like the distance with hill climbs and descents involved in a 1.2km catchment from the Western edge of the city

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

These issues are irrelevant to my area

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

These issues are irrelevant to my area

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

These issues are irrelevant to my area

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

These issues are irrelevant to my area

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

A great deal of work was put in under the Unitary Plan to identify special character areas requiring protection. The amount of land which would be made for redevelopment by excluding certain special character areas is very small.

Generally the special character areas which have been excluded have small section sizes, difficult topography and infrastructure constraints which make them unsuitable for re development.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

'The areas marked in resin Freemans Bay should be included as a qualifying matter for the following reasons:

- Even if not high in quality character they are part of an historic suburb and contributes the retention of Aucklands historians sense of place.

- It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high quality character areas.

- 27 Ireland St, Freemans Bay (Built in 1909)which has been excluded may not be high quality but has historical relevance. It has been completely renovated and adds to the history and character of the area.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining the history and character of areas such as Ponsonby Rd is crucial to theses of identity and place for the local community and Auckland as a whole.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The existing infrastructure in Freemans Baywill not support intensification due to limited storm water/sewage capacity. Freemans Bay will not be linked to the Western Interceptor and therefore overflows the harbour will increase.

Many of the streets in Freemans Bay present difficulties for Fire Service and other emergency vehicles. High rise buildings present a much greater fire hazard for residents than low rise and this will put apartment residents at risk.

Parking is also at a premium now let alone if there is intensification.

It makes environmental and financial sense to prioritise development in other areas where existing infrastructure permits. Limited resources require existing infrastructure is put to best use.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Freemans Bay has significant vegetation and green areas which provide environmental and cooling benefits the Central city. Intensification will result in a loss of these benefits a time when climate change requires their retention.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6348

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: Thomas Buchanan

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

St Marys Bay district is beyond 1200 metres to the city centre amenities such as entertainment venues, retail outlets, main transport hubs, restaurants and the like. Further, the only route to/from the city centre that has a gentle walking gradient is both poorly lit and potentially unsafe during, particularly, the hours of darkness, with confrontations with mischief-makers and/or malcontents are a risk. Other better lit routes and arguably safer routes include steep grades. With a significant proportion of the St Marys Bay populace elderly/infirm, the alternative routes are largely unsuitable for these community members.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

St Marys Bay is beyond 800 metres to the nearest existing city centre rapid transit at Britomart Station and the station being constructed at Victoria Street.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

St Mary's Bay includes over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Mary's Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Mary's Bay collecting all houses of rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?** Other

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The St Marys Bay district has significant infrastructure constraints with well documented issues with wastewater and storm water separation and systems management. Improvements to the waste and surface water systems already completed, and those in progress, have been based on current population densities. Densification of the residential properties within St Marys Bay will, of course, mean that the current upgrades to the waste and storm water systems will be

inadequate to deal with an increased population density. The secondary road system within St Marys Bay are narrow with barely adequate off-road parking and on-street parking at present. Densification would only exacerbate an already significant shortcoming in the key infrastructure of St Marys Bay.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a social hazard that has not been considered as a qualifying matter. It should be. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6353

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: Peter Knox

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

The identification seems too random and many character buildings are left out , located right next to others that are designated??

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

Too many character , historic buildings could be destroyed removing the character and heritage of an area , for example , all of Herne bay and St Marys bay should be identified as a qualifying matter .Look at cities too see the character that has been retained such as Sydney , NewYork , etc

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Many existing infrastructures will not cope with intensification, such as parking , sewage etc

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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.

#6355

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: Nathan Harris

Name of organisation/business: Scentre (New Zealand) Limited

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Other

Tell us why

The NPS-UD requires the Council to enable the development of buildings of at least six storeys within "walkable catchments",1 being walkable distances from the city centre, the 10 metropolitan centres, and rapid transit stops. The Council's proposed walkable catchment distances are around 1,200 metres (a 15-minute walk) from the edge of the city centre, and 800 meters (a 10-minute walk) from the edge of the metropolitan centres, around train stations and rapid busway stops such as the Northern Busway. Scentre generally supports the extent of walkable catchments proposed by the Council.

However, Scentre considers that the distances used to define walkable catchments should be measured along pedestrian routes (rather than being taken as a radius from the edge of the centres and the rapid transit stops) and that allowance should be made for the topography along each route. This approach provides for more accurate catchments that are genuinely reflective of walkable distances for pedestrians, increasing the relevance of the walkable catchments that are identified.

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 NPS-UD requires the Council to enable the development of buildings of at least six storeys within "walkable catchments",1 being walkable distances from the city centre, the 10 metropolitan centres, and rapid transit stops. The Council's proposed walkable catchment distances are around 1,200 metres (a 15-minute walk) from the edge of the city centre, and 800 meters (a 10-minute walk) from the edge of the metropolitan centres, around train stations and rapid busway stops such as the Northern Busway. Scentre generally supports the extent of walkable catchments proposed by the Council.

However, Scentre considers that the distances used to define walkable catchments should be measured along pedestrian routes (rather than being taken as a radius from the edge of the centres and the rapid transit stops) and that allowance should be made for the topography along each route. This approach provides for more accurate catchments that are genuinely reflective of walkable distances for pedestrians, increasing the relevance of the walkable catchments that are identified.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

The NPS-UD requires the Council to enable the development of buildings of at least six storeys within "walkable catchments",1 being walkable distances from the city centre, the 10 metropolitan centres, and rapid transit stops. The Council's proposed walkable catchment distances are around 1,200 metres (a 15-minute walk) from the edge of the city centre, and 800 meters (a 10-minute walk) from the edge of the metropolitan centres, around train stations and rapid busway stops such as the Northern Busway. Scentre generally supports the extent of walkable catchments proposed by the Council.

However, Scentre considers that the distances used to define walkable catchments should be measured along pedestrian routes (rather than being taken as a radius from the edge of the centres and the rapid transit stops) and that allowance should be made for the topography along each route. This approach provides for more accurate catchments that are genuinely reflective of walkable distances for pedestrians, increasing the relevance of the walkable catchments that are identified.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

Scentre supports the proposal to apply the Terraced Housing and Apartment Buildings Zone ("THAB Zone") to residential areas within 400m from large town centres and 200m from both

small town centres and the larger local centres. Scentre considers that the THAB Zone is the most appropriate zone to give effect to the requirements of the NPS-UD, and that the distances proposed are a fair representation of the walkable catchments around those centres.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Scentre supports the proposal to apply the Terraced Housing and Apartment Buildings Zone ("THAB Zone") to residential areas within 400m from large town centres and 200m from both small town centres and the larger local centres. Scentre considers that the THAB Zone is the most appropriate zone to give effect to the requirements of the NPS-UD, and that the distances proposed are a fair representation of the walkable catchments around those centres.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

A major impediment to development within the Newmarket metropolitan centre is the numerous volcanic viewshafts which reduce the permitted height of buildings. Volcanic viewshafts operate to protect significant views of Auckland's volcanic cones through limiting development of a certain height in various areas throughout Auckland. These viewshafts are qualifying matters under the Housing Supply Act, being an overlay in the AUP, and therefore may be relied upon as a factor to restrict the application of the Medium Density Residential Standards to certain areas.

7. **What do you think of the proposed residential special character areas that we have identified?** Other

Tell us why

A major impediment to development within the Newmarket metropolitan centre is the numerous volcanic viewshafts which reduce the permitted height of buildings. Volcanic viewshafts operate to protect significant views of Auckland's volcanic cones through limiting development of a certain height in various areas throughout Auckland. These viewshafts are qualifying matters under the Housing Supply Act, being an overlay in the AUP, and therefore may be relied upon as a factor to restrict the application of the Medium Density Residential Standards to certain areas.

8. **What do you think of the proposed business special character areas that we have identified?** Other

Tell us why

A major impediment to development within the Newmarket metropolitan centre is the numerous volcanic viewshafts which reduce the permitted height of buildings. Volcanic viewshafts operate to protect significant views of Auckland's volcanic cones through limiting development of a certain height in various areas throughout Auckland. These viewshafts are qualifying matters under the Housing Supply Act, being an overlay in the AUP, and therefore may be relied upon as a factor to restrict the application of the Medium Density Residential Standards to certain 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?** Other

Tell us why

A major impediment to development within the Newmarket metropolitan centre is the numerous volcanic viewshafts which reduce the permitted height of buildings. Volcanic viewshafts operate to protect significant views of Auckland's volcanic cones through limiting development of a certain height in various areas throughout Auckland. These viewshafts are qualifying matters under the Housing Supply Act, being an overlay in the AUP, and therefore may be relied upon as a factor to restrict the application of the Medium Density Residential Standards to certain areas.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

A major impediment to development within the Newmarket metropolitan centre is the numerous volcanic viewshafts which reduce the permitted height of buildings. Volcanic viewshafts operate to protect significant views of Auckland's volcanic cones through limiting development of a certain height in various areas throughout Auckland. These viewshafts are qualifying matters

under the Housing Supply Act, being an overlay in the AUP, and therefore may be relied upon as a factor to restrict the application of the Medium Density Residential Standards to certain areas.

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.

FEEDBACK ON PROPOSED CHANGES TO ENABLE HOUSING INTENSIFICATION

To: Auckland Council ("**Council**")

Name: Scentre (New Zealand) Limited ("**Scentre**")

Introduction

1. Scentre is part of Scentre Group (which owns the Australian and New Zealand Businesses formerly known as the Westfield Group), is an integrated shopping centre entity that undertakes development, design, construction, property management, leasing, and marketing.

2. Scentre owns and manages New Zealand's Westfield retail portfolio. Interests in Auckland include Westfield Newmarket, Westfield Albany, Westfield St Lukes and Westfield Manukau City.

3. Together, these shopping centres are home to 759 retailers and contain a variety of tenancies, providing the platform and infrastructure for Auckland owned and operated businesses to undertake their enterprises alongside major retail businesses such as the James Pascoe Group (including Farmers), Rebel Briscoes, Event Cinemas and Countdown stores.

4. Scentre makes a significant contribution to the Auckland economy. There has been considerable investment – in excess of $790 million in the redevelopment of Westfield Newmarket in 2019, along with future plans for the redevelopment of Westfield Albany and Westfield St Lukes.

5. Shopping centres form an important part of the commercial infrastructure of modern society and are important to the success and vitality of wider city centres. Beyond commercial opportunities, shopping centres are also a community space for local residents, families and youth alike to meet, with a substantial number of dining and entertainment options.

6. Scentre has reviewed the Council's consultation documents setting out the proposed changes to the Auckland Unitary Plan ("**AUP**") to implement the National Policy Statement for Urban Development 2020 ("**NPS-UD**") and the Resource Management (Housing Supply and other Matters) Amendment Act 2021 ("**Housing Supply Act**"), and welcomes the opportunity to provide feedback to the Council.

Summary of feedback

7. This submission focusses on the following key aspects, being certain issues that the Council sought further comment on and additional areas that are of interest to Scentre, including:

(a) an alternative approach to measuring "walkable catchments";

(b) amendments to height standards to enable greater building height and housing density;

(c) the Council's proposed approach to qualifying matters;

(d) an amendment to exclude residential activities from the gross floor area ("**GFA**") limitation standard in the St Lukes Precinct; and

(e) indicative notations that have been included in the draft planning maps that are of interest to Scentre.

8. Scentre is generally supportive of the proposed changes to the AUP, with amendments sought to ensure residential density and intensification is provided in an appropriate and efficient manner.

Walkable catchments

9. The NPS-UD requires the Council to enable the development of buildings of at least six storeys within "walkable catchments",[1] being walkable distances from the city centre, the 10 metropolitan centres, and rapid transit stops. The Council's proposed walkable catchment distances are around 1,200 metres (a 15-minute walk) from the edge of the city centre, and 800 meters (a 10-minute walk) from the edge of the metropolitan centres, around train stations and rapid busway stops such as the Northern Busway.

10. Scentre generally supports the extent of walkable catchments proposed by the Council. However, Scentre considers that the distances used to define walkable catchments should be measured along pedestrian routes (rather than being taken as a radius from the edge of the centres and the rapid transit stops) and that allowance should be made for the topography along each route. This approach provides for more accurate catchments that are genuinely reflective of walkable distances for pedestrians, increasing the relevance of the walkable catchments that are identified.

Amendments to height and density standards

11. The NPS-UD requires the Council to enable greater building heights, housing density and corresponding standards around neighbourhood, local and town centres.2 The heights and densities enabled are required to match the level of commercial activity and community services in each centre (such as jobs, shops and business). Scentre's position on the proposed height and density standards set out in the consultation documents is as follows:

---

1 NPS-UD, Policy 3(c).
2 NPS-UD, Policy 3.

(a) Scentre supports the proposal to apply the Terraced Housing and Apartment Buildings Zone ("**THAB Zone**") to residential areas within 400m from large town centres and 200m from both small town centres and the larger local centres. Scentre considers that the THAB Zone is the most appropriate zone to give effect to the requirements of the NPS-UD, and that the distances proposed are a fair representation of the walkable catchments around those centres.

(b) The location of the greatest opportunities for both commercial and residential intensification, outside the city centre, is the Metropolitan Centre Zone. Generally, the maximum height of buildings within the Metropolitan Centre Zone is currently 72.5m. An exception is the Takapuna metropolitan centre, where no maximum height standard applies over part of the zone. This has enabled the development of the Sentinel Building which is approximately 100m high. Buildings of that height are also enabled within Smales Farm. Scentre considers that the maximum building height within all metropolitan centres should be 100m in order to increase the opportunities for intensification within those centres. As a result, Scentre seeks that the height limit within the Metropolitan Centre Zone is amended to be 100m.

(c) A height limit of 32.5m applies over much of the Westfield St Lukes site as set out under the St Lukes Precinct, reducing to 20m and 16m close to Aroha Avenue. It is stated in the consultation documents that increases to height limits in town centres is not proposed because the existing standards "already allow enough building height and density proportional to their commercial and community offerings".[3] However, Westfield St Lukes is a significant facility which holds immediate potential to contribute to greater residential density. As a result, a prime opportunity for residential development above the shopping centre is lost due to the existing restrictive height limit. Scentre considers that the height limit applying to the St Lukes Precinct should be increased to enable viable residential development to occur above the retail component. An increase in the St Lukes Precinct height limit to 52.5m (being 20m higher than the existing 32.5m limit) would enable a 5-storey residential development to be located above the shopping centre.

12. Scentre seeks that the height and density standards are amended to reflect the increases set out above in relation to the Metropolitan Centre Zone and the St Lukes Precinct in order for the AUP to appropriately give effect to the NPS-UD.

---

[3] Government's new housing rules: what it means for Auckland – Information sheet #4: Intensification around suburban centres, April 2022, at page 3.

Approach to qualifying matters

13. Qualifying matters are various factors set out under the Housing Supply Act that provide a territorial authority with the scope to make medium density residential standards and the relevant building or height density requirements under the NPS-UD less enabling of development where one or more factors are present. The qualifying matters operate as a necessary exception to the application of increased residential density and intensification, but may operate to undermine the purpose of the Housing Supply Act and the NPS-UD in instances where inappropriate factors are as qualifying matters. Scentre largely supports the Council's proposed approach to qualifying matters, however, Scentre considers that the classification of volcanic viewshafts as a qualifying matter by the Council is inappropriate.

14. A major impediment to development within the Newmarket metropolitan centre is the numerous volcanic viewshafts which reduce the permitted height of buildings. Volcanic viewshafts operate to protect significant views of Auckland's volcanic cones through limiting development of a certain height in various areas throughout Auckland. These viewshafts are qualifying matters under the Housing Supply Act, being an overlay in the AUP, and therefore may be relied upon as a factor to restrict the application of the Medium Density Residential Standards to certain areas.

15. The extent and relevance of the viewshafts included in the viewshaft overlay were considered through the AUP planning process in 2015. Since then, the urban fabric of Auckland has continued to evolve, with urban development and intensification due to increase drastically through the requirements of the NPS-UD and the Housing Supply Act. In upholding viewshafts in metropolitan centres, particularly in the Newmarket valley, the Council is limiting development within areas where the NPS-UD seeks to enable the most intensification. Scentre considers that the viewshaft overlay should be reviewed, with particular focus on the location and extent of viewshafts that impact development within Newmarket. In its review of the viewshaft overlay, the Council should consider whether it is appropriate to remove or amend certain viewshafts from the overlay in the AUP, to better enable the intensification envisaged by the NPS-UD and the Housing Supply Act.

16. Scentre is also concerned that viewshafts further complicate the already convoluted development process in Auckland. The strict application of the viewshaft overlays under the AUP requires developers to acquire resource consents for the erection of temporary structures (such as construction cranes) in areas that are subject to the viewshaft overlay. Scentre considers the requirement for resource consent is unnecessary and adds further delays for developers which are reliant on the use of cranes and other key infrastructure to facilitate construction. This further complicates development in Auckland for a construction sector which is already facing various delays through supply chain shortages. Through the review process set out above, Scentre considers that the Council should amend the

viewshaft overlay to remove the requirement for resource consent for the erection of temporary structures in areas subject to the viewshaft overlay.

17. The Council also proposes to include identified special character residential and business areas, and areas with long-term significant infrastructure restraints, as qualifying matters when considering the implementation of the Act. Scentre considers that the inclusion of those matters is appropriate.

St Lukes GFA limitation

18. Through the consultation documents released by the Council, St Lukes has been identified as a "larger town centre". As a result, residential intensification is anticipated both within the centre and in the surrounding area.

19. A precinct applies to Westfield St Lukes and the provisions include a GFA limitation of 92,500m^2. At present this limit applies to all development. Scentre considers the standard should be adjusted so that residential development is excluded from the limitation, thereby giving effect to the Housing Supply Act and the NPS-UD. The GFA limit reflects historic concerns about economic and transport effects of development of Westfield St Lukes, neither of which will be issues with residential development.

Indicative notations in the draft planning maps

20. Due to the preliminary nature of the consultation documents that have been published by the Council, the draft planning maps set out various notations which are still under investigation. Of particular interest to Scentre are the notations for:

(a) "Precinct under investigation"; and

(b) "Light Rail Corridor under Investigation".

21. These notations apply to areas within which three of Scentre's shopping centres are located, being Westfield Manukau, Westfield Albany and Westfield St Lukes. Due to the uncertainty that each of these notations create in relation to changes that may be included in the notified plan changes, Scentre requests that it be consulted prior to notification as progress is made with those investigations that are being undertaken by the Council.

Relief sought

22. Scentre seeks that:

(a) the measurements for walkable catchments be amended to reflect the practical extent of the walkable areas for pedestrians;

(b) the Council amend the relevant height and density standards in relation to the Metropolitan Centre Zone, St Lukes Precinct; and

(c) the Council review the necessity for viewshafts that impact development within metropolitan centres, and consider whether it is appropriate to remove or amend certain viewshafts from the overlay in the AUP;;

(d) the Council amend the AUP to remove the requirement for resource consent for the erection of temporary structures in areas subject to the viewshaft overlay;

(e) the exclusion of residential development from being included in the GFA limitation for the St Lukes Precinct; and

(f) the Council consult with Scentre prior to notification of the proposed plan change in relation to progress regarding the notations for "Precinct under investigation" and "Light Rail Corridor under Investigation".

Signature: **SCENTRE (NEW ZEALAND) LIMITED** by its solicitors and authorised agents Russell McVeagh:

Daniel Minhinnick

Date: 9 May 2022

#6359

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: Helen Cherry

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transport stop to St Marys Bay is Britomart or the future Victoria St station, neither are within 800m of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic Heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of rating 6,5 and 4 as Sub-Areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay already has significant constraints with regard to stormwater, wastewater and the overall road network. Any further increase in residential density will only serve to exacerbate these problems regardless of the proposed infrastructure upgrade as this is based only on the existing development capacity.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how

they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

The unstable former coastal edge which presents a coastal hazard should be considered as a qualifying matter. Intensification should be avoided for at least 100m inland from the former coastal cliffs to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6363

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: Steve Martin

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres from the City centre amenities which residence use. The route is by the motorway and not considered safe at night. The routes involve steep climbs, again unsuitable at night.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop is Britomart therefore this does not apply to St Marys Bay or the future Victoria Street station

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within the 400 metres of the City Centre This means St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** 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

St Marys bay is a heritage area with over 200 historical properties rated 6 and 5. I support creating special Character Sub areas mourned clusters of heritage homes in St Marys Bay. Look at the terrible blight on the landscape that new apartment block in lower Jervois road is - has destroyed the character of that area forever.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

Should be expanded over the entire St Marys Bay area. Rating all houses 6,5 & 4 as sub areas of special character

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Any increased in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge that has not been considered. Intensification must be avoided to manage risk. Please stop ruining the cities heritage with these stop gap ideas. The answer is simple - the government has to encourage more growth in other regions and stem the pressure on Auckland.

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.

#6368

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: Josephine Hawkey

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

While 15min & 10min catchments are a good start we need to think long term. Houses last for 50+ years so we need to plan for 2070. 15 min only accounts for walking. Alternative modes such as cycling, ebike and escooters will become safer as the city moves away from car reliance. Allowing for these alternative transport modes increases the catchment size possible for many residents.

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

It is likely that COVID has changed commuting patterns permanently. More trips are likely to be local. Metro centres are thus going to see more local trips. Planning for growth in these areas should be reflective of their growing importance and so a 15min minimum catchment should be considered.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

10 minutes walk from a rapid transport stop is a fair assumption about commuting patterns. Its unlikely our RTS will improve in efficiency enough to make a longer walk to a station worth it.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

I think its reasonable to assume that people will walk 10 min to access local services - specially if higher densities are likely to improve the services offered at these centres.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

I think its reasonable to assume that people will walk 5 min (400m) to access local services - specially if higher densities are likely to improve the services offered at these centres.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

I do not support the current characteristics for special character areas. I believe the threshold for special character areas as a qualifying matter should be even harder, for example with similar requirements as for notable trees - e.g. the street has to be the best example of an architecture type or in its neighbourhood, have special historical significance, or be the only or unique example of its type.

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

SCAs that are a qualifying matter still remain the majority of operative SCAs. This is still locking up huge areas of prime developable land for housing can hardly all be classified as 'unique'. I believe prioritising 'historic amenity value' over the health and economic wellbeing of our cities residents is immoral and out of step with Auckland Council's vision of a sustainable city.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think less areas should be identified as a qualifying matter

Tell us why

While the look and feel of a business area is important for thriving communities, the heritage value of business areas is largely contained only in the frontages of buildings. The quality of the building behind the frontage often leaves little to be desired in the way or history or efficient business. I think that there should be some consideration given to retaining the heritage frontages, but there will be more benefit from updating the space behind (and above) these areas in building thriving communities.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Other

Tell us why

Infrastructure constraints are very important matters to consider in building sustainable and compact cities and is inadequately addressed by both the NPSUD and MDRS. Auckland has very little capacity in its infrastructure networks and the widespread and unplanned growth that the MDRS allows is likely to put increased pressure on parts of the infrastructure network. It will be difficult for the council to predict where this pressure is likely to occur. While I don't believe that qualifying matters is a good solution, it may be the only tool AC has to apply a 'phasing' of growth in certain areas. Perhaps time limits on these qualifying matter overlays would allow AC time to improve infrastructure in step with development. So I support the use of this tool in part, but I also hope that the Council works with central government to find another solution.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6372

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: Monique Nash

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Maintaining the character of these areas is very important. There have been many battles over a long period of time to retain this character and this should not be given away so lightly.

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

Maintaining the character of these areas is very important. There have been many battles over a long period of time to retain this character and this should not be given away so lightly.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Infrastructure must be included as a factor when planning for future developments.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6384

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: Terence Gould

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Auckland's central city is surrounded by residential housing which was established many years ago and now forms parts of Auckland's built heritage and character. Generally this will be unique to Auckland's central city and its former "boroughs" as these areas contain many hundreds of such dwellings which will now be subject to heritage and character degradation because of these changes. If the catchment area is lessened, many of these character areas would be less impacted.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

Auckland's central city is surrounded by residential housing which was established many years ago and now forms parts of Auckland's built heritage and character. Generally this will be unique to Auckland's central city and its former "boroughs" as these areas contain many hundreds of such dwellings which will now be subject to heritage and character degradation because of these changes. If the catchment area is lessened, many of these character areas would be less impacted.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

I support intensification around train stations but for reasons already outlines, the 800m rule in certain older established areas will be severely impactful.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

See comments above. Parnell is a very good example of which this be closer. Parnell is a geographically small residential area with very high heritage and character values - the blanket application of "a 400m rule" is inappropriate for Parnell but may be appropriate for other town centres. This rule needs to be more nuanced for particular 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

See comments above. Parnell is a very good example of which this be closer. Parnell is a geographically small residential area with very high heritage and character values - the blanket application of "a 400m rule" is inappropriate for Parnell but may be appropriate for other town centres. This rule needs to be more nuanced for particular areas.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

See comments above. Parnell is a very good example of which this be closer. Parnell is a geographically small residential area with very high heritage and character values - the blanket application of "a 400m rule" is inappropriate for Parnell but may be appropriate for other town centres. This rule needs to be more nuanced for particular areas.

7. **What do you think of the proposed residential special character areas that we have identified?** I don't know

Tell us why

Couldn't find them on the map ?

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Couldn't find them on the map ?

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Much of Auckland wastewater and storm water is not separated and even if they are, much of this infrastructure is in great need of a lot of investment. Hi density housing cannot simply be allowed to happen without out this infrastructure being significantly upgraded. The same goes for community amenities such as parks, playgrounds, market places. Its not just about creating more houses, whats more important is creating viable functioning communities.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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 should also be a priority that any intensification of housing will still maintain adequate daylight controls and liveability amenities such as soft landscaped area, rubbish collection areas etc etc.

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.

#6391

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: Dawn MacLean

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within walkable distance to 1200 metres to City Centre amenities which residents use. There include retail, event facilities, rapid transport/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has steep stairs and slopes so not suitable for people with prams and pushchairs or the elderly. As it has no public lighting it is an unsafe environment. Other routes from the City Centre to St Marys Bay involve steep grades unsuitable for a large percent of the population in the area.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transport stop to St Marys Bay is Britomart or in the future the proposed Victoria Street Station. Both are not within 800 metres of St Marys Bay

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

The closest rapid transport stop to St Marys Bay is Britomart or in the future the proposed Victoria Street Station. Both are not within 800 metres of St Marys Bay.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

The process should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6,5 and 4 as sub areas of character but also being very aware of the impact of 6 story apartment buildings adjoining these areas. Some could be plunged into shade and be no longer inhabitable as the light source within these old homes is often limited. Which would result in losing the character of these homes. For example my house is an 1854 workers cottage based on terraced housing designs of the period , Very narrow sites and very narrow homes.

St Marys Bay is one of the oldest suburbs in New Zealand and it is critical to retain as much history as we can. NZ is such a young country and is critical we retain references to the early years. These areas become a destination for example Arrowtown in the South Island, Copenhagen in Denmark have retained their history. St Mary's bay is a compact area that could become a special destination that Auckland could be proud of.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this

as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrasrtucture constraints with stormwater, wastwater and over overall road network with only 3 access roads into the area. The recent upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any future intensification would require further infrastructure upgrading.

There are no primary schools in the area and one private girls school that at this present time caused traffic back logs as the roads are very narrow.

There are no playground facilities in St Mary's Bay for children in apartment facilities.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

St Marys Bay is bounded to the north by unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs in land for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6399

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: Luc Anderson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Absolutely nothing iff St Mary's bay isn't in a walkable distance 1200 metres from city centre amenities like retail, entertainment, rapid transport

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

Brito mart is the closest stop to Saint Mary's bay and is not within 800m

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

None of Saint Mary's bay is within 400m of the city centre so it's beyond the walking threshold

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

There are over 200 properties in Saint Mary's bay with historic heritage value rated 5 and 6

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This should be expanded over st Mary's bay collecting all houses with 4,5,6 ratings

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

We have significant infrastructure constraints with stormwater, wastewater and road network. Proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Saint Mary's bay is bounded by an unstable former coastal edge which presents a costal hazard which hasn't been considered as qualifying matter at all.

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.

#6405

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: Julia Cahill

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Having it closer limits the invasion of six story buildings down streets which have good quality heritage or human scale one/two story buildings. Any such provision should ensure that the sites within the closer proximity are built up first. This will avoid the blight that destroyed the amenity value of suburban streets in big cities overseas once a six storey building cast its shadow and scale on the street.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

Having it closer limits the invasion of six story buildings down streets which have good quality heritage and/or human scale one/two story buildings. Any such provision should ensure that the sites within the closer proximity are built up first. The range can be extended by Regulation once the closer zone has all been built up.This will avoid the blight that destroyed the amenity value of suburban streets in big cities overseas once a six storey building cast its shadow and scale on the street.

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

Having it closer limits the invasion of six story buildings down streets which have good quality heritage and/or human scale one/two story buildings. Any such provision should ensure that the sites within the closer proximity are built up first. The range can be extended by Regulation once the closer zone has all been built up.This will avoid the blight that destroyed the amenity value of suburban streets in big cities overseas once a six storey building cast its shadow and scale on the street.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city

blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Having it closer limits the invasion of six story buildings down streets which have good quality heritage and/or human scale one/two story buildings. Any such provision should ensure that the sites within the closer proximity are built up first. The range can be extended by Regulation once the closer zone has all been built up.This will avoid the blight that destroyed the amenity value of suburban streets in big cities overseas once a six storey building cast its shadow and scale on the street.

5. **What do you think of our proposal to apply the Terrace 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

Having it closer limits the invasion of six story buildings down streets which have good quality heritage and/or human scale one/two story buildings. Any such provision should ensure that the sites within the closer proximity are built up first. The range can be extended by Regulation once the closer zone has all been built up.This will avoid the blight that destroyed the amenity value of suburban streets in big cities overseas once a six storey building cast its shadow and scale on the street.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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 Council did a pretty good job identifying the special character zones for the Unitary Plan. There has already been a tragic loss of heritage buildings in Auckland. During the Rugby World Cup the residential heritage streets of Herne Bay and Grey Lynn AND sT mARYS bAY were visited by tourist buses specifically to look at this national taonga. These buildings give breadth and depth to our architectural history and preservation at the very least helps to ensure that the kauri forests that were razed to build them didn't die totally in vain!

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This should be expanded over all of St Marys Bay Herne Bay and Grey Lynn for all houses of rating 4,5 and 6

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do 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 has been significant recent upgrading of infrastructure for sewage and stormwater in these 3 suburbs. It will not accommodate further intensification. The harbour,despite this upgrade, is still going to have overflow pouring into it. Further intensification without considerable further upgrades is just going to compound the water safety/ gulf environment/water health problems.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

Our house at 21 Curran Street in Herne Bay was one of 3 villas built in the 1880's. Ours was built for the accountant at The Herald. The villa at number 15 was demolished overnight back in the late 1970's I understand. It was particularly beautiful and I have been told that its overnight demolition created such an uproar that it brought about the heritage listing/special character preservation regulation in the Auckland urban plan. This is special pleading on my part as I see us as custodians of a beautiful old building which we have restored over 12 years, preserving the pohutakawa and kanuka trees and landscaping in NZ heritage style with ponga logs and harakeke flax. People often stand under the shade of the trees as they walk up Curran St on hot days (of which tragically we are about to have more).

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.

#6406

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: Annabel Dundas

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I am a resident and I dont believe this distance is realistic, most dont work on the fringe so its not an accurate measure. I do not see swathes of people walking up Franklin Road now and doubt they will in future based on how steep it is.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

This is more realistic.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

Its ok, but still a distance for some.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

400m is not appropriate, 200m more realistic

5. **What do you think of our proposal to apply the Terrace 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

Realistic and necessary

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Once you take this away there is no going back. We need to preserve our suburb, the whole suburb. It tells a story of how Tamaki Makaurau was settled and developed.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

retaining this is crucial, residents love it, visitors come to enjoy 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

north freemans bay is made up of narrow streets and paths. access is a nightmare now for larger vehicles and parking generally is hard to find. services will become overloaded.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across

areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6414

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: Bronwen Innes

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

St Mary's Bay is not within 15 minutes' walk or 1200 metres of what I would consider the city centre (Hobson St - Albert Park in my view). See attached submission, point 4. Walking catchment - City Centre: I really question whether St Mary's Bay can be considered to be within easy walking distance of the CBD - it is physically separated from it by virtue of Victoria Park and the area from Hobson St to Victoria Park. Britomart and the future Aotea and Karangahape Rd rail stations are certainly not within 15 minutes' walking distance or within 1200 metres of St Mary's Bay, nor are the facilities and amenities which draw people into the CBD. In addition, returning from the city, walkers have to negotiate either Jacob's Ladder or College Hill. Jacob's ladder, a set of narrow and steep steps, has no lighting at night, nor does it seem safe enough for many people to negotiate. College Hill too is steep. I fail to see how these are practical in terms of what I have understood a walkable catchment to be.

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 consider that the edge of the city centre needs to be redefined. See attached submission, poimt 4. Walking catchment - City Centre: I really question whether St Mary's Bay can be considered to be within easy walking distance of the CBD - it is physically separated from it by virtue of Victoria Park and the area from Hobson St to Victoria Park. Britomart and the future Aotea and Karangahape Rd rail stations are certainly not within 15 minutes' walking distance or within 1200 metres of St Mary's Bay, nor are the facilities and amenities which draw people into the CBD. In addition, returning from the city, walkers have to negotiate either Jacob's Ladder or College Hill. Jacob's ladder, a set of narrow and steep steps, has no lighting at night, nor does it seem safe enough for many people to negotiate. College Hill too is steep. I fail to see how these are practical in terms of what I have understood a walkable catchment to be.

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

Given the location of Britomart and the Aotea and Karangahape Rd rail stations (currently being constructed), they are not within 800 metres or 10 minutes' walking distance from St Mary's Bay - another reason that the edge of the metropolitan centre needs to be much closer to Queen St. Further, 800 metres is a long way for some people in our community, e.g. disabled, elderly, unwell. See attached submission, point 4.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

Much of St Mary's Bay does not lie within 400 metres of Ponsonby Rd (if it is considered a large town centre, which seems unlikely) or the city centre edge as proposed and yet almost the whole area is considered to be suitable for terrace housing and 6-storey apartment blocks. However, in addition, much of its heritage would fall within 400 meters of Ponsonby Rd and would be a terrible loss for St Mary's Bay and for Auckland. See attached submission, point 5. Terrace Housing and Apartment Zone - 400 metres from City Centre: St Mary’s Bay does not lie within 400 metres of the city centre. This provides another reason for the suburb being outside of the walkable catchment.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Much of St Mary's Bay does not lie within 400 metres of Ponsonby Rd (if it is considered a large town centre, which seems unlikely) or the city centre edge as proposed and yet almost the whole area is considered to be suitable for terrace housing and 6-storey apartment blocks. However, in addition, much of its heritage would fall within 400 meters of Ponsonby Rd and would be a terrible loss for St Mary's Bay and for Auckland. See attached submission, point 5. Terrace Housing and Apartment Zone - 400 metres from City Centre: St Mary’s Bay does not lie within 400 metres of the city centre. This provides another reason for the suburb being outside of the walkable catchment.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

See attached submission, points 1 and 6. Heritage: if we allow the wholesale destruction of areas which connect with different periods in our city's development, we become the poorer. Culture and heritage are highly valued elsewhere in the world, and in the past in Auckland City). Why is it considered that this does not matter for Auckland and New Zealand now? I am at a loss as to understand this decision by a government which likes to speak of the importance of both the team of 5 million and wellbeing. I am also at a loss to understand Auckland City Council's approach in the old parts of the city, and the differential treatment seemingly given to St Mary's Bay, one of our oldest suburbs, compared with most of Ponsonby and Freeman's Bay, and with Grey Lynn and Herne Bay. All of those areas have been given greater heritage overlay. I fail to see how St Mary's Bay cannot be determined to have similar value. It feels as if a line has been drawn arbitrarily – I

understand it relates to the walking catchment, but I question whether that should be the only criterion.

Unitary Plan: Auckland Council spent some ten years developing its Unitary Plan, promulgated in 2016. An enormous amount of work has gone into this, with the Council well aware of the need for increased housing and density. To that end, the Unitary Plan provided for such increases, but without requiring the destruction of the city's heritage. I question the value of throwing the plan out and imposing a government-level set of requirements which do not take into account what the city has already done and what that will achieve. Further, in what kind of democracy does central government have the right to completely overrule local government's role and local residents' participation and rights to be consulted?

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

See attached submission, points 1 and 6. Heritage: if we allow the wholesale destruction of areas which connect with different periods in our city's development, we become the poorer. Culture and heritage are highly valued elsewhere in the world, and in the past in Auckland City). Why is it considered that this does not matter for Auckland and New Zealand now? I am at a loss as to understand this decision by a government which likes to speak of the importance of both the team of 5 million and wellbeing. I am also at a loss to understand Auckland City Council's approach in the old parts of the city, and the differential treatment seemingly given to St Mary's Bay, one of our oldest suburbs, compared with most of Ponsonby and Freeman's Bay, and with Grey Lynn and Herne Bay. All of those areas have been given greater heritage overlay. I fail to see how St Mary's Bay cannot be determined to have similar value. It feels as if a line has been drawn arbitrarily – I understand it relates to the walking catchment, but I question whether that should be the only criterion.

Unitary Plan: Auckland Council spent some ten years developing its Unitary Plan, promulgated in 2016. An enormous amount of work has gone into this, with the Council well aware of the need for increased housing and density. To that end, the Unitary Plan provided for such increases, but without requiring the destruction of the city's heritage. I question the value of throwing the plan out and imposing a government-level set of requirements which do not take into account what the city has already done and what that will achieve. Further, in what kind of democracy does central government have the right to completely overrule local government's role and local residents' participation and rights to be consulted?

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

I consider that a number of important environmental and infrastructure areas need further to be qualifying matters and am glad to see the Council prepared to give them that consideration. See attached submission, point 2.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

Submission re Auckland City Plan Changes, St Mary's Bay in particular.

I live at 22 Seymour St, St Mary's Bay, and have lived here for 37 years.

I am extremely concerned about aspects of the government's policy and requirements for increasing housing, and Auckland City's consequent proposed changes for what building will be allowed throughout the city. In my view a number of serious matters appear to have received little attention or weight:

1. Heritage: if we allow the wholesale destruction of areas which connect with different periods in our city's development, we become the poorer. Culture and heritage are highly valued elsewhere in the world, and in the past in Auckland City). Why is it considered that this does not matter for Auckland and New Zealand now? I am at a loss as to understand this decision by a government which likes to speak of the importance of both the team of 5 million and wellbeing. I am also at a loss to understand Auckland City Council's approach in the old parts of the city, and the differential treatment seemingly given to St Mary's Bay, one of our oldest suburbs, compared with most of Ponsonby and Freeman's Bay, and with Grey Lynn and Herne Bay. All of those areas have been given greater heritage overlay. I fail to see how St Mary's Bay cannot be determined to have similar value. It feels as if a line has been drawn arbitrarily – I understand it relates to the walking catchment, but I question whether that should be the only criterion.

2. Environment:
   - Permeable surfaces: if large buildings are able to be built on small sections, of which there are many in St Mary's Bay, it seems to me that the extent of permeable surfaces is likely to be severely reduced - there will likely be a very much more impermeable surface. This will have implications for the management for stormwater and groundwater. I ask whether Healthy Waters has planned for the proposed new level of development in St Mary's Bay in its design of the stormwater tunnel recently completed in St Mary's Bay. I suspect not as design work was completed before this bombshell requirement by the government and then the Council's interpretation of it.
   - Separation of waste and stormwater: Similarly, has Watercare designed for this level of development in its planned separation of wastewater and stormwater in St Mary's Bay (and Herne Bay)? And what about other areas of the city? Again, I suspect not.
   - Tree coverage: it seems highly likely to me that tree coverage, already decreasing in Auckland, will be threatened even further. This will affect the liveability of the city, and is unconscionable in view of climate change. Our cities will become hotter and harder to live in as a result.
   - Scale of building: I can understand building 6+-storey apartment blocks and terrace housing in an area which already has tall buildings, e.g. the ridge lines on Jervois Rd and Great North Road. However, in areas which do not have that, but are mainly one, two or three storey heights, doubling that (or more) will change the areas beyond recognition. The scale simply does not fit small urban areas, and St Mary's Bay is a prime example of this. However, the same could be said of many other areas too, for example Westmere, with its collection of art deco houses of lower height and scale. I understand that we have no legal right to light, let alone sunlight, but I dispute that this can be considered a good thing in terms of liveability and people's wellbeing. How ironic that existing scale looks to be one of the discounting factors in removing heritage overlay – it appears that having some 2/3 level buildings means that almost an entire suburb can be replaced with buildings of far greater scale.

- Design: if people, including developers, have the right to build without seeking resource consent, what kinds of controls will there be? New Zealand has been severely burnt in the past by incompetent building practices because controls were not established to a satisfactory level, causing misery and huge cost to councils, insurers and individuals alike.
- Parking: I am also concerned that the new rules will not require these large-scale buildings to provide off-street parking. This will increase enormously the pressure on St Mary's Bay's narrow streets where many of the old houses do not have off-street parking.
- St Mary's Bay cliffs: allowing larger (6+ storey) buildings on the cliffs is likely to endanger their integrity as well as changing the character and views of the bay and the suburb. Further, the pohutukawas, iconic in Auckland and particularly along the cliffs, will be endangered. They need to be protected from either destruction or having their roots undermined.
- Schools and parks (green spaces) also need to be considered – would has current planning for these allowed for the substantial increase in density in St Mary's Bay which is being proposed?

3. Fairness: over the 37 years we have owned our house in Seymour Street, St Mary's Bay, we have undertaken renovation work, initially to put in a kitchen and to relocate a toilet inside the house. We have made other changes since then. In every instance we have worked carefully to make the changes in keeping with the existing house (built around 1898) and the history of the area. Further, we have complied with every heritage point required by Auckland Council. We find it extraordinary that to fit in with what the government is requiring now, heritage is of no interest and so all our endeavours have come to nought. I cannot see how this is a fair treatment of people who have done everything to comply with Councils' requirements over many years.

4. Walking catchment - City Centre: I really question whether St Mary's Bay can be considered to be within easy walking distance of the CBD - it is physically separated from it by virtue of Victoria Park and the area from Hobson St to Victoria Park. Britomart and the future Aotea and Karangahape Rd rail stations are certainly not within 15 minutes' walking distance or within 1200 metres of St Mary's Bay, nor are the facilities and amenities which draw people into the CBD. In addition, returning from the city, walkers have to negotiate either Jacob's Ladder or College Hill. Jacob's ladder, a set of narrow and steep steps, has no lighting at night, nor does it seem safe enough for many people to negotiate. College Hill too is steep. I fail to see how these are practical in terms of what I have understood a walkable catchment to be.

5. Terrace Housing and Apartment Zone - 400 metres from City Centre: St Mary's Bay does not lie within 400 metres of the city centre. This provides another reason for the suburb being outside of the walkable catchment.

6. Unitary Plan: Auckland Council spent some ten years developing its Unitary Plan, promulgated in 2016. An enormous amount of work has gone into this, with the Council well aware of the need for increased housing and density. To that end, the Unitary Plan provided for such increases, but without requiring the destruction of the city's heritage. I question the value of throwing the plan out and imposing a government-level set of requirements which do not take into account what the city has already done and what that will achieve. Further, in what kind of democracy does central government have the right to completely overrule local government's role and local residents' participation and rights to be consulted?

7. Individual houses: I also question how the decisions have been made in terms of removing heritage overlay from much of St Mary's Bay (one of Auckland's oldest suburbs). More than 200 properties have been given ratings of 5 and 6, which in my view means that the suburb should be regarded as having special character. I support creating special character sub-areas around clusters of heritage houses in St Mary's Bay. Further, I consider that a number of houses given a rating of 4 should have should be reviewed with view to increasing that to 5 or 6. The criteria appear to have been interpreted in a narrow and restrictive fashion. Further, I also consider that houses rated as 4 should be granted the same value as those with 5 or 6, i.e. as sub-areas of special character.

8. 22 Seymour St: In addition, what is the basis for assessing houses? I have seen the spreadsheet which shows how the scoring was done, but it is unclear as to which features in particular have led to our house only being given a 4. I suspect it is because of the garage we built. I submit that this garage, to the side of the section, does not obscure the original house any more than the original garage did, which had been built early in the house's life. Again, when we built the new garage, we complied completely with the Council's requirements. No objection was made on the basis of heritage. We built the garage for safety reasons (I was unable to put our toddler in his car seat, sited on the passenger side because of safety, and then get in to the driver's seat as I was pregnant and the garage was too narrow). I also looked at our address on the Auckland Council website. It appears to have wrong information about the date the house was built (it was pre-1900) and carries a photograph from 30 years ago (which indicates where the original garage was as we replaced it at that stage with wooden trellising). If this is the kind of basis on which decisions have been made, then they have to be re-looked at for every house. I further submit that our house, 22 Seymour St, ought to have been given a higher score than 4, at least a 5, because of its attention to the original features of the house (which were either retained or repeated).

As further support for this, I note that in an email (late November or early December 2008, concerning balustrading) to the Auckland City Council, our architect wrote "The existing and new handrail and balustrade are prominently visible from the street and form a significant contribution to the heritage value of the streetscape." The Council appeared to accept this; at least they did not dispute it and granted the application for dispensation to retain the original (heritage) dimensions of the balustrade concerned.

In conclusion, I consider that the National Policy Statement on Urban Development and its interpretation by Auckland City Council form an ill-considered policy, both at government and at council level. The 'housing crisis' is of course an area of concern, but Auckland Council had already put a great deal of work in to providing for this (see point 6). The attraction of having a policy agreed to by all in Parliament is appealing, I can see, but not if it leads to the loss of many aspects which make our city an interesting and liveable place. I am extremely disappointed that Auckland Council has not made a more nuanced approach to what the government requires.

#6416

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: Oskar Davies

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

1200ms can not be walked in 15minutes unless it is all downhill which is definately not the case anywhere around the Auckland City Centre. This is misleading. 800ms is reasonable. Walking catchment - City Centre: I really question whether St Mary's Bay can be considered to be within easy walking distance of the CBD - it is physically separated from it by virtue of Victoria Park and the area from Hobson St to Victoria Park. Britomart and the future Aotea and Karangahape Rd rail stations are certainly not within 15 minutes' walking distance or within 1200 metres of St Mary's Bay, nor are the facilities and amenities which draw people into the CBD. In addition, returning from the city, walkers have to negotiate either Jacob's Ladder or College Hill. Jacob's ladder, a set of narrow and steep steps, has no lighting at night, nor does it seem safe enough for many people to negotiate. College Hill too is steep. I fail to see how these are practical in terms of what I have understood a walkable catchment to be.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

Hills have to be taken into account otherwise unrealistic. Auckland is a hilly area. Hills double the time and effort it takes and unless you can afford an electric bike which costs as much as a car for young people then hills are problems.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

400-500 ms maximum or people wont walk or bike unless they can afford electric bikes which get stolen coz so expensive and out of range of most people.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city

blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

Special character areas should stay protected from huge apartment blocks.

I am concerned about the rezoning of 79-85 Williamson Ave from single house to apartment blocks as this will ruin the entrances to Grey Lynn Park and the kids pool and playground right behind it. Those house deserve to be saved as they give Grey Lynn Park users a special character and feeling when walking past and apartments there would look and feel so wrong. These apartments will also spoil the light and character of the single storey housing on the other side of the street and any house that doesn't want to sell to developers in that block which is sad for the locals who lived there . I do agree with the MDRS proposal to allow increased density just not where these are appartments are.

7. **What do you think of the proposed residential special character areas that we have identified?** Other

Tell us why

can't find this overlay

8. **What do you think of the proposed business special character areas that we have identified?** Other

Tell us why

cant find this overlay

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Williamson Ave does not have the wastewater /sewerage capacity to allow this apartment rezoning.

There are no community services or shops close to 79-85 Williamson Ave. Apartments should be at each end of Williamson Ave where all the shops are, not plonked in the middle not close to anything and spoiling the natural open area of the park for everyone else.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

Parks should not be spoiled by being lined with 18m apartment blocks. They are our most important gift we can pass down to future generations and should be protected from short sighted planning. Grey Lynn Park festival and all the artists and locals will be up in arms when they find out that these special houses(79-85 Williamson Ave) are vulnerable to getrich developers and out of place multimillioners who will buy their luxury apartments. This isn't right and locals will seriously take action, push back and be outraged at these shortsighted plans if they aren't changed.

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.

#6420

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: Eva Schliessler

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?**

Tell us why

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

I'm not anti intensification. We live in a town house and love it. But This is short-term thinking. Without quality design and amenity criteria included in any changes, Tamaki Makaurau will be spoilt for future generations. Once heritage is destroyed, it's gone forever and intensification without considered design aesthetics, will allow for the slums of the future. Hence I don't support current proposal.

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

Because some of it doesn't make sense. Too rushed by central government. There wasn't enough time allowed for a proper evaluation of current heritage areas. Why rush through something so important for he future of our city without allowing time for informed consideration. Evaluating some area/streets on google maps isn't robust enough.

Also, current proposal will enable developer driven design so we could be replicating the horrible apartments that exist in Auckland city. Design rules are essential.

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?** Do not support

Tell us why

Infrastructure is already completely inadequate. Just take a walk down to Cox's bay - constant smell of sewerage. Sort infrastructure, design criteria and then undertake land use changes. Everything is too rushed. The parking strategy too needs to be considered more closely with legislative changes considered here.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6430

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: Jacob Griffiths

Name of organisation/business: ICD Property

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

ICD Property supports the new rules enabling more building height and greater housing density in New Zealand's growing cities. ICD believes a 15-minute walk (around 1200 metres) from the edge of the city centre and a 10-minute walk (around 800metres) from the edge of the metropolitan centre walkable catchments proposed by Auckland Council are appropriate and suitable, considering the increasing demand for housing in areas that have proximity to the public transport network, shopping malls, entertainment, community services and surrounding amenities.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

ICD Property supports the new rules enabling more building height and greater housing density in New Zealand's growing cities. ICD believes a 15-minute walk (around 1200 metres) from the edge of the city centre and a 10-minute walk (around 800metres) from the edge of the metropolitan centre walkable catchments proposed by Auckland Council are appropriate and suitable, considering the increasing demand for housing in areas that have proximity to the public transport network, shopping malls, entertainment, community services and surrounding amenities.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?**

Tell us why

ICD Property supports the new rules enabling more building height and greater housing density in New Zealand's growing cities. ICD believes a 15-minute walk (around 1200 metres) from the edge of the city centre and a 10-minute walk (around 800metres) from the edge of the metropolitan centre walkable catchments proposed by Auckland Council are appropriate and suitable, considering the increasing demand for housing in areas that have proximity to the public transport network, shopping malls, entertainment, community services and surrounding amenities.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

ICD Property supports the Council's proposed intensification measure around Town and Local Centres as high-density developments will attract more population, allowing people to live closer to malls and amenities and bringing commercial activity to the local businesses, resulting in a win-win situation.

ICD Property is in the same view as the central government that areas like large Town Centres with high accessibility should be the key areas to allow for higher density housing, considering the increasing population and demand for housing in New Zealand.

5. **What do you think of our proposal to apply the Terrace 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

ICD Property supports the Council's proposed intensification measure around Town and Local Centres as high-density developments will attract more population, allowing people to live closer to malls and amenities and bringing commercial activity to the local businesses, resulting in a win-win situation.

ICD Property is in the same view as the central government that areas like large Town Centres with high accessibility should be the key areas to allow for higher density housing, considering the increasing population and demand for housing in New Zealand.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites

of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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

ICD Property supports Council's proposed qualifying matters - Special Character Areas as one of the considerations for the government's new housing rules to allow for greater heights and density developments. ICD is in the view that apart from the usual characteristic outlined above to be considered, special architectural and other built with character values also need to be assessed to ensure future developments respect the character value of these areas.

As one of ICD's ethos, developing buildings that respect the local history, culture and environment is what our team is passionate about, and striving to achieve for every project.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

ICD Property is broadly supportive of the special character areas mapped by the Council, however has not seen the Council's supporting assessment so will not comment further on the detail at this point in time.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

ICD Property is broadly supportive of the special character areas mapped by the Council, however has not seen the Council's supporting assessment so will not comment further on the detail at this point in time.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Other

Tell us why

Infrastructure is not a Qualifying Matter in the way it is supposed to be used. The provision and planning for infrastructure are essential for a growing city, and especially one that is trying to catch up on a deficit. Other mechansims around planning and development contributions are better tools to manage this constraint.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across

areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

ICD Property would also like to confirm our support for the decision on the removal of the site intensity / gross floor area constraints within the Auckland city centre, and the removal of general height limits within the city centre zone. In our view, it is positive that the decision is to retain the height constraints within the various precincts, and the special height constraints such as sunlight admission to Aotea Square and Albert Park and the viewshafts to Maungawhau (Mt Eden) from the north shore.

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.

#6431

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: Anil Sharma

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

As a resident I know exactly what a walkable catchment is for the area. Based on my own experience I know people will generally only walk from as far as Victoria Park or perhaps the Wynyard to go to the city centre

The proposed outer limit of 1.2 km completely fails to take into account local topography and road crossings, and also the walking habits of the average

Aucklander.

It is unrealistic to suggest the average Aucklander will walk anything like the distance and hill climbs/descents involved in a 1.2 km catchment from the Western edge of the city.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

perhaps on the flat..but not relevant to my area

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

not relevant to my area

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

not relevant to my area

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

not relevant to my area

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

A great deal of work was put in under the Unitary Plan to identify special character areas requiring protection. The amount of land which would be made available for redevelopment by excluding certain special character areas is very small.

Generally the special character areas which have been excluded have small section sizes, difficult topography and infrastructure constraints which make them unsuitable for re development.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

'The areas marked in red in Freemans Bay should be included as a qualifying matter for the following reasons :

- Even if not high quality character they are part of an historic suburb and contribute

to the retention of Auckland’s history and sense of place

- It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high quality character areas

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining the history and character of areas such as Ponsonby Road is crucial to the sense of identity and place for the local community and Auckland as a whole

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The existing infrastructure in Freemans Bay will not support intensification due to

limited stormwater/sewage capacity. Freemans Bay will not be linked to the Western Interceptor and therefore overflows to the harbour will increase.

Many of the streets in Freemans Bay present access difficulties for Fire Service vehicles. High rise buildings present a much greater fire hazard for residents than low rise and this will put apartment residents at risk.

Its makes environmental and financial sense to prioritise development in other areas where existing infrastructure permits. Limited resources require existing infrastructure is put to best use.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

Freemans Bay has significant vegetation and green areas which provide environmental and cooling benefits to the Central City. Intensification will result in a loss of these benefits at a time when climate change requires their retention.

Important privacy information

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.

#6433

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 Wells

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

he closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading. Fundamentally, the suburb was laid out in the 1900's with a network just transitioning from horse and cart. To intensify to the level proposed in the area is just unsustainable and not fit for purpose.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

My submission, in summary, is that the re-zoning plan of most of St Mary's Bay as well as parts of Freeman's Bay and Herne Bay is flawed and will potentially result in harming the character of these areas and Auckland city itself. The reasons are:

1. The methodology of selecting certain streets but not others in an area based on scoring buildings is flawed and appears to be a hurried response to the Government's intensification mandate.

2. To date the Council has viewed neighbourhoods holistically, which is a more commonsense approach.

3. There are other more suitable areas that meet the criteria for intensification but will not adversely affect the character and appeal of Auckland.

4. There will no ability to reverse these decisions once intensification starts.

5. Too much emphasis has been placed on walkable times from the CBD when that concept may be becoming less relevant. Preserving local neighbourhoods will likely become increasingly more important than proximity to Queen Street, for example.

6. Further, the consultation documents are intractable. Many stakeholders with concerns won't object because it's too hard and there's not enough time.

More detail

I have lived in St Mary's Bay since 2008. I live in a villa, which our family has renovated twice.

During those renovations I have familiarised myself broadly with the 'special character' overlay that has applied to St Mary's Bay and Freeman's Bay. I've read the highly detailed guidance written by the heritage architect employed by Auckland Council for the purpose of considering resource consents. The rationale behind having such rigid rules to renovations and new builds in these areas has remained consistent and is perhaps best expressed by Auckland Council itself:

'These areas represent a scarce legacy from the City's past. They require control in order that they may survive, to be appreciated and enjoyed by present and future generations. The focus on control in the special character zones is by nature general, and is intended to retain the general character while not necessarily retaining all buildings and elements individually, nor requiring new buildings to exactly reproduce period style. A level of control is applied, however, to ensure that the special character is managed in a sustainable manner. This is achieved by provisions to control demolition, building alterations, new buildings, fencing and changes to landscaping.' (Auckland Council District Plan Operative Auckland City - Isthmus Section 1999: Appendix 13 - Architectural Design Guidelines for the Residential 1 and 2 zones)

The approach to date has not been to identify individual properties with intrinsic merit but to look collectively at neighbourhoods. Protecting the special character of only a few streets in a neighbourhood whilst leaving nearby streets open to intensification will ruin the whole.

'The special character neighbourhoods are perceived by the public at large, from the street. What can be seen from the street is collectively referred to as the 'streetscape'. While the street is the 'public domain' in a physical sense, what can be seen from the street is a wider public domain in a visual sense. 1.5.2 Many properties can also be seen from other vantage points because of terrain, views from surrounding streets, or public open space. For this reason, while the main streetscape quality may be of primary importance, other views from public places do have a degree of importance, as well as views from adjacent or nearby private property. Sometimes also the back parts of a house, ancillary buildings and private outdoor space can also be seen from public vantage points or private property. All these views contribute to perceptions of special character, and must be taken into account if any development is contemplated, even though extra consideration may be given to the more apparent effects of any development on the streetscape.' (Auckland Council again)

And more on a coherent approach:

In each case, there needs to be a measure of coherence to bind an area together in terms of some of these features. For the Residential 1 and 2 zones, the special character is apparent when: • Components such as buildings and trees combine to create a distinctive character; or The scale and/or style of subdivision and/or building has a high degree of consistency and continuity, and/or

has remained relatively free of intrusions; or There is a predominance or consistency of individual buildings which are individually of merit.'

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.

#6436

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: Wayne Anderson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Very few walk that distance already.Without a much improved public transport there will just be more traffic

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

There is no rapid transit stop anywhere near st Mary's bay

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

It is an easily walkable distance

5. **What do you think of our proposal to apply the Terrace 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

There are a large number of heritage properties in st Mary's bay. To treat them individually means they will lose their meaning if wedged between high rises

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

Should be expanded over the whole suburb to retain any meaningful character

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The stormwater wastewater system is already ancient. While the upgrade has started it is far from complete and presumably did not allow for any significant increase in housing density

Also many of the roads are very narrow and parking is intense.While the long term may incorporate a carless society this is decades away

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how

they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

There are unstable cliff edges near the sea which will need protection with sea levels rising.

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.

#6442

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: Bronwyn Trevenen

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The edge of the city is not useful to the residents. We need to access transport, retail, offices & other services, which are more central in the city & far greater than 1.2km from home. The measurement should be from a place of value such as Britomart & should be less than 1.2km because of the hilly nature of the suburb making walking more difficult & not feasible for many. There are better areas more suited to intensification closer to the city such as Beaumont & Wynyard Quarters, City Works Dept etc

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

The land area made available for redevelopment by excluding certain special character areas is very small & the sections are typically small with difficult topography, strained infrastructure (the 3 waters, schools etc) & often narrow difficult streets so are not suited to having increase in

population density. Freemans Bay has a large number of historically valuable houses that seem to be incorrectly scored in the survey provided resulting in a lower score than should be the case. The proposed changes to Freemans Bay will ultimately result in a loss of the special character & history that the houses in the suburb provides & this change when complete is totally irreversible. Too much of Auckland's heritage/older areas have already been lost. These areas tell the story of how our city developed. There are no other areas which demonstrate this significant part of our history.

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

Firstly the survey is inaccurate in its record of scores awarded to properties so the overall result is wrong & should be much higher. The survey should be performed again. However, the suburb includes a great number of historically valuable houses that enables the suburb to be a reflection of part of the history of Auckland. Allowing these houses to be demolished or even overshadowed by tall buildings will result in a total destruction of the history & sense of place the suburb provides. Council needs to protect the history & find better ways to solve the current request of the Government of intensification. As an example of the development of Auckland, Freemans Bay must be retained for today & critically our future generations so they are able to witness and appreciate our history.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Ponsonby Rd is part of the history of Auckland & provides important contribution to sense of place & identity. It must be retained for all & for future generations

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Freemans Bay water system will not support the intensification proposed. The streets are also narrow & restrict access so the greater volume of people will generate an insoluble access & use congestion problem. Also, access for construction vehicles is already troublesome for typical home renovations (small projects) but will be virtually impossible to coordinate with high volume construction, Access for emergency service vehicles will be problematic & with the increased population so too will emergency vehicle call outs. Restricted access will reduce response & increases risks to human life due to delays

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6454

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: Joanna Delaney

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I do not support, I think it should be closer. There are other more suitable sites for intensification closer to town, e.g. land between Beaumont Quarter and St Mary's College, Wynyard Quarter, old City Works depot bounded by Wellesley, Nelson and Cook Streets, vacant site cnr Victoria and Albert Streets.

As a resident of the area I know exactly what a walkable catchment is for the area. Based on my own experience I know people will generally only walk from as far as Victoria Park to go to the city centre.

The proposed outer limit of 1.2km completely fails to take into account local topography and road crossings and also the walking habits of the average Aucklander.

It is unrealistic to suggest the average Aucklander will walk anything like the distance and hill climbs/descents involved in a 1.2km catchment from the Western edge of the city.

The edge of the city centre is an unrealistic measure for the Western side of Auckland, due to the percentage of offices, retail (High Street, Lorne Street etc.) and the University and AUT, which are found to the East of Queen Street. A more appropriate line would sit at Queen Street which is 2000 metres and is just under a 30 minute walk from the intersection of Franklin Road and Ponsonby Road and thus too far.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

I do not support as there are still many beautiful heritage sites that should be protected as part of Auckland’s rich cultural heritage within this area

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

This would possibly be a more appropriate distance for walking if we are talking about Britomart and not newly-developed rail links

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

I don’t know as this would ruin Ponsonby I suspect

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

This would possibly be a more appropriate distance for walking

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Do not support, I think all existing special character areas should be a qualifying matter.

A great deal of work and millions of public money (rates) was put in under the Unitary Plan to identify special character areas requiring protection.

The amount of land which would be made available for redevelopment by excluding certain special character areas is very small.

Generally, the special character areas which have been excluded have small section sizes, difficult topography and infrastructure constraints which make them unsuitable for redevelopment.

Historical Value is not quantified or accounted for, or considered in any way, in the Council’s suggestion for Special Character value. For example, there are the historic houses with plaques on Wood Street which would be destroyed. We would be living in an anodyne sea of apartment blocks which would appear like Hobson Street with no reason for people to liver there apart from sheer desperation as a stop to somewhere else.

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

Do not support, I think there are further areas that should be identified as a qualifying matter

The areas marked in red in Freemans Bay should not be included as a qualifying matter for the following reasons:

Even if it is not high quality character they are part of an historic suburb and contribute to the retention of Auckland’s history and sense of place.

It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high quality character areas, so there would be no holistic approach.

Georgina Street which has been excluded may not be high quality but has historical relevance with many villas around the Cavalier. The same with Renall Street which is a tourist attraction and has many walkers and admirers from here and international travellers coming to see it and photograph it. Am unsure why we are having this debate, do we not value anything historical in this city at all?

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining the history and character of areas such as Ponsonby Road is crucial to the sense of identity and place for the local community and Auckland as a whole. The businesses here rely on the character of the buildings to attract visitors from Auckland (as is evidenced by the number of people on Ponsonby Road on Mother's Day) and the rest of the country. These provide rates to support Auckland Council, if the businesses die, then that will not happen. Auckland is based on the small to medium enterprise, we should be doing all we can to help them maintain the status quo, given everything that is happened. They don't need any more detriments. There are many events based on the character streets, such as Pride and the Franklin Road lights which would be lost if the streetscape was ruined. There are 2 historical villas as hotels and numerous back packer villas for tourism for the area. All this could go leading to a loss of vibrancy and creation of a sterile environment. People would basically avoid staying in Auckland.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The existing infrastructure in Freemans Bay will not support intensification due to limited stormwater/sewage capacity. Freemans Bay will not be linked to the Western Interceptor and therefore overflows to the harbour will increase. The stormwater infrastructure is very old and recently was upgraded on Franklin Road at a huge cost to the ratepayer. Are we to now open this up again for re-work?

Many of the streets in Freemans Bay present access difficulties for Fire Service and ambulance vehicles. High rise buildings present a much greater fire hazard for residents than low rise and this will put apartment residents at risk especially young children.

It makes environmental and financial sense to prioritise development in other areas where existing infrastructure permits. Limited resources require existing infrastructure is put to best use.

The extremely narrow street/footpath infrastructure of Upper North Freemans Bay (like Wood Street) is inappropriate for contractor/supply access for building apartment blocks. The six floor-plus buildings could see the creation of wind tunnels and extreme street shading with such narrow streets. Privacy issues with apartment blocks facing each other across such narrow distances would be extreme. There would be a lack of open space and no outdoor living such as balconies would be workable. People would not buy such properties as they would not be attractive to live in, all of the surrounds having been ruined.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Climate change.

Freemans Bay has significant vegetation and green areas which provide environmental and cooling benefits to the Central City. Intensification will result in a loss of these benefits at a time when climate change requires their retention.

Important privacy information

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.

#6456

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: Chris Cardwell

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Encouraging more vertical ghettos like Hobson and Nelson street extending into Ponsonby and Freemans Bay will lower amenity and cultural values of the historic housing stock in the areas affected.

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

Encouraging more vertical ghettos like Hobson and Nelson street extending into Ponsonby and Freemans Bay will lower amenity, views, daylight, parking, noise and critically the cultural values of the historic housing stock in the areas affected. These neighbourhoods are unique and critical to Aucklands identity .

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

Encouraging more vertical ghettos like Hobson and Nelson street extending into Ponsonby and Freemans Bay will lower amenity, views, daylight, parking, noise and critically the cultural values of the historic housing stock in the areas affected. These neighbourhoods are unique and critical to Aucklands identity .

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

Removal of pre 1940's dwellings to be replaced by terraces in Ponsonby and Freemans Bay will lower amenity, views, daylight, parking, noise and critically the cultural values of the historic housing stock in the areas affected. These neighbourhoods are unique and critical to Aucklands identity . In areas of later post 1940 development on large sites would lead to better outcomes .

5. **What do you think of our proposal to apply the Terrace 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

One blanket policy is naive. It depends on the locality and the character of the areas around the small town centre. Ponsonby and Parnell requires a different solution to say Glen Eden or Kelston because of the character of the housing stock and proximity of rail infrastructure for example .

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government’s direction to enable more housing.

Special Character Areas

‘Special character areas’ are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland’s older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

The areas in the Auckland Plan should continue to be protected. This plan has been through democratic process and the Planning process. The policy proposed has not, there is NO public scrutiny of these radical plans. The consequences are irreversible .

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Leave the areas in the existing Auckland Plan as they are these have been adduced by proper process, the proposal have not therefore they have no credibility

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

There is no funding model to provide this infrastructure that we can have confidence in , The Council is carrying too much Debt and Rates can not keep escalating to pay for high cost infrastructure to underpin these plans when their are lower cost alternatives.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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 proposals were not the policy of any political party before the last election . As such, they are NOT democratic and have been driven by the policies of the day and the ideology of MOE civil servants. They are not credible solutions to affordable housing when applied to heritage or high value localities, the outputs of this development typology will be high cost and high value ie not aligned to the benefits envisaged of affordable housing.

Loss of culturally significant heritage suburbs will be a travesty regretted by future generations. If Auckland Council is timid and lets this happen, they will say the kaitiaki were negligent.

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.

#6461

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: tony clewett

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Limited infrastructure, parking, PT links etc

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Limited infrastructure, parking, PT links etc

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

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

Not enough special character being retained ie Northcote and Birkenhead Points. Auckland's history needs protecting.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

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.

#6463

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 Giltrap

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The area is significantly struggling with contamination due to a combined network of sewage and stormwater.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct

- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6467

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: Margaret Cooper

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I wish to be heard

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

Not all metropolitan areas have the same character. The less sprawl the better

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

. Application of Rapid trnasit stops will ensure the entire city is pockmarked inappropriately, This will leave no area untouched.

Not all metropolitan areas have the same character. The less sprawl the better

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

I wish to be heard

5. **What do you think of our proposal to apply the Terrace 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 wish to be heard

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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

Leave special character areas alone - there are already too few.

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 qualifying and non qualifying areas for character protection are too patchy. Why lose the character of a suburb because there are a few buildings that dont conform - just more erosion.

For example all areas north of Jervois Rd. particularly the area west of Masons Ave. In spite of ACC claims there is an overall historic ambience which cannot be disputed. It is part of our history.

Areas such as St Mary's Bay's old kauri cottages and villas and the workmen cottages of Ponsonby, huddled together contrast in a truly historically telling way with the wealthy merchant homes of Herne Bay set proportionately on their generous sites. They are about our own sense of history we have an obligation to opreserve them for our children and their children -as so many civilised countries do.

They are also an important tourist opportunity. I have hosted many visiting business people who have rated a drive through these suburbs along with their visit on our hoarbour. They compare these areas with thefamous character of San Fransico.

Breaking these areas down into smaller areas will dwarf any character impact - there is so little left, already.

There are large areas where hi-density is only going to advantage developers and those who arealready well able to afford housing that is out of price range for almost everyone.

We dont need more $2-6M apartments and townhouses

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

I wish to be heard.

Like many residents I have lost large amounts of time and resource over the years fighting to retain the character of many areas (particularly Ponsonby, St Marys Bay Grey Lynn and HerneBay. Decisions have been made and overturned too many times. There is no security for our history - where is the pride that other countries have in their heritage and character?

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.

#6481

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: Paula Wilkinson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

While walkability should be promoted and is an important active mode of transport considered by CCC, I do not regard it to be THE major tool for urban design.

The idea of using the 'edge of the city centre' is a vague destination point. Places of interest, Universities, shops, and most of what the CBD offers is a further climb - i.e. from Queen Street to the intersection of Franklin Road and Ponsonby Road is 2000 - more like 30 minutes walking for the active and able.

Local residents and visitors certainly expect to walk a great distance around the CBD to attend functions, restaurants, schools, transport hubs, and workplaces, but the time and energy required to navigate hills, and intensive traffic flowing in and out of the city on a regular basis, will not be undertaken by all.

More suitable sites for intensification closer to the CBD include; the land between Beaumont Quarter and St Marys Bay College, Wynyard Quarter, and the old City Works depot (bounded by Wellesley, Nelson, and Cook Streets), and the vacant site at the corner of Victoria and Albert Street.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

While I visit the metropolitan areas I cannot support the walkability factor of 800 metres from the edge of the metropolitan centres as the principal urban design strategy.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

I understand rapid transit stops should be placed to provide easy and equitable access for all pedestrians.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre

(such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

While I consider the distance factor of 400 metres from large town centres with high accessibility - the placement and design of intensive housing are critical and will determine the success and drawcard value for local 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?** Other

Tell us why

While I consider the distance factor of 400 metres from large town centres with high accessibility - the placement and design of intensive housing are critical and will determine the success and drawcard value for local 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?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Considerable work was put in under the Unitary Plan to identify special character areas requiring protection.

The quantity of land which would become available for redevelopment by excluding special character areas is very small.

In general, the special character areas which have been excluded have; very small section sizes, difficult topography, and infrastructure constraints which make them unsuitable for the large-scale redevelopment proposed.

As a resident of Freemans Bay, along with others I note - there is no accounting of the Historical Value in Councils suggestion for Special Character value. We have a large range of special character places including the original residence of Mr. Michael Wood, Elizabeth Street, Freemans Bay which is one of the first wooden houses built in the area. He created the original Brookville Estate in the 1850s. This comprised the first 121 sections encompassing much of what is termed North Freemans Bay. His house is proposed zone THAB: i.e. a six-storey plus apartment block, and thus open to demolition.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

The areas marked in Red in Freemans Bay should be included as a qualifying matter for the following reasons:

As acknowledged by a number of historians, writers, artists, architects, and the ever diverse and engaging community - the built environment - (houses and gardens) - while not all high quality in

character, nevertheless is part of a historic suburb and contribute to the retention of Auckland's history and sense of place. This is explored in EARLY AUCKLAND, John Holloway, and more recently URBAN VILLAGE, Jenny Carlyon and Diana Morrow.

It is not possible to exclude those areas without adversely affecting the integrity of the surrounding high-quality areas.

Freemans Bay Residents have put together a comprehensive list of those people and places that contribute to the character of Freemans Bay and Ponsonby.

Freemans Bay is an area that attracts public 'historical' walks.

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Retaining the history and character of these areas is vital to the sense of identity and place for local communities and Auckland as a whole. Ponsonby Road is a drawcard environment. Views of the city and gulf harbour to the east and Waitakere Ranges to the West enable pedestrians to gain a good understanding of the topography and geography of Auckland.

The ridgeline offers sun and views. The relatively low height maintained as Ponsonby Road has been rebuilt in parts is welcoming for all.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

As we are consistently aware, the existing infrastructure in Freemans Bay will not support intensification due to limited stormwater capacity. Freemans Bay will not be linked to the Western Interceptor and therefore overflows to the inner harbour will increase.

Many of the streets in Freemans Bay present access difficulties for Fire Service vehicles. Proposed high-rise buildings present a much greater fire hazard for residents than the low-rise and this will put apartment residents at risk.

It makes environmental and financial sense to prioritise the development in other areas where existing infrastructure permits. Limited resources require existing infrastructure is put to best use.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Freemans Bay has a significant number of large trees - decades old, and quality garden spaces that offer and provide an enjoyable walkable environment for many of the families with children, retired folk, and visitors that use our streets as a link to get to school, the bus, walk their dogs, and talk to neighbours.

This leafy environment provides a healthy space for residents and also benefits the CBD.

There is a need for 'Central Auckland and the inner suburbs to retain and restore their trees on both public and private land to combat climate change, welcome our birds and other fauna, and make for a higher quality living environment for people of all ages (Richard Northey, Ponsonby News, August 2021).

Intensification as proposed within existing well-established neighbourhoods like Freemans Bay, will go against two strategies and concerns of the Climate Change Commission who consider

- in the Draft-national-adaption-plan under WHY WE NEED TO TAKE

  ACTION

that 'Homes, buildings, and places are the foundation of communities in Aotearoa New Zealand. They include the physical environment around us, the people in that environment, and the interaction between the two. The form, design, and characteristics of our homes, buildings, and places play a vital role in our health, well-being, and quality of life.

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.

Ponsonby News, August 2021.

THE GOVERNMENT'S NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT

I am a supporter of intensification, but the Auckland Council's recent support for the Government's National Policy Statement on Urban Development shows shallow, sloppy un-Auckland thinking.

Instead of defending the city's heritage inner city suburbs, the Council seems to think it can do so while complying with the Government edict. Both Government and Council are badly wrong for the following reasons:

1. Auckland cannot go on absorbing unregulated exponential growth. Instead the Government should develop a National Policy Statement on Population Growth - it does not have one - which would arrive at how much and where, and have much stronger policies and incentives around regional development; in other words, attract people to areas that are stagnant or have low growth where houses are available and much cheaper and recognise that the notion that everyone is heading to the CBD for jobs, retail etc., is not true and not desirable.

2. More people are working from home or working in centres outside the CBD. This is to be encouraged and will have the benefit of supporting and making economically viable other town centres (some in dire straits) such as Henderson, Westgate, Takapuna, Manukau etc. It will also help spread the infrastructure load so we are not designing transport etc. for everyone heading for the centre.

3. Heritage is not just "amenity for residents" as is being described in media. Heritage benefits much more widely than just people who live in it. It's central to our identity as New Zealanders and Aucklanders and creates a sense of belonging and uniqueness, permanence, and continuity. People like familiar landmarks; for large ones, think One Tree Hill, the Museum, for more local ones think the macrocarpa on the corner, the Freemans Bay dairy, Wah Lees etc. These are the living emblems of our stories from the past.

4. New Zealanders are not very good at recognising what is unique about their country unless it is superficial stuff like All Blacks and mountains. One of the unacknowledged prizes from our past are our kauri suburbs. No other country in the world has these. San Francisco has a couple of streets of kauri houses built from New Zealand timber and they are celebrated and a tourist attraction. In New Zealand our kauri suburbs - Freemans Bay, Ponsonby, Kingsland are treated with a degree of disdain. I note the current commentary derogates them as homes of the rich and privileged (and therefore it is implied, deserving of demolition) because it is not recognised that heritage goes beyond those who live in it.

5. There are silly debates going on that while these suburbs might have character they do not have "heritage". That's nonsense. Applying RMA or legal type definitions to what we see in our daily life in our familiar neighbourhoods is not what determines heritage. If the villas go in favour of high rises, so will the large old urban trees, native and exotic. I have heard elected members talk about "the leafy suburbs" with almost a sneer while rabbiting on about the urban ngahere.

6. There is no way first home buyers or young people are going to be able to afford the apartments and town houses built in these inner city suburbs if high rise replaces villas. This is not where you need intensification. You want it in brownfield areas that are in need of redevelopment where you can amalgamate and replace low value houses on large properties with good quality apartments etc., especially those near good public transport. There are areas like this all over Auckland. This is happening in places like Glen Eden, but generally the quality of the replacements is very poor, as they are private-led small scale and cheaply built.

Ponsonby News, August 2021.

So there's six reasons to reject the Government's thinking and ask Auckland Council, "What are you thinking?" If they don't defend Auckland from the barbarians, it will be left up to the heritage groups, historic societies and individuals to fight the good fight. (SANDRA CONEY) χ

PIPPA COOM:

FOR THE TREES - AN UPDATE ON WORK TO RESTORE AND PROTECT AUCKLAND'S URBAN NGAHERE Auckland Council's recently approved 10 year plan, the Recovery Budget, has some good news for increasing the tree canopy of Auckland.

Backed by a one-off 5% rates rise, an additional $14m will be invested in growing our urban and rural forests, including:

• planting for up to 11,000 mature street trees;.

• partnering with community to provide up to an additional 200,000 native seedlings per year to support council projects, plus community and marae planting programmes; and.

• an additional 200 hectares of native forest on regional parks.

The priority on trees is one of the reasons I supported the budget. Surveying is under way to determine locations for street trees, and the local board areas with the lowest canopy cover will be targeted first. This is on top of the planting programmes and ecological restoration already under way and in addition to the Mayor's 1.5 million trees initiative.

In response to the draft Recovery Budget consultation a consistent concern raised by submitters was the need to protect urban trees. That's not a surprise – since the general tree protection rules were removed by the National government in 2012 there are limited restrictions on chopping down large trees on private land. I share the concern that, in a climate emergency, the fate of urban trees has to be very carefully managed.

Last year, Auckland Council signed off Te Taruke-- a-Tawhiri – Auckland's Climate Plan, which included the undertaking to "grow and protect our rural and urban ngahere (forest) to maximise carbon capture and build resilience to climate change". The Recovery Budget backs this up with new funding to contribute to our goal of reducing Auckland's greenhouse gas emissions by 50% by 2030.

A recently updated council report provides a cautiously optimistic indication about overall tree coverage despite the removal of tree protection rules almost a decade ago. It is concerning to see the removal of

any large trees but we do not have a “massacre” on our hands. However, the report also shows we have a lot more to do to achieve the Urban Ngahere (Forest) Strategy goal of 30% tree cover by 2050, especially in the five local board areas that are currently under the 15% minimum goal.

Although our advocacy continues to central government to reinstate blanket tree protection powers as part of the RMA review, I want see council use the limited tree protection powers available. There are over 550 notable trees waiting to be scheduled in the Auckland Unitary Plan and the Auckland District Plan when resources permit.

I worked with Cr Cathy Casey to secure agreement in the Recovery Budget that “over the next year, scoping work programmes will provide greater protection to notable trees including actions from council itself and from the government in terms of restoring provisions for comprehensive protection for notable trees”. This scoping work will provide the basis for identifying the funds needed in the annual budget 22/23 for scheduling notable trees.

Recently I have been at the Local Government NZ AGM with the Mayor and Chair Richard Northey, advocating for the return of tree protection rules. Auckland successfully secured support for a remit that LGNZ advocate for the reinstatement of general tree protection in the RMA and advocate to use the current RMA reform process to ensure these changes are carried through into new legislation.

It’s currently tree planting season. It has been great to join local board members and community volunteers at the planting events happening in Waitemata. (PIPPA COOM) χPN

RICHARD NORTHEY: WAITEMATA LOCAL BOARD CHAIR

This is the tree planting season.

I and other community and Waitemata Local Board members have been out planting trees along the Waipapa and Newmarket streams and then for Arbour Day on 26 June at Wellpark Reserve and at Fraser Park, where I planted a plum tree and an oak. Then there was a native tree planting day at Western Springs Forest on Sunday 18 July with so much volunteer participation by 200 community members that all thousand trees were well planted in only an hour.

Winter has brought gloom and not yet enough rain but there has been plenty to celebrate. In the last month I have been privileged to be present at the launch of my Deputy-Chair Alex Bonham’s book: “Play in the City”, MOTAT has opened its Love/Science Exhibition, the Auckland Museum with its Prehistoric Sea Monsters, and the Auckland Art Gallery with its Bill Culbert and Walters Prize exhibitions.

I have gone to great shows: The Lion King, the Cabaret Season, the Life of Galileo and the APO’s Haydn’s Military Symphony. There were joyous celebrations: the Karangahape Road reopening and the Prime Minister’s opening of Te Wananga Plaza, the new ferry wharves and the revitalised Quay Street.

Ponsonby News, August 2021.

On 4 July residents of Arch Hill organised and attracted over a hundred people to a Matariki Day street party that also celebrated the playground newly redeveloped by the Waitemata Local Board. Looking to the future, I went on a tour of progress on the Central Rail Link project and had both my Covid jabs, which I hope you all will ensure you get before the end of the year. This month is the Elemental AKL Festival. Go to your participating eateries and enjoy a great winter repast.

The Waitemata Local Board remains actively concerned about continuing issues related to homelessness and sometimes related anti-social and criminal behaviour in accommodation and on the streets in town centres in the Waitemata Local Board area. We have written again to the Government seeking the identification and appointment of a public agency to take the lead to ensure effective co-ordination and lasting solutions for this issue. However, on 26 July the City Mission celebrated a major stage of its Homeground project and on 29 July Housing New Zealand shared its good progress constructing the Greys Avenue apartments project. Both will have a major benefit in reducing homelessness and providing wraparound services in the central city and suburbs.

On 17 July, while heavy rain started to fall in Marlborough, the annual meeting of the local councils in this country, Local Government New Zealand, considered my remit to them to urge Parliament to urgently amend the law to restore the right and the power to councils to develop and enforce policies to protect important and significant trees in their area. It was carried by a 79% vote. I hope readers will lobby their MPs to take this vital action. Central Auckland and the inner suburbs need to retain and restore their trees on both public and private land to combat climate change, welcome our birds and other fauna and make for a higher quality living environment for people of all ages.

Auckland Council also received a well-deserved award in recognition for the best response by a Council to the challenge of Covid-19.

Auckland Council's governing body resolved on its budget and Long-Term Plan last month. However, it did not make a clear decision on the Waitemata Local Board's top priority projects it lobbied for - the restoration of the Leys Institute for public use and the creation of the Ponsonby Park at 254 Ponsonby Road. There is money in the Long-Term Plan for earthquake strengthening projects, including for likely capital spending on the Leys Institute from the 2022/23 year, but how much gets allocated and when to the Leys project will depend on the business case we have requested and the raising of significant funds locally. This could include proceeds from the sale of some council properties and/or a local targeted rate. These need to be consulted on locally to assess the strength of local support. The Waitemata Local Board will continue strong advocacy for both projects. (RICHARD NORTHEY) χPN

Our next Board Meeting will be on Tuesday 17 August. You can take part either in-person or by Skype. Contact our office for more information or to participate: waitematalocalboard@aucklandcouncil.govt.nz

Ponsonby News, August 2021.

JOHN ELLIOTT: OVER INTENSIFICATION OF AUCKLAND WILL KILL IT

After thrashing out the Auckland Council's Unitary Plan, the Government is apparently pushing Auckland to further intensify the inner city, way beyond the provisions of the Unitary Plan.

Council officers have begun going door to door assessing the quality of 30,000 character and heritage houses as low, medium or high character value. Those with the highest assessment might just be spared - unless the government interferes again.

Two bright young sparks have already been up and down my heritage street of Wanganui Avenue. They had better not allow our heritage villas to be touched, nor try to squeeze a few six storey apartment blocks where they deem an old villa is not up to standard. What standard? Whose standard? You may well ask.

Mayor Goff says, "We will not be sending in the bulldozers to wipe out old villas." I echo Christchurch Mayor, Lianne Dalziel who said, "bugger this, you're not going to tell us how we see our city."

Even City Council senior planning officer, Jacques Victor told councillors that this will not solve the affordability issue. "This is not the solution," he said.

We don't want a city shaped by developers, totally fixated on money, shoving six storey apartments wherever they can, irrespective of amenity values

I have written about amenity values before, but the subject just continues to be ignored. Sadly, politicians, bureaucrats, planners, usually equate amenity values with NIMBYISM.

I want to quote again a former Parliamentary Commissioner for the Environment, Dr Morgan Williams. Dr Williams wrote in his 108 page paper about the reconciliation of intensification of Auckland's population and the preservation of amenity values, "Amenity values are the things we really feel good about and cherish in our urban/ suburban environments. They are fundamental to city and community survival in the long term."

Williams went on to say that "failure to appreciate linkages between major systems that affect amenity values in cities (i.e. population growth, demography, sewage, transport, water, open space, vegetation, including trees, building design) will inevitably result in a decline in the environmental qualities of our urban landscapes." One hundred and eight pages are spent challenging councils to identify and manage amenity values while urban intensification proceeds.

There is no doubt that amenity values will change as a result of intensification, Williams agrees, but planning is the key to achieving the sound management of amenity values. Living environments with high levels of amenity have some or all of the following characteristics according to William's assessment:

- Low intensity development
- Presence of trees and gardens
- Landscaped frontages and street setbacks
- Off street parking
- High degree of privacy

- Daylight and sunlight access
- A high proportion of private and public open space
- Low levels of noise, visual pollution, odour , nuisances
- Safe environment for children, cyclists and pedestrians
- Low levels of vehicular traffic
- A feeling of community
- Non-residential support, business, community activities

Williams says that good management of amenity values requires appropriate monitoring systems. He suggests that communities should meet and set up their own list of valued amenities that the Council should preserve and if possible, enhance.

While musing over the thought of the bureaucrats assessing my home along with the 30,000 other character and heritage houses in the inner city to see if it is fit for purpose - his purpose - I thought of my kids' cat buried under a tree, our studio at the back of our section where my partner ran a successful knitting yarn business for more than ten years while our kids were young, and the friends she made who often came more for company than to buy yarn.

I remembered one of my favourite environmentalists, Canadian Professor David Suzuki describing a real estate flyer in his letter box. "It's time to sell," it said. "Prices of houses in this area are sky high."

Suzuki took the flyer and walked around his property. In doing so he saw a lovely view of Vancouver Bay, soaked up the sun and warmth, and eyed a carved fence post by a very old friend who had helped him build the fence. He walked past trees where favourite pets were buried, went into the kitchen and saw the unit his father had built for he and Tara, which they had brought from their first flat and still cherished.

So many lovely memories - this was not just a house worth a certain amount of money. This was their home full of treasured artefacts and precious memories. It was not for sale.

Discussions of real estate values have become vulgar and boring. Auckland should be about more than a few more ten million dollar apartments. Council and Government must respect owners who have loved their home and their community for twenty, or thirty years, as we have, and want what it is and where it is protected from large, ugly, modern buildings where the main criterion is how much money the developer can make out of it.

"Home is where the heart is," embodies an essential truth. "What we fear most is separation, loss, exclusion, exile, death," says Suzuki.

I had thought that Covid-19 lockdowns and lost love ones would have brought some sort of epiphany, with a new discussion about the meaning of life, how to live more gently on a planet under extreme climate pressure, and the importance of wellbeing instead of money. It certainly hasn't happened yet. Of course NIMBYISM exists, but most of the things that keeps Auckland near the top of the World's Most Liveable Cities, are the amenity values as John Morgan Williams espouses in his paper.

We need to protect them. (JOHN ELLIOTT) χ

#6486

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: Pamela Dziwulska

Name of organisation/business: ICOMOS New Zealand

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Other

Tell us why

We support this, but not at the expense of existing special character areas (noting that historic heritage remains protected against development under the RMA)

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

We support this, but not at the expense of existing special character areas (noting that historic heritage remains protected against development under the RMA)

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

We support this, but not at the expense of existing special character areas (noting that historic heritage remains protected against development under the RMA)

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

We support this, but not at the expense of existing special character areas (noting that historic heritage remains protected against development under the RMA)

5. **What do you think of our proposal to apply the Terrace 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

We support this, but not at the expense of existing special character areas (noting that historic heritage remains protected against development under the RMA)

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

These areas have cultural heritage value (defined in the ICOMOS NZ Charter, 2010 'Cultural heritage value/s means possessing aesthetic, archaeological, architectural, commemorative, functional, historical, landscape, monumental, scientific, social, spiritual, symbolic, technological, traditional, or other tangible or intangible values, associated with human activity). The areas containing pre 1930s housing contribute to a unique identity for particular suburbs of Auckland in the context of New Zealand. These areas contribute to community wellbeing – social, cultural, economic and sustainability. The story of development of these areas over time is special – this can be read in the different ages, styles and forms of the houses. This is also evident in the patterns of alterations to some of the building types. This story of development continues to the present day, and a new wave of sympathetic development of sites which also include mid-century ("modern") heritage could add another layer. A high proportion of older buildings and a mix of old and new is important to these areas. Character and heritage areas do not have to be completely intact and homogenous. Older buildings in terms of their form and architectural rhythm and their small lot sites create a visual interest and human scale for communities. If demolition controls are removed from large areas of character then there is likelihood that developments will amalgamate sites and this will result in the loss of the historical grain of these inner city suburbs. We have seen this occur in Christchurch with the extent of demolition post earthquakes, combined with the planning regulations which encouraged amalgamation of sites.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

The proposed rules will accelerate the current loss of existing housing stock and the accompanying accelerated erosion of heritage and character. Heritage is already an extremely low 2-3% of total NZ building stock, and further loss by revising the SCA's only causes further reductions. Much of this housing stock has not reached the end of its useful life and is still fit for purpose or could be upgraded to remain fit for purpose. There is potential for significant uncontrolled demolition and redevelopment to occur city wide leading to an oversupply of some housing types and unoccupied dwellings which have replaced existing, lived in, homes. ICOMOS NZ recommends that all SCA's remain as they were made in the Unitary Plan and allow for housing to be intensified as planned where any form of cultural heritage is not at risk. A more sustainable approach would be to replace poorly constructed housing stock areas of the leaking building period (including central city apartment buildings) before affecting those areas where housing has surpassed expected lifetimes and have had considerable investment made for their longevity.

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 proposed rules will accelerate the current loss of existing housing stock and the accompanying accelerated erosion of heritage and character. Heritage is already an extremely low 2-3% of total NZ building stock, and further loss by revising the SCA's only causes further reductions. Much of this housing stock has not reached the end of its useful life and is still fit for

purpose or could be upgraded to remain fit for purpose. There is potential for significant uncontrolled demolition and redevelopment to occur city wide leading to an oversupply of some housing types and unoccupied dwellings which have replaced existing, lived in, homes. ICOMOS NZ recommends that all SCA's remain as they were made in the Unitary Plan and allow for housing to be intensified as planned where any form of cultural heritage is not at risk. A more sustainable approach would be to replace poorly constructed housing stock areas of the leaking building period (including central city apartment buildings) before affecting those areas where housing has surpassed expected lifetimes and have had considerable investment made for their longevity.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 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

ICOMOS NZ would note here that sites of heritage significance could also impact on infrastructure constraints due to archaeological significance, and significance to wahi tupuna.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Where housing for development is proposed immediately adjacent to SCA's, ICOMOS NZ recommends providing "buffering scale zones" where scale of building height can gradually increase over a certain distance away from SCA's, and therefore ensure privacy, natural lighting, viewshafts and noise are reduced or mitigated. The following was our recommendation within our RM (EHSAOM) Bill submission:

"Given the obligations under section 6 of the RMA, we would have expected how development will interact with heritage, and in response to this we would suggest the government introduce further provisions within the legislation relating to:

Providing a transition between the level of development proposed and any adjacent cultural heritage or special character area;

Providing Design Guidelines to ascertain some form of quality where anything that falls outside of schedule 3A becomes a restricted discretionary activity, and therefore subject to a Resource Consent and assessed by the above noted guidelines."

ICOMOS NZ acknowledges that Auckland Council is looking to provide this buffer area by creating zones that would be limited to two and three story buildings, however, there is little information provided on the extent of this. We request more information as this is developed.

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.

#6492

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: Steve Frogley

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6499

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: Keith Morris

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

What survey has been carried out to confirm people walk 1200m from their home to work, cultural activities or shopping? The city centre does not offer beach, park or schooling.

Work for many people changes every few years so being centralish is important but not essential. Apartment living should be confined to within the motorway junction and specific sites suitable eg main arterial roads.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

Good idea for density closer to shops.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

As long as stops are close to centres.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Demand for apartments is limited at New Lynn, takapuna, manukau and Albany but should be encouraged.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Special character areas protect historical features of the city and enhance its livabity. Do not zone apartments and terraced housing in places like Freemans bay and Ponsonby where the special character area zones are working well. Owners are prepared to spend money to maintain character in these areas- don't discourage it by rezoning.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

The areas marked in red in Freemans Bay should be included as the special character area relates to multiple streets in the suburb not just a few.

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)

Climate change and sustainablity. Freemans Bay and Ponsonby have significant green areas that enhance wildlife and peoples happiness as we saw during lockdown.

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.

#6500

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: Chris Harris

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be further

Tell us why

Too much resources for a given few - there has to be a better way to achieve this rather than so close to the centre.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be further

Tell us why

As above Too much resources for a given few - there has to be a better way to achieve this rather than so close to the centre.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

Why, this is just for a few that want to walk - it is not the majority

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

Making it all too intense and undermines current character

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Stupid idea

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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

Maintain an areas uniqueness

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

your methodology by whom ? using google streets is poor and given the variation identified in my area shows little clear results. Way too dangerous and playing with peoples living areas.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6505

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: Holly Purkis

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I understand that this is based on a study on walkable catchments from 2013. Upon reviewing it I noticed that majority of these stations were on land which had relatively limited elevations. Around the city, specifically from the boundary of where it is planned for the catchment to start (Victoria Park Market) up to St Marys Bay the elevation is much more drastic. This makes it less reasonable to expect people to walk these distances. For instance Newmarket Station sees the surrounding area at approximately under 100ft elevation over a 1.5km distance. Similarly with Otahuhu where it is under 95ft elevation over a similar area. Whereas from Victoria Park Market along College Hill it is a 144ft elevation on a relatively short distance. This elevation makes it relatively inaccessible to many people especially those whom are disabled or older in age. Personally I walk up that stretch very often and especially during winter it is quite slipery and I would not recommend it to others. Personally I think that after walking up that elevation it is unreasonable to be expected to walk any further especially if you are not in very good health/fitness.

I understand that there is another method of access over Jacobs Ladder Bridge but I believe this too is unsafe. As someone who works in the city and as a women in her 20s I avoid this area after dark or even as the light starts to fade. There have been a few assaults along this path, even at 7am on a day where the sun was out. Hearing this I decided to avoid this path other than during the main part of the day. This makes me think this too is not an appropriate walkable area.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

I think this should be on a case by case basis based on the terrain and accessibility for all users.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

I believe this should be based on the surrounding terrain and accessibility for all users.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre

(such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

I think that special character areas is essential to making sure the history of these neighborhoods remains alive. I understand that many have had changes to update them to 21st century living standards, but these changes were completed using Auckland Council planning permission and based on tight rules.

In addition I believe that many of the areas which currently have houses which were previously special character do not necessarily have the utilities necessary to further develop the land. For example each year there are many articles in the NZ Herald and other newspapers about water pollution in the Waitemata Harbour recommending not to swim in these beaches. At current we do not have infrastructure in the areas surrounding the water to take care of our wastewater. This will require significant investment by the Council which as we have all seen, in recent years has had many significant infrastructure projects to invest in. The necessary infrastructure in an area like St Marys Bay to go from single houses to 6 storey apartments will likely need to be re-planned and require significant extra costs.

Also there has been no discussion about the increase in population especially the number of children in these areas. At current the school system in Auckland is already struggling with this. How will the Council and the Ministry of Education work together to manage the extra demand on school places that will be required as at current there are very limited schools in the area.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

I believe this technique should be increased to include areas of special character in St Marys Bay of 4, 5, & 6 rated houses.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Personally I believe that there is no point in increasing housing if it is not appropriately served by utilities. I full support this as there are some areas which if were developed on it would create issues regarding the health of its residents which does not meet Auckland's goal of being a livable city.

An example of this is St Marys Bay which currently already has wastewater/stormwater issues which will only become worse through greater development. I appreciate that more housing is required but there is no point placing it somewhere it will pollute the environment and harm the population.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay

- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay has issues regarding the fact it is built on a large and unstable cliff face. This is something to consider as it may make it unreasonable or unsafe to build significantly in this area.

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.

#6522

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: Relda frogley

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6532

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: Harriet Cory-Wright

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I currently live in St Mary's Bay and whilst you are able to walk into the city is it not a suitable daily commute as I have discovered for myself. It is 2.7km into the CBD and I would not call that an easy walk. St Mary's Bay is on a hill and the only 'flat' path I know to walk along is not suitable to walk to and from work in the dark. There are no street lights along the path down by the motorway as well as it is impossible to say the the average jo can be expected to walk that far every day. The walkable limit actually needs to be reconsidered and take into account where most people actually walk to rather than an outer edge of some description which doesn't even add up. St Mary's Bay has small streets that do not allow you to walk straight down to the CBD deeming it almost impossible for you to call it walkable.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

This is false as the closest rapid transit stop to St Marys Bay is Britomart station which is not within 800 metres and is a 3km walk from.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within 400 metres of the city.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

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

In St Mary's Bay there are currently over 200 property who have a historic heritage value rated 5 or 6. I support creating special character sub-areas arounds clusters of heritage houses in St Mary's Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

The technique should be expanded over the entire suburb of St Marys Bay collecting all houses of rating 4,5 and 6 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has experienced significant disruption over the past 5 years with significant infrastructure constraints with stormwater, wastewater and overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

The Auckland motorway has significantly impacted the St Marys Bay coastline. When considering the future effects of rising sea waters it is still a costal hazard zone. So the cliffs from St Mary's Bay overlooking the motorway should still be treated as a coastal hazard zone and should therefore the suitable depth of protection is at least 100m where intensification must be avoided to manage this risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6548

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: Owen Burn

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?**

Tell us why

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

In my view the qualifying matter process under the NPS-UD directive is an opportunity to revisit the concept of what constitutes Special Character in the residential areas of Auckland. The qualifying matter process that has just been undertaken has been simply to "recycle" a concept that has been problematic for planners for too long.

This is evidenced by the confused guidelines propared for those undertaking the survey of properties and the resultant questionable results that have been produced. To give two examples of sites that I am personally aware of as follows:

1. 117 Balmoral Road has been identified as a building "contributing" to the Special Character of the the Balmoral Road SCA when in fact it has an extant consent for demoltion based on a recent decision by council that it was not worthy of rentention. Further,under the current provisions of the AUP there are no buildings identified as "contributing" in this SCA

2. 28 Pine St is identified a having a neutral contibution to the SCA when under the current AUP provisions it can be demolished without consent.

3. All of the buildings within the SCA along both sides of Balmoral Road are of such questionable quality that I consider they should be removed from the SCA.

In my view these errors are symptomatic of assessment errors that arise out of a unjutistified desire to retain areas of tired old "spec" houses of the early part of last century while ignoring the contribution that more recent buildings designed by the pantheon of great architects in the post-war era such as Kulka, Cacala,Vernon Brown, Geoffrey Newman, James Hackshaw, Ivan Juriss, Mark-Brown, Ron Sang, Clause Megson, David Mitchell and Marshall Cook to name but a few. The houses designed by these architects provide examples of great original architecture that contribute to the evolving character of the city but have been ignored simply because they do not fit into preconception that character can only be be defined by houses that date back to the days of the villa and bungalow.

In my view if Special Character is to be regarded as a Qualifying matter (and I think that it should) the parameters for defining such areas should not be weighted towards the retention of tired old inefficient and run down "spec" houses of the late 19th and early 20th centuries, but should be focussed on areas that contain a range of well-preserved houses that exemplify the evolution of the domestic archtecture of the city.

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?** Other

Tell us why

In my view the qualifying matter process under the NPS-UD directive is an opportunity to revisit the concept of what constitutes Special Character in the residential areas of Auckland. The qualifying matter process that has just been undertaken has been simply to "recycle" a concept that has been problematic for planners for too long.

This is evidenced by the confused guidelines propared for those undertaking the survey of properties and the resultant questionable results that have been produced. To give two examples of sites that I am personally aware of as follows:

1. 117 Balmoral Road has been identified as a building "contributing" to the Special Character of the the Balmoral Road SCA when in fact it has an extant consent for demoltion based on a recent

decision by council that it was not worthy of rentention. Further,under the current provisions of the AUP there are no buildings identified as "contributing" in this SCA

2. 28 Pine St is identified a having a neutral contibution to the SCA when under the current AUP provisions it can be demolished without consent.

3. All of the buildings within the SCA along both sides of Balmoral Road are of such questionable quality that I consider they should be removed from the SCA.

In my view these errors are symptomatic of assessment errors that arise out of a unjutistified desire to retain areas of tired old "spec" houses of the early part of last century while ignoring the contribution that more recent buildings designed by the pantheon of great architects in the post-war era such as Kulka, Cacala,Vernon Brown, Geoffrey Newman, James Hackshaw, Ivan Juriss, Mark-Brown, Ron Sang, Clause Megson, David Mitchell and Marshall Cook to name but a few. The houses designed by these architects provide examples of great original architecture that contribute to the evolving character of the city but have been ignored simply because they do not fit into preconception that character can only be be defined by houses that date back to the days of the villa and bungalow.

In my view if Special Character is to be regarded as a Qualifying matter (and I think that it should) the parameters for defining such areas should not be weighted towards the retention of tired old inefficient and run down "spec" houses of the late 19th and early 20th centuries, but should be focussed on areas that contain a range of well-preserved houses that exemplify the evolution of the domestic archtecture of the city.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?**

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.

#6549

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: william hayman

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

I think the 10 min 800m walk should apply here as well, as the edge of the city is not often the destination (whereas with the met ctr and rapid transport that is the destination). It is most likely to be a lot further to the destination of CBD than the walk to the edge.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

This seems reasonable

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

This seems reasonable and support having density near transport nodes

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

as above This seems reasonable and support having density near transport nodes

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

as above This seems reasonable and support having density near transport nodes

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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

Strongly support the retention of character areas which give character to the city. This seems even more important with the blanket changes proposed on most areas. People from all over the city enjoy these areas.

In NZ we do not have a lot of built heritage, and we never will have if we don't protect it.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Its unfortunate that because you have to take an area approach, there will be character houses and buildings lost. I support the densification of land in those areas, but not where an "original" house stands currently.

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

It does not make any sense to create more density where it can not be supported with infrastructure. New developments should pay towards this (significantly and in proportion).

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

I do not have a strong opinion on this

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.

#6559

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 Pervan

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The city centre is surrounded by hills and the weather in Auckland is often inclement, therefore expecting high density living at 1200m/15 minute walk distance is unreasonable. Disabled people in particular would struggle with the climbs up the surrounding hills. Furthermore some of the proposed "Residential - Terrace Housing and

Apartment Building Zone - Modified" areas are green spaces within school grounds. E.g Richmond Rd School and Ponsonby Intermediate. This doesn't match the drive for densification with its increased schooling demand and increased need for green space for those without backyards. The Ponsonby, St Mary's and Freemans Bay areas have old shared storm water/waste systems that cannot cope today let alone with the increased demand through densification, without considerable investment. There are clearly areas in the Auckland isthmus with more advanced infrastructure and flatter topography. Repurposing/rezoning the office space freed up by the move to Hybrid working would seem a more effective way of increasing residential density in the Auckland city centre, adding after hours vibrancy and avoiding the loss of considerable quantities of unique urban landscapes, such as Ponsonby, St Marys Bay and Freemans Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

800m is too far for those of age and disability.

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

800m is too far for those of age and disability.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city

blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

The proposed "Residential - Terrace Housing and

Apartment Building Zone - Modified" is a green spaces within school grounds. E.g Parnell Primary. This doesn't match the drive for densification with its increased schooling demand and increased need for green space for those without backyards. There are clearly areas in the Auckland isthmus with more advanced infrastructure and flatter topography. Repurposing/rezoning the office space freed up by the move to Hybrid working would seem a more effective way of increasing residential density in the Auckland city centre, adding after hours vibrancy and avoiding the loss of considerable quantities of unique urban landscapes, such as Parnell.

5. **What do you think of our proposal to apply the Terrace 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

On a case by case basis the 200m limit may work even for those with disabilities.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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

After nearly 50 years of protection and investment in special character areas, to now remove this protection over considerable swathes of the central suburbs of Auckland is totally inconsistent with the publics and residents care for these areas.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

The proposed St Mary's Bay, Ponsonby and Freemans Bay streets now proposed to be no longer covered by special character protection would lead over time to a major reduction in the character of the Greater Ponsonby area. This area is recognized throughout the country for its unique character and as a tourist destination.

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

Parnell Rise, Ponsonby and Jervois Roads are unique destinations within the country. We must if we value our national identity protect these streetscapes and the businesses that make and keep them so.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

But if this is so, how can great swathes of Ponsonby, St Mary's and Freemans Bay be selected as "Residential - Terrace Housing and Apartment Building Zone - Modified" areas? Even with the ill conceived Three Waters proposal it is unlikely that funding for the massive upgrades needed to storm and waste water infrastructure would be forthcoming. With 6 story plus towers being proposed for these areas the density of residents will go from roughly 8 per 12m of road frontage to over 64 for the same frontage. Given that even the current combined storm and waste water infrastructure cant cope in these areas any increase is just not economically feasible, give the cost of digging and laying pipes in New Zealand

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct

- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

"Residential - Terrace Housing and Apartment Building Zone - Modified" areas will strong design rules around sunlight, privacy and wind affects of any building built, to avoid the dead zones of badly designed high rise buildings/areas.

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.

#6561

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: Trevor Purkis

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

I live 10 Melford St St Marys Bay. It takes 30 minutes to walk to the city Centre

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps. We must retain our heritage properties

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Over the last 30 years St Mary's Bay has been protected by a character overlay. Every resource and building consent has been examined by the councils heritage team. One of the criteria has been to maintain the street scape qualities and cohesiveness of houses. Under the 1 to 6 rating the council are now saying that designs previously accepted by the heritage team, once deemed to maintain the street scape qualities and cohesiveness of the house, now score a 3 or 4 and do not qualify as special character. I believe houses that have had plans accepted by the councils heritage team should be ranked at 5 or 6 on the special character scale.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Its just not possible to provide school, medical centres, upgrading waste water and sewerage would be very expensive, roads are too narrow

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6563

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: Geraldine Martin

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?**

Tell us why

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?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Not enough infrastructure

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft

- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

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.

#6564

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: Thomas Birdsall

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of Saint Marys bay is within a walkable distance of 1200 meters to City Center amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the city center beside the motorway, is only suitable in daylight hours. It has no public lighting and is a dangerous environment. Other return routes from the City center to Saint Marys bay involve steep grades, unsuitable at night for people of our age.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to Saint Marys Bay is Britomart or the future Victoria Street Station. Both are not within 800 meters of Saint Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of Saint Marys Bay suburb is within 400 meters of the city center. This means Saint Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within Saint Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in Saint Marys Bay in addition to those identified on the draft maps. We totally support Special Character Areas being retained and enhanced.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of Saint Marys Bay collecting all houses of Rating 6, 5, and 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Saint Marys Bay has significant infrastructure constraints with storm water, waste water, and the overall road network. The upgrading of the storm water/wastewater system and planned separation is based upon the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Saint Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 meters where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6566

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Simon Rowntree

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** 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

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

This feedback relates to 65 & 67 St Stephens Ave, Parnell regarding the new proposed THAB zoning over 67 St Stephens Ave and the land to the north and west.

65 and 67 St Stephens Ave are both owned and occupied by myself and my family.

The changes proposed will result in a split zoning over this single owned property and will result in an inappropriate zoning outcome for the property.

This change will represent a more appropriate zoning outcome for land that is within the Walkable Catchment.

It is also requested that these sites be removed from being identified as being subject to the Special Character Area Overlay as a Qualifying Matter as this is incongruous with the nature of the development on the sites, which have been subject to numerous additions and changes over many years.

I therefore request that both 65 & 67 St Stephens Ave, Parnell are zoned THAB and the split zoning removed as well as the Special Character Area Qualifying Matter in the upcoming Auckland Council plan changes (August 2022).

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I do not think special character areas should be a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Do not support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6567

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: Paula Pagani

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

I think this special area of Herne Bay needs to be protected especially Galatea Upton and BellaVista. The bungalows and villas in this area are well maintained and need to be protected. The Herne Bay Area is small and unique and the heritage should be protected.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Please remove the proposed MDRS zoning from Galatea terrace,Bella vista road and Upton street. There is a collective of 1900 style homes that need to be protected we don't want to end up like Epsom

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Herne Bay has a combined sewerage and stormwater system that already results infrequent discharges of raw sewage to the beaches>. The proposed intensification, in terms of the increased coverage and increased sewage volume, will further overload the current infrastructure . It will be years before this is upgraded. Intensification in the area should not occur until these services are separated and the volume is able to be transferred to the treatment ponds without overflow to the beaches. Parking already is hard in this area.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Please leave the character building in the city

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.

#6569

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: Genevieve Sinclair

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be further

Tell us why

There are traditional suburbs near to the city centre and these should be allowed to maintain their historic charm without the intrusion of multi-storey residential.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be further

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

All existing special character areas should be retained. They give history to a place and should not be allowed to be removed.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** I don't know

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6571

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: Emma Gregory

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft

- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

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.

#6578

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: Harry Wong Too many people already

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Too far from city centre to have high density buildings. Will be more central city office buildings converted to flats as more people work from home.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

Same as above [Too far from city centre to have high density buildings. Will be more central city office buildings converted to flats as more people work from home.]

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

We already have insufficient car parking on streets. More high rises will aggravate the problem as new builds do not require provision of off street parking.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

I believe our waste water and sewage water still are not separated from our property.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

The rear of our section has only very limited sunshine hours because of the 4 storey apartment block next door. I would not like to see high rises all around.

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.

#6579

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: Margaret Bryson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metre to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/ public transport hubs. The walkable route to the City Centre is beside the motorway which is only suitable in daylight hours. It has not public lighting and is not a safe environment . Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be further

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street Station. Both are not within 800 meters of St Marys Bay. So are not walkable especially at night.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

No parts of St Marys Bay suburb is within 400 meters of the city centre so this means St Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of rating 6,5 and 4 as sub areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater /wastewater system and planned

separation is based on the existing development capacity. Any proposed increase in the residential density will not be accommodated in the proposed infrastructure upgrading. Most of the houses have split there systems over the last 10 years but the council has not done the roadway part to my knowledge. This does cause issues already when we have freak rainfall days.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been This means that suitable depth of protection is needed from the former coastal cliffs inland for at least 100 meters where intensification must be avoided to manage the hazard risks.

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.

#6582

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: Peter Faire

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Nowhere in St Marys Bay is within the walkable distance of 1200 metres of the City Centre amenities that are useful and essential to residents, including retail, entertainment, rapid transit and public transport hubs.

The so-called 'walkable' route to the City Centre is at best a daylight-only path alongside the motorway adjacent to Westhaven. I occasionally use it for daylight exercise walks, but would never use it at night. It has inadequate lighting or no lighting, and at times is 'creepy'. It seems to attract some 'unusual' types!

Alternative routes to and from St Marys Bay and the City Centre involve steps and steep hills, challenging to the demographic of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

Not applicable

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest Rapid Transit Stops to St Marys Bay are Britomart or the future Victoria Street Station. Neither is anywhere near 800 metres of anywhere in St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

I am a 5th generation Pakeha/European New Zealander. I was born in Auckland. Although I have lived overseas for various long stretches totalling about two decades, I returned permanently to New Zealand in 1995 to be near my children and grandchildren. Overseas I spent extended periods in the UK, Australia, the US, and Western Europe. I disclose this because I believe this experience has provided some personal 'benchmarks' for me.

I love Auckland and think that it should be one of the most iconic, world-class harbour cities in the world, but the city's growth has stretched its infrastructure to breaking point.

It desperately needs a 2nd harbour crossing and public transport has been a challenge my whole life. The 2nd crossing must be a tunnel. I was living in Sydney when the Sydney Harbour Tunnel opened. It transformed that city.

My other observation from other iconic world-class cities is the need to preserve their essential history and character. If you visit any of the major Australian cities, or London, New York, San Francisco, Vancouver, Paris, Rome, Geneva, and most well-known European cities - even St Petersburg in Russia!! [the list is endless], a major drawcard in those cities is their carefully preserved historic architecture.

Even the once-ugly fishing port of Bilbao has become a magnet for visitors for its 'old town' and the spectacular, ultra modern Guggenheim - amazing vision and commitment from the city's guardians.

If the history and character of these special cities are not preserved, they would become soulless and bland dormitories and workplaces that you want to pass through, but avoid staying in. Sadly, we have destroyed so much of Auckland's history and character in my lifetime, and replaced it with so many ugly alternatives that the 'real' Auckland is slipping away. It might be New Zealand's international gateway, but it is no longer a great destination.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within 400 metres of the City Centre.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

St Marys Bay is a very small residential area of historic heritage in Auckland.

The small stock of mostly well-preserved heritage houses were originally small workers' cottages on small 'parcels' on land - so small that ours is only 303m2.

Our original house was apparently built in 1886. There are two levels of living of about 160m2 in total, plus a 63m2 road level garage. We are so close to our neighbours that we can't even clean our windows without getting permission from our neighbours because we have to go onto their land. That feels like fairly 'dense' development already?

Along with most properties in St Marys Bay, we have maintained the house to a high standard and worked hard to preserve its heritage features. However, we can't imagine how horrible St Marys Bay would become if it was filled up with high density, characterless, concrete boxes. An important piece of Auckland's history would be lost forever.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This should be expanded to the entire suburb of St Marys Bay, collecting all houses of Rating 6, 5, and 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Not applicable to us.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has well-publicised infrastructure constraints with stormwater and wastewater problems, narrow streets, and insufficient parking for even existing residents. A significant number of properties do not even have uncovered off-street parking, let alone garaging. Higher density would make this problem worse.

Cycling is not attractive in St Marys Bay, because it is mostly too steep.

The upgrading of the stormwater/wastewater system has been going on for years, much to the inconvenience and frustration of residents. The planned separation plan is based on the existing development capacity of the suburb, not massively increased density.

We accept that Auckland, constrained by its narrow isthmus, has expansion limitations. However, damaging the City's attractiveness is not going to solve the problem of population growth. In fact, if Auckland becomes yet another boring, bland, unattractive dormitory city it won't need to expand because fewer people with want to visit or live in the City.

On a positive note, properly planned and integrated developments are possible and seem to be the best course of action. Hobsonville Point is a good example and I'm sure there are others to the west, south and east, of which I am unaware? They start off with all the essential infrastructure in place before the people arrive. Surely that is good planning?

Destroying St Marys Bay, one of the few remaining jewels in the crown of Auckland, is not a sound solution.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Experts tell me that St Marys Bay is bounded to the north by an unstable former coastal edge, which is a potential hazard that has not been considered.

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.

#6592

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: Sheila McCabe

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of Saint Marys bay is within a walkable distance of 1200 meters to City Center amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the city center beside the motorway, is only suitable in daylight hours. It has no public lighting and is a dangerous environment. Other return routes from the City center to Saint Marys bay involve steep grades, unsuitable at night for people of our age.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to Saint Marys Bay is Britomart or the future Victoria Street Station. Both are not within 800 meters of Saint Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of Saint Marys Bay suburb is within 400 meters of the city center. This means Saint Marys Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within Saint Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in Saint Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of Saint Marys Bay collecting all houses of Rating 6, 5, and 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Saint Marys Bay has significant infrastructure constraints with storm water, waste water, and the overall road network. The upgrading of the storm water/wastewater system and planned

separation is based upon the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Saint Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 meters where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6601

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: Pam Shearer

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

Thanks

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

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.

#6606

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: Claire Taylor

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Other

Tell us why

Where is the push back by Auckland Council against this One Size Fits All (OSFA) approach coming from Wellington? I do not support it in any way, shape or form. I do not support the concept.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

Where is the push back by Auckland Council against this One Size Fits All (OSFA) approach coming from Wellington? I do not support it in any way, shape or form. I do not support the concept.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

Where is the push back by Auckland Council against this One Size Fits All (OSFA) approach coming from Wellington? I do not support it in any way, shape or form. I do not support the concept.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

Where is the push back by Auckland Council against this One Size Fits All (OSFA) approach coming from Wellington? I do not support it in any way, shape or form. I do not support the concept.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Where is the push back by Auckland Council against this One Size Fits All (OSFA) approach coming from Wellington? I do not support it in any way, shape or form. I do not support the concept.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

It is the least that should be done to protect the heritage of the city. It is hardly heroic, it should be greatly increased. Where is the pushback by Auckland Council?

7. **What do you think of the proposed residential special character areas that we have identified?** Other

Tell us why

They are inadequate - there should be far more of these, each with far greater protection.

8. **What do you think of the proposed business special character areas that we have identified?** Other

Tell us why

They are inadequate - there should be far more of these, each with far greater protection.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do 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 simply common sense. It should be obvious. It needs no discussion.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

All existing protections of all types should be qualifying matters. All of them. Where is the pushback?

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.

#6609

Government's new housing rules: What it means for Auckland

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your details

Your name and feedback will be included in public documents. All other personal details will be kept private.

Name: Anna Perry

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

Please remove the MDRS zoning from Bella Vista Road. The character of the streets and houses should be protected. They are special character streets and mainly heritage houses and they should remain that way.

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.

#6615

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: David Abbott

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The boundary of the walkable catchment should be east of Mercy Hospice, St Mary's College grounds and Jacob's Ladder, for two main reasons:

1. The walking catchment ought to be calculated from the central part of the CBD, where the majority of the amenities which will attract those walking into the city from St Mary's Bay are located; and

2. The topography of the city side of St Mary's Bay significantly increases the walking time between the residential areas of St Mary's Bay and the city centre.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

There is no reason to include St Mary's Bay within the walkable catchment of the CBD on this basis as the closest rapid transit stops to (Britomart or the future Victoria Street station) are not within 800 metres of those stops.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?**

Tell us why

None of St Mary's Bay (including the residential properties in Beaumont Street) are within 400 metres of the city centre.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

The majority of residential properties in St Mary's Bay have historic heritage value (Council's survey alone has identified over 200 by rating them 5 or 6). A considerable number of these properties have only been rated 4 (and in some cases 3) for other reasons. The residents of the area are able to assist Council to identify all these houses and provide information as to their historic heritage value. This value should be recognised by clustering the properties into special character sub-areas which are afforded the protection of the 'qualifying matters' exemption.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be used over the whole of St Mary's Bay so as to incorporate, at the very least, all of the houses currently rated 6, 5 and 4.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

The historic aspect of St Mary's Bay has the unfortunate consequence that its infrastructure (drainage and roading) is over 100 years old, and in large part inadequate even for existing density. This has been recognized in drainage infrastructure upgrading planned and carried out in the past 3-5 years or planned for the next 2-3 years. It is assumed that this upgrading is based on densities provided for under the unitary plan. There is nothing in the proposal to indicate that the proposed THAB zoning for St Mary's Bay has assessed the additional load on the infrastructure as a result of introducing buildings of 6 or more stories.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

The cliffs on the northern boundary of St Mary's Bay (above the motorway and Westhaven Marina) were historically the coastal edge. They are unstable and work in the area (e.g. the widening of the motorway) has required substantial stabilization. This ought to have been considered a coastal hazard requiring protection by avoiding intensification for a suitable distance (e.g. 100 metres) inland from the cliff edge.

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.

General submission to Auckland Council on its preliminary proposals to amend Auckland's Unitary Plan to meet the requirements of the Resource Management Enabling Housing Supply and Other Matters Amendment Act 2021

The following submission is in addition to the specific points I have made through Council's 'Have your say" platform.

Decisions on this change to the unitary plan must be made not just for the present but also with our eyes to the future. The decision that Council has to make is how best to weigh potentially competing factors, not just to meet our needs today but to plan for a vibrant sustainable Auckland in the future.

Our social and cultural heritage is an important part of who and what we are today. Successive Councils (and governments) have recognized this in measures to protect it. We, the people of Auckland, through Council as our representative body, have a duty to future generations, to make decisions that benefit those future generations. Let's not be mean or short-sighted about the way that we do so. It is not beyond the wit of our current planners and Councillors to protect our past as we plan for the future. We will not meet that objective if we wipe out significant pockets of our heritage for a minimal gain in housing density. That is what is at risk in the present proposals for St Mary's Bay.

David Abbott

#6619

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: Grant O'Neill

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

None of St Marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents use. These include retail, entertainment facilities, rapid transit/public transport hubs.

The walkable route to the City Centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the City Centre to St Marys Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closest rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay suburb is within 400 metres of the City Centre. This means St Mary's Bay is beyond the walkable catchment threshold.

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 & 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with stormwater, wastewater and the overall road network. The upgrading of the stormwater/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded to the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

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.

#6621

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 Perry

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** I don't know

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** I don't know

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** I don't know

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** I don't know

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** I don't know

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. **Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)**

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.

#6629

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: Toby Reynolds

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

It will ruin the character of Ponsonby/St Marys etc etc. We must save the heritage buildings!

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

It will ruin the character of Ponsonby/St Marys etc etc. We must save the heritage buildings!

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Support

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft

- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

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.

#6636

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 Austin

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

15 minutes to the edge is likely 20+ minutes to attractions, and people will likely just take a taxi / uber - not walk or take public transit

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

This may depend on the metropolitan area, but 10 minutes walk could still be too far to walk for people to not opt for a taxi / uber.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

This depends on the stop and proximity to attractions. For example a 10 minute walk to a bus stop that takes 10 minutes to ride for a 10 minute walk at the other end could be a 10-12 minute taxi point to point. If it's a 10 minute walk to a 40 minute bus/transit ride for a 10 minute walk the bus/transit will win as a 40 minute taxi would be too expensive.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

This sounds like a reasonable distance that people would walk to shops / cafes / restaurants

5. **What do you think of our proposal to apply the Terrace 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

The focus should be on making central areas more central, not making small town offerings quasi-metro. I think that these changes this close to small town centres / large local centres will detract from the offerings of these areas. There is some risk that businesses / commercial space in these areas will not be able to deal with population increases, and more or more developed commercial space will be needed.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

I think that special character areas are important

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 know specific buildings well enough to comment on this.

8. **What do you think of the proposed business special character areas that we have identified?** I don't know

Tell us why

I do not know specific buildings well enough to comment on this.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

We should focus on the best suited areas for improvement first. This will encourage efficient use of funds, which is better for taxpayers, but could also result in more affordable housing for future tenants of these areas.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

The other qualifying matters should all be considered.

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.

#6638

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: David Honey

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The principle reason is the scale of infrastructure impact.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

The smaller catchment may be sufficient. Why disrupt more people than necessary. Future expansion can be legislated to address 'hot spots' that evolve naturally.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Again, why disrupt more people than is necessary. Other cities (Sydney, London in particular) don't seem to have this policy and rapid transport is very popular.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

To consider this, I would have to know which are the town centres that the council categorises as large. Providing examples encourages bias.

5. **What do you think of our proposal to apply the Terrace 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 the proposed change for small town centre. I may support the proposal for large local centres with high accessibility if these were defined.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'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

Not everyone who can afford to live in special character areas can endure life in a 10m x 3m apartment. Qualifying matters should protect heritage areas to provide greater choice of housing as well as historical value. Without qualifying matters, developers will continue to reduce the quality of life for inner city dwellers.

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 special character overlay shows a significant number of properties in our suburb are not overlayed with red or blue which I assume means have no heritage protection currently when then deserve protection. Further many heritage properties are marked in red (not a qualifying matter) and I wonder what criteria was used to determine this categorisation.

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Business premises are inherently unattractive thanks to advertising. If qualifying matter increases councils ability to reduce advertising on propoerties with special character, then I support that.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

In the decades I've lived in Auckland, the council and more recently watercare have had opportunities to improve sewerage and failed to keep waste water out of the harbour. Clearly the council needs all the help it can get to manage modernisation of core infrastructure.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

The council should have preserving quality of life as an overarching principle in town planning decisions.

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.

#6639

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: Louise Dingley

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Heritage housing, the city is no longer desirable

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

Our central city infrastructure cannot support more people, further our transport infrastructure should rather be improved to bring people from outside the city (where the housing is more affordable) into it, rather than destroying our existing housing structure and over populating the city centre.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?**

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.

#6641

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: Ruby Lowe

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Support

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Support

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Our character suburbs need protection

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.

#6643

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: LUKE NIUE

Name of organisation/business: Parnell Community Committee Inc

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Other

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Other

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Other

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Other

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

Parnell Community Committee Inc

Feedback on Council's proposals for the NPS-UD.

Parnell Community Committee - May 2022

Prepared by J Goulding BTP MNZPI in association with Luke Niue, Chair and spokesperson for Parnell Community Committee. Parnell is a stakeholder for community consultation.

Specific points of concern in this feedback

I. This feedback challenges the basis of removing parts of the special character areas in Parnell from qualifying matters under the NPS-UD.
II. This feedback opposes the 1200m walkable catchment nominated for the city centre- which appears expedient to capture more properties within special character areas for upzoning to six storeys, without basis, without walkability to any logical destination, without examining the extent of the city centre zone.
III. It identifies flaws in the process, looseness in interpretation and inaccuracies by Council, and sets out that Council is avoiding recognising values at the heart of community, overvalues the city centre and does not provide any innovative way of achieving the directives in the NPS-UD. One such innovation was identified by Parnell Community Committee in 2012 whereby underutilised areas of road resource could be used for building sites.

Further to the above three matters

1. The feedback challenges the basis for these changes in view of re-evaluation of the way people live and work since the covid 19 Pandemic.
2. The feedback challenges the quantifying of walkable catchments and on what basis these catchments have been derived. It opposes the 1200m walkable catchment nominated from the city centre edge. There is no reason for a catchment greater than the 800m nominated for train stations and metropolitan centres- particularly in view of the size and spatial extent of the city centre zone which makes walking to destinations within the city much further.
3. On the basis of a disputed walkable catchment from the city centre (edge), all of the upzoning to 6 storeys on the eastern side of Parnell from and including St Stephens Avenue between Crescent Road and Takutai St is opposed.

4. The feedback opposes the intensification of the special character overlay areas from and including St Stephens Avenue east between Crescent Road and Takutai Street and Awatea Road, on the basis that these are high quality areas of special character as a collective, and trying to eliminate individual properties from the rhythm of St Stephens Avenue, in particular is, without basis. .The feedback specifically challenges the conclusions reached for special character on St Stephens Avenue and Awatea Road, the upzoning of the Queen Victoria land which is covered by a heritage place categorisation. These matters are strongly considered to be qualifying matters to the government directive set out in the NPS-UD.
5. The feedback challenges the new survey tool Council has used to alter existing litigated special character overlays and low-density zoning. Conclusions based on this new methodology are inconsistent, and impractical in specific cases which can be exemplified and some are below. The use of existing AUP assessment criteria and the tabulating of resource consents which have met those criteria is considered to be a stronger form of endorsement of the special character than a desktop or individual property survey. Scores and percentages used in these property surveys also have no robust basis. The evidential base for retaining the special character areas should be the AUP hearings evidence and reports and not new untested criteria.
6. This feedback identifies infrastructure constraints in realising the 6 storey upzoning in historic suburbs. This should influence the decisions being made.

Elaboration on identified points of concern

Council's approach to implementing the government directive under the NPS-UD

The following quotation from Our Auckland sets out the Planning Committee's recommendation in regard to Council's implementation of the NPS-UD, the need for special character areas to be a qualifying matter to the government directives and the quoted comments from Councillor Darby reinforce the importance of special character for Auckland.

The policy approaches endorsed by the Planning Committee for further work include:

- *a 15-minute walkable catchment around the city centre (around 1200 metre) and a 10-minute walkable catchment around the 10 metropolitan centres (around 800 metres).*
- *a 10-minute walkable catchment around existing and planned rapid transit stops (around 800 metres).*
- *the 'qualifying matters' for Auckland that may modify (or reduce) the NPS-UD directives for building heights of at least 6-storeys on the basis it's supported by robust evidence.*
- *retain special character areas of high-quality within walkable catchments as a qualifying matter with the existing Auckland Unitary Plan zoning of mostly two storeys.*
- *in instances, where retaining the current special character zoning significantly impacts the development capacity required by the NPS-UD, further assessments will be completed to enable buildings of at least 6-storeys in some parts of the special character areas.*

- *in places where character is of medium or low quality enable buildings of at least 6-storeys unless another qualifying matter applies.*
- *where historic heritage is identified within the special character areas progress a plan change to protect it under the Auckland Unitary Plan.*
- *include new policies on reducing greenhouse gas emissions in the Auckland Unitary Plan.*
- *develop new criteria for responding to private proposals for significant developments based on key topics, including scale, location, proximity to public transport and the availability and funding of infrastructure.*

- *"The character homes of older residential suburbs are important to Auckland's overall identity and are one of the physical representations of what makes our city unique," says Councillor Darby.*
- *"Aucklanders are proud of it, and we know that if they disappear, they can't be replaced. It is possible to provide for new homes while preserving the value of our character areas in the same way as cities like Sydney and London. But we need to approach this carefully with a thorough evidence-based analysis which is now underway.*

2 july 2021 as reported in Our Auckland

The proposed changes in response to NPS-UD actually turn on their head single house zoning that has characterised Parnell ever since city plans were in place and no individual consultation has occurred with owners. Very few of our affected community are aware of this change and as they are, there is incredulity at the significance for many landowners. Therefore, PCC takes seriously this feedback process to enable articulation of what is becoming clear as an across the board view held by our community.

The feedback form the Council has asked to be completed is inappropriate as it does not allow full and free feedback. Accordingly Parnell Community Committee is submitting detailed feedback so that the process going forward can generate robust analysis and decision-making.

Values of Parnell special character areas as a whole should be acknowledged as a qualifying matter with the existing Unitary Plan zoning.

NPS-UD was released in 2020 prior to the coronavirus pandemic impacting on the world. The effects of the pandemic have raised questions on the desirability of living in high rise environments, the importance of trees and green spaces, and ability to have recreation opportunities within walking distance from homes. The pandemic has also resulted in information that people value local shops, access to supermarkets and flexibility to work from home and access wilderness/ natural spaces.(15 minute city- or 5 minute hamlet movement). Council's own research as reported in NZ Herald 3/5/22 indicates the city centre is losing its pull of desirability for workplace and homes. This is not taken into account in the provisions of the NPS-UD. Should the Council be implementing this Standard without renewed pushback as a result of new information, new circumstances, new lifestyle choices? What open space or tree planting is Council proposing alongside any up zoning to lure new residents into 6 storey buildings? It is also unclear whether Council has assessed the value

that the special character areas – in particular Isthmus B zones provide to the wellbeing of the city residents. Auckland certainly needs the last of the mature trees remaining close to the city, and open, spacious streets with tree cover. In re-evaluating the special character areas, which were robustly and evidentially based when the AUP provisions were adopted, it is unclear whether any more robust analysis has occurred or whether just a different set of criteria (untested through the litigation process) has been expediently chosen.

It is very clear in looking at changes proposed in the Council's maps that there are anomalies and errors and conflicts with the zoning of individual properties and that some of the capacity identified is unlikely to be achieved because of existing multi ownership, and new houses occupying identified 6 storey sites. It is very clear that amenity will be downgraded in special parts of Parnell and no one should justify this as a necessary change. The NPS statement on new amenity should not be used to endorse reduction in quality urban amenity.

As Phil Goff said in relation to the creep of the Port into the harbour "not one metre more". This is true of Parnell historic character areas which are constantly being chipped away at and lost to development. Communities need to have faith in rules being upheld and stood by rather than intensification being at the expense of an iconic part of Auckland which is a tourist attraction, because of its history, and houses much of Auckland's built historic heritage and special character as well as natural and cultural heritage. The special character areas across Parnell are worthy of being held together as a coherent story rather than reduced to pockets.

The retention of St Stephens Avenue from Parnell school to Crescent Road as single house special character is strongly defended as a qualifying matter. (Parnell School field should be zoned recreation in recognition of the use of this community field and that it will be essential as the city grows.(submission to this effect was made by Parnell Communcity Committee on AUP)).

The retention of all of Awatea Road as a coherent street of character is strongly defended as a qualifying matter.

Apart from having a conversation about removal of the Laurie Avenue area and Takutai Street /Tohanga Ave from special character, all of the other special character areas of Parnell should be a qualifying matter in the Council's response to the NPS-UD.

The distances proposed for walkable catchments are questioned – particularly in relation to the city centre- the 1200m catchment is strongly opposed.

The NPS-UD is non-specific as to what a walkable catchment is. Council has released policy positions identifying a tiered system of walkable catchments as 1200m from the city centre and 800m from a metropolitan centre, 400m from a large town centre and 200m from a small town centre. It also sets out walking distances to rapid transit stations (800m). It is noted that the online map explanation refers to city centre, yet the feedback form refers to city centre edge. The NPS-UD refers to city centre zone edge. None of this has been made clear and many in Parnell have assumed the city centre means Queen St. Council's information and consultation based upon it is not acceptable.

These walkable catchment distances and locations are arbitrary and may not account for topography or the willingness of people to walk hilly topography- this is true of access to Parnell train station, which is steep from Parnell Road . There is no rationale behind the city centre requiring a larger

walkable catchment distance. The heart of the city is actually significantly further than the 1200m to the city fringe. Perhaps the city should have the shortest walkable distance to it (400m?) as the best means to gaining and encouraging access and preserving identity of neighbouring residential areas. In hilly Parnell, 1200m to the city centre edge is not a purposeful walk. Most walkable destinations in the community are a 5-10minute walk away. People at the bottom of Takutai St are unlikely to walk up the hill to Newmarket(about 1500m away, the Parnell train station, about 1500m or the city fringe 1200m.) In any event there is no reason the walkable catchment should be greater than 800m.

1200m walkable catchment from the edge of the city centre effectively expands the city centre into the heritage suburbs because the oldest and most characterful suburbs are closest to the city centre. They are also generally hilly. The 1200m walkable catchment measure imposes the greatest impact- both on traditional built forms, streetscape and ageing infrastructure. It allows city creep and a destruction of 'local'. It appears the 1200m has conveniently included a number of new properties on the eastern side of Parnell which would not fall within an 800m catchment. In Parnell's case, the suburb is unique and a historic asset for Auckland. This suburb is the oldest suburb in New Zealand and is arguably the only suburb in Auckland that is in the Council's walkable catchment distance from the city centre edge, a metropolitan centre (Newmarket), its own local town centre and a railway station. Consequently, most areas of the suburb are affected by the Council's proposals. The cumulatve overlap and effect of these walkable catchment definitions is to impose a disproportionate burden of retrofitted change in intensification that will eliminate Parnell's identity and morph it into the city centre and metropolitan centre. Parnell's history and special character has been well articulated and litigated through the Unitary Plan and the identified special character areas should remain as legible entities as per the AUP and be qualifying matters to the NPS-UD. The ageing infrastructure is also a qualifying matter.

This feedback challenges the walkable catchments and the distances they are based on.

The 1200m catchment, particularly needs re-examination. It is actually about an hour to walk from Gladstone Road (Parnell school)to the Sky Tower, and about 35-40minutes, to the Post Office and Ferry buildings. It is up to 15minutes to the railway lines and Port but increasing intensity on the basis of a walk to these areas is baseless. Walkable catchments should relate to destinations- like the train station, the university, workplaces such as the downtown office areas around Queen Street, Shortland St, across to the Viaduct and Wynyard Quarter. Queen Street as a traditional shopping street is also a destination. These are all double to four times the distance of the 1200m walkable catchment definition Council is using. We note Wellington is using time as a basis for its catchment because the city is hilly. But Auckland's city centre zone is vast and too big to be defining walkable from 'the edge'. Walkable should be relative to the heart of the city. If the NPS refers to the edge of the city centre zone- this needs particular rigour to re-evaluate the city centre zone- which comprises a number of very disparate precincts with differing provisions within the AUP for the city centre- they are not all the same. This feedback requests Council re-evaluate what constitutes the city centre zone. (noting that the explanation for the Council's response shown on the draft maps does not refer to the 'edge' of the city centre and this is mischievous- given people's understanding of the city centre is typically the CBD, not K Road or The Strand.)This city centre zone seems to be the result of the central area that evolved from the old planning regime. Quay Park precinct is shown within the city centre edge, as is the Port, which does not provide for residential. Neither of these precincts are considered city centre, they have their own planning provisions. Nor are they

attractions for people to walk from Parnell. The Port land should specifically be evaluated for future residential opportunities to meet the NPS-UD, given the Port has been tagged as requiring relocating or functions redistributed (Port Future Study, Upper North Island Freight Study). Port land could also provide much needed parkland to serve the increasing intensification. The Ngati Whatua o Orakei land at the city edge and building over the rail corridor can also be re-evaluated for future intensification.

While the city centre zone description needs assessment, so the 1200m distance itself needs review- there is no justification for a longer walk to the city edge than to the Metropolitan centres, when there are no amenities to go to at the city centre edge. (Vector Arena is the first destination from Parnell and people park near the Rose Gardens and Gladstone tennis club and walk the 800-1000m from there. Vector would be well over 1200m and a 25-30minute walk from most of eastern Parnell.)

While the rationale behind the nominated distances for the walkable catchments should be consistent, and these catchments better thought out, some of these nominated walkable distances seem to be exceeded or questionable in Council's response maps to the NPS-UD and MDRS.

Some of the residentially zoned sites to the east side of Parnell appear to fail the walkable catchment test. (Takutai St) While 1200m is disputed as an excessive figure to the city centre edge, this part of Parnell is more than 1200m from a walk to the Strand. The Strand is at the edge of the city centre zone but delineates a transport network defined by SH16 and the railway tracks leading into Britomart station some 800m further away. The container Port- port precinct (76 ha at the eastern end of the city centre) should not be considered to be part of the city centre. The Port would be within 1200m of eastern Parnell at the Crescent Road end of St Stephens Avenue. None of the eastern area is within 800m to Newmarket but part of the area 400m to the local town centre. None of the area is 800m from the Parnell Train Station.

Has Council used a 1200m distance because it captures more new intensification or has it used the figure based on sound walking reasoning? 1200m is too far on hilly terrain.1200m is too far based on a large city zone footprint. The city centre itself is not within realistic walking distance from most of Parnell.

This feedback challenges removal of special character status particularly on eastern Parnell and questions how this came about.

The eastern areas has, for the most part, under the AUP been assessed as having special character – particularly in landscape and spacious qualities. It provided the early merchant housing and stately homes for the professions in the early 1900s and the late 1920 period. This fabric remains as a defining point of this part of Parnell, when compared to the small working class cottages on Brighton Road, and west of Gladstone Road at Stratford, Avon, Alberon, Stanwell streets and also Gibraltar Cres. Cracroft St were the brick Victorian terraces of elegance near the old Exchange Tavern and Windsor Hotel- original pubs for the area around Parnell Road. It is questioned why new criteria are applied to re-assess these properties, when the criteria under the AUP has been litigated extensively and adopted. Properties have been developed in accordance with robust resource consent procedures measuring the architectural and landscape qualities of the proposal. This is more robust than a tick or cross, positive, neutral street or desktop survey as was conducted for the purposes of re-assessing the special character areas. The Isthmus B properties are the ones that seem to have been affected most by the proposed changes and it is questioned whether the re-assessment has been an arbitrary change based on new criteria not open to public scrutiny.

In this special character area in eastern Parnell- generally Isthmus B special character overlay, the subdivision pattern and buildings have existed for between 85 years (merchant housing)and over 100 years.(St Stephens Ave). Some specific periods of historic housing are also represented (Awatea Rd – merchant housing). St Stephens Ave from Parnell school to Judge St has examples of historic houses and some single modern homes- all having a cohesive height and spaciousness within a treed environment. The street trees or mature trees within private properties and wide verges define the avenue and the houses are set back from the streets enhancing the garden streetscape, which effectively provides a defacto street park scene. St Stephens Avenue provides a recreational walking/running route to the waterfront, Judges Bay and Parnell Baths, and is a much loved street and feature of Auckland for the character and qualities that are not found readily elsewhere. In lockdown, St Stephens Avenue was a magnet for families walking to get some fresh air. amenity and recreation. To split up this Avenue into artificial blocks is a crude tool to enforce an upzoning, when this area has been well litigated for its values and character contributions to Auckland. This upzoning is in conflict with D18.2 Objectives (2) and (3)In particular the upzoning of the blocks between 65 St Stephens Ave and Crescent Road is questioned. This area has some old historic houses which contribute to Parnell's history(e.g on the corner of Awatea Road and St Stephens Ave no 95 St Stephens Ave) as well as modern architectural buildings (107 and 100)which are recent (have been consented based on their compliance with special character overlay rules) and will not be likely to transform into high intensity housing- e.g. the two large new buildings one lot north of the Crescent Road intersection, (103-107 St Stephens Ave) and the two architectural buildings opposite (,98,100) all zoned 6 storeys but actually one to two storey homes built recently (less than 5 years old- and two approx. 25 years old.) Behind these properties on Glanville Tce are a row of substantial modern houses built last year and up to 20 years ago but highly unlikely to constitute brownfield development opportunities given the money invested in them.

The reduction of the special character area to small pockets will make these pockets vulnerable and illegible if large building blocks are established adjacent. The specific qualifying matters in pockets- like the one on Takutai St are hard to justify compared to the elimination of character villas like on the corner of Lichfield and St Stephens (71-3 St Stephens as shown in the below photographs))which logically should be included with the qualifying matters to the south (65,63,61,59,57 St Stephens Ave). The two other properties in this stretch of St Stephens Ave (between Takutai and Lichfield) also should be taken out of the six storey basket because one (67 St Stephens) is small with a difficult shape and is owned and reabsorbed into the property at 65 St Stephens Ave, and shares the same driveway; while 69 St Stephens Ave is in three different ownerships and difficult to develop. The lower two photos show properties that are nominated as qualifying matters- how were these selected except to bloster the size of the protected group of housing- whereas there are worthy properties left out as discussed.

Council's property survey has not picked any of this up or the properties would not have been upzoned. Six storey buildings at 67,69.71 St Stephens Ave will also take away the sunlight to the new award winning architectural home at 12 Glanville Tce.

The community would better be able to conduct a desktop or street survey and identify the qualifying matters- this would be true consultation than this imposition of unsatisfactory outcomes.

Photo of 95 St Stephens Ave- a well documented character villa displaying the qualities of the special character overlay- now zoned 6 storeys.

Opposite 95 St Stephens Ave

Photo of 98-100 St Stephens Ave- modern one-two storey homes which are now upzoned to 6 storeys. The likelihood of achieving this intensification is challenged based on the recent built form.

Photo of 103-107 St Stephens Avenue showing a building finished twelve months ago and both sites unlikely to achieve 6 storeys in the foreseeable future.

The neighbouring properties to the rear on Glanville Tce are also recent buildings and unlikely to change in the foreseeable future making the 6 storey zoning questionable.

Photos of 73 St Stephens Ave- corner view at Lichfield Rd and second photo frontage to St Stephens Ave- and 81 St Stephens Ave.

Why are these properties not part of the qualifying matters?. There are difficulties in understanding survey consistencies- the survey seems to penalise ‘high walls’ yet has included ‘high walls’. Garden walls have always been a feature of St Stephens Ave and provide a human scale compared to a 6 storey building.

No 2 Takutai St and the next photo are included as qualifying matters- which seems contrary to the quality of the other properties not included, as discussed.

Council's proposed changes to special character, have the potential to create artificial 'old towns' within high density environments- making the older special Character areas meaningless and devoid from relationship with the historic pattern of subdivision and settlement which is a feature of Parnell. This subdivision pattern is still intact.

It is requested that all of St Stephens Avenue from Parnell school to Judge St nominated in Council's proposal as not a qualifying matter, be changed to be included as a qualifying matter so that St Stephens Avenue from Parnell school north can be a legible avenue of special character and high quality residential family homes, with mature trees and landscape qualities important for the wellbeing of inhabitants as the city intensifies. It is requested that all of Awatea Road, from Glanville Tce to the end be a qualifying matter as to split the street into different zonings on different sides of the road will destroy the history of the street, its harmony and scale.

The remainder of the eastern area has mostly already been zoned for medium density, with a THAB area from Crescent Road and Bridgewater Road.

Thus the provisions of the MDRS are essentially taken into account. Increasing height within the existing THAB zone also responds to the NPS-UD.

The Queen Victoria school site (historic heritage extent of place) is now being upzoned despite being a historic heritage place and disputable as to whether it falls within a walkable catchment the Council has identified. This site was litigated under the AUP and zoned for medium density – a much better fit within the adjoining and surrounding special character streets. Blocks of 6 storey buildings will be visible from Hobson Bay and will be on the ridge of St Stephens Avenue, completely changing the legibility of Auckland's first suburb, the rhythm of rooflines within the topography and the treed canopy which defines this ridge from the waterfront., This change is applying a blanket approach, without basis, to individual properties without a robust evaluation of walking distances specified or without the robust critiquing of new criteria for special character evaluation. Queen Victoria school has a substantial heritage building and the entire site is a historic heritage place. The NPS is subject to historic heritage so there is a fundamental error in upzoning this property. It will be unachievable if the heritage category is enforced.

Queen Victoria school should be zoned medium density (3 storeys) to acknowledge existing zoning and respect the size and scale of the heritage building.

Suggested upzoning to achieve the NPS-UD without changing the special character areas proposed.

There are logical streets for upzoning in Parnell

The inclusion of Taurarua Tce in the Councils proposed response to the NPS-UD is a matter the community is considering. Taurarua Tce is not a qualifying matter in the Council proposals and PCC acknowledges this is based on its mixed housing characteristics. It is also on a slope- with properties falling away into the Taurarua valley to enable absorption of built form within the topography.

The medium density zoning of Takutai /Tohunga is also seen as allowing densification within a valley and is applied to an area of mixed housing types.

St Georges Bay Road is accepted for upzoning because it is an intensive street of mixed housing character and quality, right on the edge of Parnell town centre and the mixed use zone of lower St Georges Bay Road. It is already a mixture of housing intensities.

The mixed use zone of lower St George Bay itself can absorb another storey of residential development far more readily as it is in a valley (reclaimed St Georges Bay), and residential zones adjacent will largely be unaffected, provided there is a setback at the interface to the special

character areas, or retention of the 6m height closest to special character sites.. This extra storey of height in lower St Georges Bay Road could eliminate the need for the St Stephens Ave sites to be upzoned. Similarly, those sites in the lower part of Crescent Road bordering Hobson Bay are noted as possibly being able to absorb the proposed upzoning because up to three storeys will be hidden by the topography. However streets should also be legible with intensification being graduated.

Another way of achieving the desired intensification is to review the Parnell town centre.

In terms of the Parnell town centre, special character area, there is greater justification for this town centre to have heights of 4 storeys than 3 storeys, (as the impact of this is known from the developments at the top of Parnell Road)and 5 -6 storeys on the western side, (high buildings already exist)provided the listed historic heritage buildings are retained and protected and provided Parnell village is recognised as having special character with the 3 storey height limit retained. The map in the special character overlay should be retained and the overlay applied but the heights should be reviewed to assist in meeting the NPS-UD so that other areas of special character in Parnell can remain a qualifying matter. These protections will retain the character buildings. The rest of Parnell Road may evolve to higher intensity given the mixed characteristics of the remaining building stock and the high heights permitted all around. It would be preferable for the identity of Parnell if Parnell town centre absorbed some residential upscaling rather than decimate special character single house streets like St Stephens Ave and Awatea Road, that are cohesive, have had low density zoning for as long as planning has been in place in Auckland and make a larger contribution to the special characteristics of Parnell.

Tomorrow Parnell identified the potential that underutilised streets had for building blocks or pocket parks. This should be evaluated as an innovative response to the NPS-UD. The Augustus St frontage to Parnell Road was specifically showcased in *Tomorrow Parnell*. This sort of opportunity places potentially less burden on established character.

Parnell has already upzoned significantly and is continuing to do so under existing AUP rules without further intensification being enabled.

Parnell has over time absorbed a large amount of intensification and should not be further targeted to reduce existing values in a blunt instrument. Parnell contributes significantly to the variety of housing, workplaces and entertainment close to the city. Since the AUP zoning, Parnell is the subject of several intensification projects- Augustus Apartments on The Strand (new upzoning), apartments on Churton St, The Foundation retirement village on Parnell Road, a resource consent granted for offices and residential on Churton St, a 4 storey apartment building on Parnell Road, Summerset village- 8 multi-level buildings at Cheshire St, another apartment block at Cheshire St, an application is lodged for a six storey apartment block at 1 St Stephens Ave. This shows that Parnell is already contributing to intensification of the city. There is further brown fields land available but not yet developed (State housing site, ASB site).

Parnell infrastructure is old and costs are significant on development to upgrade this infrastructure of pay for its renewal. In heavy rain contaminated stormwater flows into Judges Bay. Infrastructural constraints should have cautioned increasing intensity in this area.

Conclusions

This feedback is based on sound knowledge of the Parnell area. It is based on evidence given and positions taken under the AUP. The protection of existing special character areas that have been supported evidentially by Council, as identified in this feedback will be strenuously defended.

Parnell has been upzoned significantly and specifically in the AUP. The special character areas of the city and New Zealand's first suburb have been litigated and now protected. This ill- thought response to the government directive to remove much of them is without robust analysis or basis. Specifically the walkable catchment identified from the city centre edge is too large and targets special character areas, without justification? The area from St Stephens Avenue to Lichfield Road between Crescent Road and Takutai Street should be retained as a special character qualifying matter as should the Queen Victoria school property (already zoned to meet MDRS but with a historic heritage place categorisation.

There are robust reasons for retention of the special character areas in Parnell and minimising any further retrofitting of intensification into this suburb. Infrastructural constraints should also have been articulated.

The proposed Council response to the government directive is therefore rejected on behalf of this community. The definition of walkable catchment is nominated as being from the city centre in the explanation to the Plans, yet the feedback form nominates city centre zone edge. Is this a deliberate gloss over of the impact the walkable catchment has?This misleading information Council is consulting on is highlighted as misrepresenting the outcomes of the proposals put forward. So too is Council's property survey challenged as not robust or expert in assessing the overall values of individual properties and the contribution of whole streets of character and amenity, like St Stephens Ave (Takutai to Point Resolution.)

The Planning Committee should review its walkable catchments to achieve its commitment to retaining special character in the city's oldest suburbs for the benefit of Auckland.

Luke Niue for and behalf of

Parnell Community Committee (Inc)

9-04-22.

#6653

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: Mike Bailey

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Support

Tell us why

We need this to happen as we have to intensify inner-city areas to be able to provide adequate public transport and walkable areas or our cities will not grow up they will grow out which is been the biggest problem for New Zealand for many decades.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Support

Tell us why

We need this to happen as we have to intensify inner-city areas to be able to provide adequate public transport and walkable areas or our cities will not grow up they will grow out which is been the biggest problem for New Zealand for many decades.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Support

Tell us why

As previous.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal 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

Necessary but we must make sure that there is plenty of infrastructure for sewage, public transport, roading for cars, water and power. We should also be limiting large amounts of noise and too much advertising so that people can enjoy their housing without being kept awake at nights and on weekends.

5. **What do you think of our proposal to apply the Terrace 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

Necessary but we must make sure that there is plenty of infrastructure for sewage, public transport, roading for cars, water and power. We should also be limiting large amounts of noise and too much advertising so that people can enjoy their housing without being kept awake at nights and on weekends.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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

Provided we are careful to make sure infrastructure is allowed for and planned prior to development it should work OK.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6655

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: Roger Burton

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

Should be from the centre of the city, and should also include walkable and the most obvious route (not just the shortest because that could go into areas that people don't normally use). Auckland is not and under the current unitary plan there is more than enough room for high density housing

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 believe that there are 10 metropolitan centres and under the existing unitary plan there is more than enough room for high density housing without spoiling character area

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Rapid transit areas themselves provide a great hub for high density development as already the case in Newmarket

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

We do not have the infrastructure in place to support the expansion of units on existing properties. We can't still cover the current growth let alone new plans to further intensify.

Any intensification will require Council to buy back property to create pocket parks.....pity so many have been sold off recently.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

#6664

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: Alan Hill

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

St Mary's Bay is not within a walkable distance to city centre

Poor lighting and steep access precludes walking unless for heavy cardiac work

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?**

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Britomart and Victoria st are not within 800 m of St Mary's Bay

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

St Mary's Bay is not within 400 m of the city centre

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?**

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it 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

Support for including identified special character areas as a qualifying matter .I support creating special character sub areas around clusters of heritage houses in St Mary's Bay in addition to those identified on the draft plans

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

This technique should be applied over the entire St Mary's Bay Area as sub areas of special character

8. **What do you think of the proposed business special character areas that we have identified?**

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Mary's Bay has existing constraints with stormwater wastewater and the reading network .The separation of Stormwater and sewage is based on the existing development capacity .Any further proposed developments to residential capacity will not be accommodated in the proposed infrastructure upgrading .

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across

areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Mary's Bay is bounded to the North by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter .A suitable depth of protection is needed from the former coastal cliffs inland for at least 100 m where intensification must be avoided to manage the risk .

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6667

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: Samim Ozyurteri

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Other

Tell us why

None of St marys Bay is within a walkable distance of 1200 metres to City Centre amenities which residents usw. These include retail, entertainment facilities, rapid transit/public transport hubs. The walkable route to the city centre beside the motorway, is only suitable in daylight hours. It has no public lighting and is an unsafe environment. Other return routes from the city centre to St mays Bay involve steep grades, unsuitable at night for the population cohorts of St Marys Bay.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

The closet rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

The closet rapid transit stop to St Marys Bay is Britomart or the future Victoria Street station. Both are not within 800 metres of St Marys Bay.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

None of the St Marys Bay surburb is within 400 metres of the city centre. this means St marys Bay is beyond the walkable catchment threshold.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Support

Tell us why

Within St Marys Bay there are over 200 properties of historic heritage value rated 6 and 5. I support creating a Special Character Sub-Areas around clusters of heritage houses in St Marys Bay in addition to those identified on the draft maps.

7. **What do you think of the proposed residential special character areas that we have identified?** Support

Tell us why

The technique should be expanded over the entire suburb of St Marys Bay collecting all houses of Rating 6, 5 and 4 as sub-areas of special character.

8. **What do you think of the proposed business special character areas that we have identified?** Other

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

St Marys Bay has significant infrastructure constraints with storm water, wastewater and the overall road network. The upgrading of the storm water/wastewater system and the planned

separation is based on the existing development capacity. Any proposed increase in residential density will not be accommodated in the proposed infrastructure upgrading.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

St Marys Bay is bounded by the north by an unstable former coastal edge which presents a coastal hazard that has not been considered as a qualifying matter as it should have been. This means that a suitable depth of protection is needed from the former coastal cliffs inland for at least 100 metres where intensification must be avoided to manage the hazard risk.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6674

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: LUKE NIUE

Name of organisation/business: Parnell Community Committee (Inc)

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Other

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Other

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Other

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Other

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Other

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Other

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Other

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Other

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public 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.

FEEDBACK ON PROPOSED CHANGES TO ENABLE HOUSING INTENSIFICATION

To: Auckland Council ("**Council**")

Evan and Katie Williams, John Bayley, Warwick James, Andrew and Roie Reed, Peter and Anne Guise, Mike Glucina, Lawrence and Charlotte Sumich, Keryn Smith and Judith Shea, Jenny Shea and the Parnell Community Committee (Inc)

Summary

This feedback is provided on behalf of a group of Parnell residents[1] and the Parnell Community Committee.

We welcome the opportunity to provide feedback on the Council's draft proposed changes to enable housing intensification as required by the NPS-UD Intensification Policies and Enabling Housing Supply legislation.

This submission concerns the area of Parnell that is bordered by St Stephens Avenue to the north west, Takutai Street to the South, and the coastline to the east (**Eastern Parnell**), including the former site of the Queen Victoria School at 27 Glanville Terrace (**Queen Victoria Site**). The Eastern Parnell area is currently zoned:

- A mix of Residential – Single House (subject to the Special Character Overlay) and Residential – Mixed Housing Suburban.
- The Queen Victoria Site is zoned Mixed Housing Suburban, and is subject to the Historic Heritage Overlay Extent of Place (**Historic Heritage Overlay**).

Under the Council's draft proposal, this area is proposed to be upzoned to a mix of:

- Terrace Housing and Apartment Building (**THAB**) zone
- Mixed Housing Urban
- Two Storey Single House zoning

We recognise the benefits of enabling more housing supply in walkable distances from transport and the city centre. However, good quality planning requires a robust evidence-based approach to intensification, which can be readily achieved without destroying the character and amenity of Auckland. Blunt application of the intensification policy will result in poor planning outcomes which will be almost impossible to rectify in the future.

In summary, we seek that the Eastern Parnell area either:

- Retain Residential – Single House and Residential – Mixed Housing Suburban zoning; or
- If those zonings are no longer being retained across Auckland (and as a less preferred option), be zoned Two Storey Single House and Mixed Housing Urban. We oppose any THAB zoning in the Eastern Parnell area.

We seek that the Queen Victoria Site:

- Continues to be subject to the Historic Heritage Overlay.

[1] Miles and Mary Nathan, Warwick James, Evan and Katie Williams, John Bayley, Andrew and Roie Reed, Peter and Anne Guise, Mike Glucina, Lawrence and Charlotte Sumich, Keryn Smith and Judith Shea, Jenny Shea and the Parnell Community Committee (Inc)

- Be zoned Mixed Housing Suburban (preferred) or Mixed Housing Urban (if Mixed Housing Suburban is no longer used).

Eastern Parnell

Parnell is one of the oldest suburbs in New Zealand and its character areas have been a key attraction of Auckland. Those values are consistently being eroded to development. We are concerned that significant parts of Eastern Parnell have been identified as suitable for THAB zoning.

In developing the Auckland Unitary Plan, the Council set a clear direction for the built form and character of Eastern Parnell. The area is a mix of Residential – Single House and Residential – Mixed Housing Suburban, and is importantly largely subject to the Special Character Overlay.

Walkable catchments must be determined on a sound evidential basis. While Parnell as a suburb is located at the city centre fringe, the Site and Eastern Parnell are a significant distance from the city centre and should not be considered within a walkable catchment. The proposed 1200m walkable catchments from the city centre edge are inappropriate because:

- they fail to take into account the steep topography of the area, which sits above the city centre;
- walkable catchments should be identified based on key destinations, such as the train station, university, and downtown office areas. These areas are all between twice to four times as far as the 1200 metres the Council has used to identify walkable catchments.

We are concerned that the Council's identification of a walkable catchment is somewhat arbitrary and does not reflect the steep topography in particular of this area. Calculated accurately, we do not consider that Eastern Parnell would be considered to fall within a walkable catchment.

The Enabling Housing Supply legislation clearly contemplates a nuanced approach being taken to its application, including through the use of qualifying matters. The Council must carefully evaluate the specific context of Eastern Parnell, to ensure an appropriate level of height and density is enabled.

Even if it were considered to fall within a walkable catchment, the special character of Eastern Parnell justifies a lower intensity form of development. The Special Character of the Eastern Parnell area is such that it is entirely appropriate to retain a low-rise level of development across that area.

This has been acknowledged in part by the Council in its draft proposed zoning changes (with a special character overlay applying to some parts of the area). However, we consider that the Council's draft proposals do not go far enough to appropriately recognise the special character of the entire Eastern Parnell area.

We consider that it is appropriate that Eastern Parnell should retain its existing zoning. Alternatively, if those zones are no longer used across Auckland, Eastern Parnell should be zoned Two Storey Single House (for those parts currently zoned Single House) and Mixed Housing Urban (for those parts currently zoned Mixed Housing Suburban). This provides some degree of intensification, while appropriately recognising the special character of this area.

Queen Victoria Site

The Queen Victoria Site was previously occupied by Queen Victoria School. The School has closed but a number of activities, including a pre-school, still operate on the Site. The bulk of the Queen Victoria Site is subject to the Historic Heritage Overlay and the Queen Victoria School building is a scheduled historic heritage place. The scheduling of the Queen Victoria Site places constraints on the development of the Queen Victoria Site, with demolition of any features or subdivision of the Queen Victoria Site requiring discretionary consent. We support the retention of the Historic Heritage Overlay over the Site. However, in recognition of that overlay, we also consider it appropriate that the Queen Victoria Site is zoned Mixed Housing Suburban (preferred) or Mixed Housing Urban (if Mixed Housing Suburban zoning is no longer used).

#6683

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: Pashtrik Hoxha

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Do not support - I think it should be closer

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** I don't know

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft

- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at **aucklandcouncil.govt.nz/privacy** and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

#6686

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: Glenda Stebbing

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

The areas close to the city centre are very hilly and not easily accessible on foot. There is enough current capacity now.

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

There is enough density now.

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 same applies, sufficient in the planning today.

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be closer

Tell us why

We feel this is sufficient now

5. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings zone to residential areas up to around 200 metres from small town centres or large local centres with high accessibility?** Other

Tell us why

With regard to Herne Bay this is a village atmosphere with great historical housing. THAB would be totally out of context here.

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

We believe that all special character and heritage sites should be saved. This is our only chance to retain for future generations.

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

We live on the corner of Galatea Tce and Marine Pde, Herne Bay. People come from all walks of life to cycle and walk around our streets enjoying the highly kept heritage surroundings. People take pride in their historical homes. When renovating our house the council inspectors complimented us numerous times on the character detail of the dwelling and in keeping with other homesteads.

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 Herne Bay shops are full of character and in keeping with this historic area and needs to include Kelmarna St and Albany Rd. People love coming to our quaint village atmosphere and walking the local streets.

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do 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 sewage and drainage are already stretched to their limit particularly in the Herne Bay area having one of the earliest infrastructure system. Intensification would only increase further problems to health and environment.

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft
- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

For the future generations we feel that the Auckland War Memorial Viewshaft should be retained as an important asset of the city for the enjoyment of all.

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.

#6687

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: Roslyn I'Anson

Name of organisation/business:

Your local board: Waitematā

Your feedback (all questions are optional)

Requirements for intensification

Intensification inside walkable catchments

A walkable catchment (required by the NPS-UD) is the area around a train or busway station, or a large urban centre within which an average person will walk to that location.

The government requires councils to identify walkable catchments around the city centre, metropolitan centres and rapid transit stops (train or busway stations) where buildings of six storeys or more must be enabled.

We are proposing:

- a 15-minute walk (around 1200 metres) from the edge of the city centre.
- a 10-minute walk (around 800 metres) from the edge of the metropolitan centres and around rapid transit stops, such as a train station or stop along the Northern and Eastern Busways.

These are subject to modifying factors such as landscape, for example steep hills, and physical barriers including motorways.

1. **What do you think of our proposed walkable catchment of 1200 metres from the edge of the city centre?** Do not support - I think it should be closer

Tell us why

2. **What do you think of our proposed walkable catchment of 800 metres from the edge of the metropolitan centres?** Do not support - I think it should be closer

Tell us why

3. **What do you think of our proposed walkable catchment of 800 metres around rapid transit stops?** Do not support - I think it should be closer

Tell us why

Intensification around town and local centres

Central government has told us that we need to enable building height and density (for example terrace housing and apartment buildings) in and around our neighbourhood, local and town centres that matches the level of commercial activity and community services in each centre (such as jobs, shops and businesses). This is achieved by applying the Residential – Terrace Housing and Apartment Buildings Zone.

Town centres are larger suburban centres in Auckland that provide for a wide range of shops, services and activities for their surrounding districts. They are often spread across a couple of city blocks, and along main roads. Some examples are Glenfield, Glen Eden, Parnell and Papatoetoe town centres.

Local centres include a larger number of smaller suburban centres that serve local areas and neighbourhoods. Local centres might have 20 or 30 shops and some small offices.

4. **What do you think of our proposal to apply the Terrace Housing and Apartment Buildings Zone to residential areas up to around 400 metres from large town centres with high accessibility?** Do not support - I think it should be 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 closer

Tell us why

Qualifying matters

The government allows for some qualifying matters - exemptions to modify three-storey and six-storey building heights. Qualifying matters are a characteristic which can be used to protect sites of cultural, historic, or ecological significance or to avoid development in areas with natural hazards.

The government has already identified a number of qualifying matters and allows us to include other qualifying matters relevant to our city.

To include our own qualifying matters, we must provide robust evidence to justify why it should reduce building heights and density in a particular area in light of the government's direction to enable more housing.

Special Character Areas

'Special character areas' are older parts of the city that have special architectural or other built character value. They are covered by the Special Character Area Overlay in the Auckland Unitary Plan.

Many of Auckland's older residential suburbs were built around the early public transport network and emerging town centres. This is where our special character areas are located. The government is now directing us to enable increased housing density (e.g. buildings of six-storeys or more) within walkable catchments of town centres and public transport networks, and up to three storey buildings elsewhere.

The government has not included special character areas as a qualifying matter. However, we are proposing to include identified areas of special character as a qualifying matter that reduces limits on building heights and density to ensure the character values of these areas are retained.

6. **What do you think of our proposal to include identified special character areas as a qualifying matter?** Do not support – I think all existing special character areas should be a qualifying matter

Tell us why

7. **What do you think of the proposed residential special character areas that we have identified?** Do not support – I think there are more areas that should be identified as a qualifying matter

Tell us why

8. **What do you think of the proposed business special character areas that we have identified?** Do not support – I think more areas or parts of areas should be identified as a qualifying matter

Tell us why

Infrastructure constraints

We are looking to identify areas in Auckland with long-term significant infrastructure constraints as a qualifying matter. As with special character areas, this is not a qualifying matter that is listed in the NPS-UD or the Act.

This may include areas where water supply and wastewater networks may not be adequate to cope with more growth and are very costly and/or difficult to upgrade, or stormwater infrastructure is not adequate and very costly and/or difficult to provide, or where access to transport infrastructure is not adequate and very costly and/or difficult to provide.

By including this as a qualifying matter, it would reduce the limit on building heights and density that would otherwise be enabled.

We have not yet determined how we would apply this qualifying matter as the NPS-UD and the Act do not provide any specific support. At this stage, we want feedback on whether to consider this as a qualifying matter or not. If we include it as a qualifying matter, we will show the extent and location of any changes to height and density requirements in our plan change in August 2022.

9. **What do you think of our proposal to include areas in Auckland with long-term significant infrastructure constraints as a qualifying matter?** Support

Tell us why

Other qualifying matters

We are also proposing to include a number of other overlays and controls in the Auckland Unitary Plan as qualifying matters that limit the height and density of development on sites or across areas to retain the values they reflect. A description of these proposed qualifying matters and how they are proposed to be protected or kept is shown in the consultation document and information sheets available on akhaveyoursay.nz/housing.

These additional qualifying matters include:

- Ridgeline Protection Overlay
- Local Public Views Overlay
- Auckland War Memorial Museum Viewshaft
- Stockade Hill Viewshaft

- Character buildings in City Centre zone and Queen Street Valley Precinct
- Some of the existing built form controls in City Centre (e.g. allowing sunlight into public places, Aotea Square height control).

10. Do you have feedback on any other qualifying matters? (please be clear which proposal you are talking about)

Important privacy information

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.