

Summary of Consultation and Feedback on Discussion Paper

***'How and where will Wellington grow?
Proposals for change and character protection'***

May/July 2008

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1. Summary of Consultation

Throughout May/July 2008, Wellington City Council requested feedback from the public on the discussion paper – ‘How and where will Wellington grow? Proposals for change and character protection’. Consultation is summarised in the table below.

Date	Details
Tuesday 22 April	SPC Briefing – Paul Kos. Paper on Discussion Document – ‘How and where will Wellington grow? Proposals for change and character protection’
Thursday 24 April	SPC Meeting – unanimous vote to consult on proposal
Thursday 24 April	Media briefing on proposal
Friday 9 May	www.Wellington.govt.nz go-live webpage on “Have your say – infill housing”
Friday 9 May	Discussion papers, feedback forms and pamphlets delivered to all Wellington City libraries/service centres
Saturday 10 May	Consultation period start
Saturday 10 May	Mail out to all Wellington City residents receiving copy of: <ul style="list-style-type: none"> ■ How and where will Wellington grow brochure ■ Letter explaining two sets of consultation (residential infill and centres policy), including public meeting and display times.
Thursday 15 May	Our Wellington (Dominion Post) article on infill housing
Tuesday 20 May	Mail out to all submitters on the 2007 discussion paper: ‘Promoting quality of place – a targeted approach to infill housing in Wellington City’
Wednesday 21 May	Mail out to all residents associations
Saturday 24 May	Advertisement in the Dominion Post – reminder re public meetings and displays
Monday 26 May	Boards put up in Tawa, Johnsonville, Karori, Newtown, Miramar and Kilbirnie public libraries displaying public meeting and display dates
Tuesday 27 May	Tawa Public Display - 1.00-3.00pm; Meeting - 7.00-8.30pm Tawa Salvation Army Hall
Thursday 29 May	Our Wellington (Dominion Post) article – reminder re public meetings and displays
Tuesday 3 June	Meeting with Karori Rotary Club
Wednesday 4 June	Johnsonville Public Display - 1.00-3.00pm; Meeting - 7.00-8.30pm, Johnsonville Community Centre
Tuesday 10 June	Meeting with IPENZ
Wednesday 11 June	Karori Public Display - 1.00-3.00pm; Meeting - 7.00-8.30pm, St John’s Hall
Thursday 12 June	Meeting with Tawa Community Board
Tuesday 17 June	Newtown Public Display - 1.00-3.00pm; Meeting - 7.00-8.30pm Newtown School Hall
Tuesday 17 June	Meeting with Tawa Rotary Club

Tuesday 24 June	Meeting with Kilbirnie Residents Association
Thursday 26 June	Public notice in the Wellingtonian – reminder re closing date for submissions and final two public meetings and displays
Thursday 26 June	Miramar Public Display - 1.00-3.00pm; Meeting - 7.00-8.30pm, Holy Cross Catholic Church Hall
Monday 30 June	Kilbirnie Public Display - 1.00-3.00pm (Kilbirnie Library); Meeting - 7.00-8.30pm, St Catherine College School Hall
Saturday 5 July	Meeting with Tawa Community Board
Monday 7 July	Feedback period extended until Monday 14 July
Thursday 10 July	Our Wellington (Dominion Post) article– reminder re closing date for submissions
Monday 14 July	Consultation period close
Wednesday 16 July	Meeting with Miramar Progressive Association

A total of **762** feedback forms and letters were received by 14 July 2008.

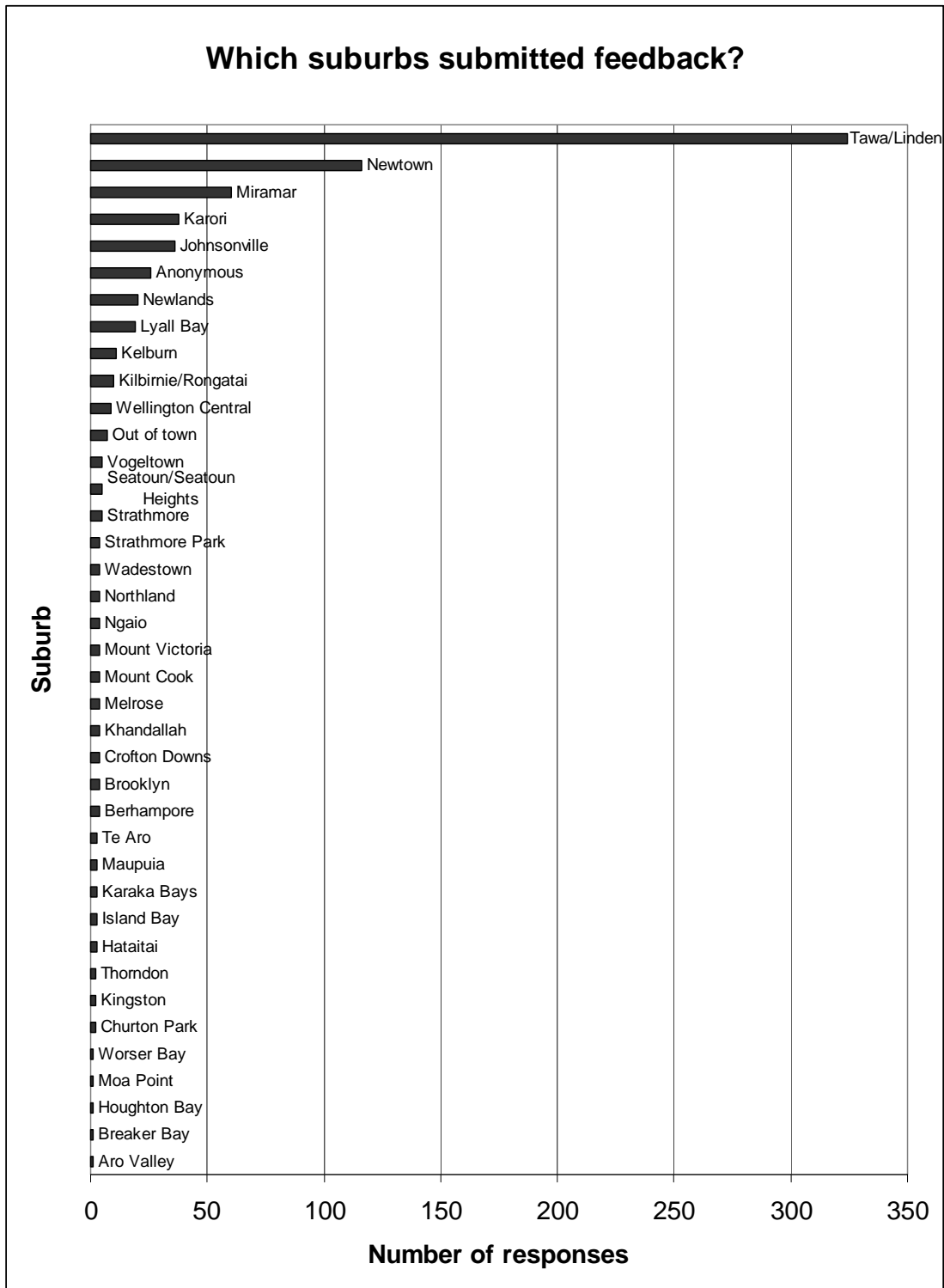
The following organisations submitted feedback:

- Transport 2000 Plus NZ
- The Breaker Bay and Moa Point Progressive Association Incorporated
- Tawa Principals Association
- Strathmore Park Progressive and Beautifying Association Inc
- Mount Victoria Residents Association Inc.
- Living Streets Wellington
- Friends of Owhiro Stream
- Karori Anglican Churches
- Newlands Primary School
- Trelissick Park Group
- Tawa-Linden Anglican Church
- Miramar/Maupuia Progressive Association
- Labour Local Government Committee
- Infratil Infrastructure Property
- Wellington Airport Limited
- The Architecture Centre
- Brooklyn Residents' Association
- Newlands Progressive Association
- Johnsonville Progressive Association
- Waterfront Watch Inc
- Cardno TCB
- Wellington SurfRiders Club Inc.
- Primeproperty Group Limited and Rongotai Investments Limited
- Housing New Zealand
- Thorndon Society Inc.
- Churchill Drive Gospel Hall Trust Inc.
- Greater Kelburn Progressive Association Inc
- Greater Wellington Regional Public Health
- Top of Tory Limited
- Mt Victoria Historical Society Inc.
- Tawa Baptist Church
- Tawa Community Board
- Greater Wellington Regional Council
- Newtown Residents' Association
- Hataitai Residents' Association
- Progressive Enterprises Ltd (submitted late)

Break down of feedback received

Type	Number
Post via feedback form	360
Online via feedback form	255
Letter	147
TOTAL	762

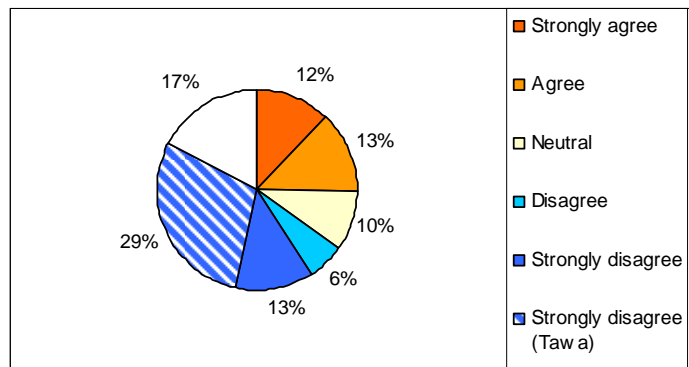
2. Where did feedback come from?



3. Feedback on Key Questions

3.1. A targeted approach to infill housing

A quarter of the respondents (25%) agreed or strongly agreed that a targeted approach to infill housing would better meet population needs, and lead to a more efficient, sustainable and better quality city. A large proportion of the respondents that did not agree with a targeted approach were Tawa residents (29%).



Some responses received are below:

Infill housing places even more demands on suburbs that are bursting at the seams and do not have adequate facilities such as pools, parks, roads, parking, libraries, schools and so forth. Doing so would be at the neglect of the people already living there – Submitter 28

This is a sound idea to keep the area of the city compact and encourage concentration of population around services and public transport routes – Submitter 36

As long as some very concrete rules are put in place regarding the quality and appropriateness (e.g. reflects character of the area) of the design of infill housing and that is not just given lip service. Wellington is fast becoming a city of big boxes and there needs to be a softening of that look before it is too late - infill housing could archive that. However if controls are not set in place very firmly and very carefully it could lead to slum areas and eyesores – Submitter 50

I think the quality of life for people in the existing houses would be significantly decreased. Most existing Wellington houses are not designed or built to be so close to other houses - for example lack of sound-proofing. I have also seen many examples where the light to existing houses is affected, and there are disputes over other infill housing characteristics such as shared driveways.

Children also have less area to play outside, affecting their development, and encouraging them to play on the street – Submitter 78

Targeted areas could become too crowded which often leads to slums or increased crime – Submitter 189

It is better for there to be some areas of high density housing who like that kind of lifestyle and other areas left for those who like a more traditional home and lifestyle – Submitter 200

If it were spread evenly over all of the Wellington suburbs, then I would have no objections. Preserving/protecting certain suburbs only goes to prove that the housing is going to lower the tone of the areas not exempt - Submitter 276

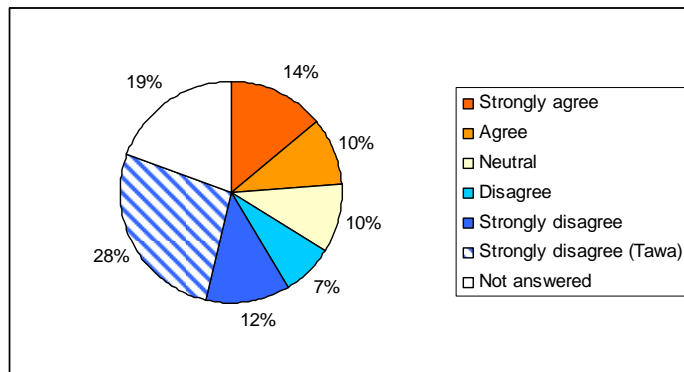
A targeted approach to infill housing allows for efficient use of existing and future public and private infrastructure - including retail and entertainment developments, and high capacity high frequency public transport. Dispersal of infill housing has the opposite effect and subsequently requires the duplication of transport infrastructure and increases transport costs - Submitter 307

The proposed approach will unfairly burden "areas of change" with intensive development, to meet future population growth, contrasted to properties outside of these areas that will benefit from a focus on quality and character protection and thus protection of value – Submitter 497

I agree that a targeted approach to infill housing is more likely to allow the city to absorb a higher population with least pain – Submitter 661

3.2. Support for identifying Areas of Change

24% of the respondents either strongly agreed or agreed with the idea of identifying areas of change – where housing redevelopment would be encouraged, resulting in moderate to significant increases in residential density. Those that disagreed with areas of change often advocated for a more equitable approach or for more greenfield development.



Some responses received are below:

Areas of change should be across the whole of the city - not cramming it into compact areas around existing shopping areas – Submitter 24

There is ample space around Wellington for expansion so long as new suburbs are well catered for by public transport. The provision of amenities to new areas provides opportunities for establishment of new businesses etc. – Submitter 26

Although transport and commercial development could come to areas where housing growth has taken place, it is better to allow denser housing around existing centres first – Submitter 115

Build big in the city - saves transport costs – Submitter 181

It would be better to look at introducing new suburbs - there are plenty of undeveloped areas in Wellington. We do not need to overcrowd a selected number of suburbs. Another alternative is to spread the load around ALL suburbs – Submitter 272

Support identifying areas of change as this allows developers and private home owners to select or avoid such areas according to their needs, preferences and future plans. If identifying areas of change results in increased residential density in those areas, then more efficient use can be made of existing and future public and private infrastructure such as public transport and retail and entertainment facilities – Submitter 307

Demand will drive which areas of Wellington are wanted for more intensive development – Submitter 315

Growth should be equally shared – Submitter 339

Yes this means that people can become better informed and plan where they might like to live and buy rather than suddenly having some 3 storey totally out of character monstrosity built beside them intruding on their privacy and blocking their sun – Submitter 376

Appropriate development needs to be tailored to each suburban area, rather than having a blanket approach that may not suit all areas – Submitter 497

Identifying areas of change provides the ability to strengthen the commercial viability of the centres and provides improved assurances so that both commercial and residential future buyers can invest in their property purchases with greater confidence of likely neighbourhood changes – Submitter 560

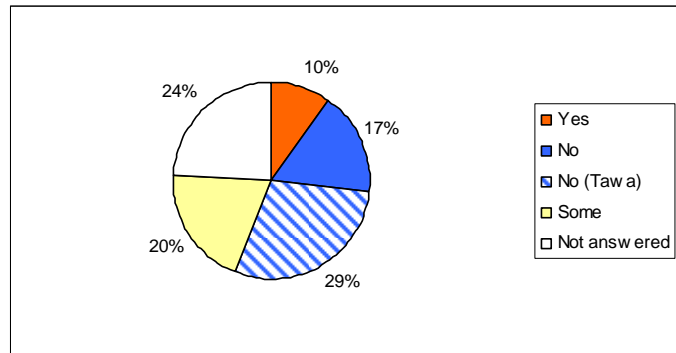
This offers certainty to everyone, whether in areas of change or not. And taking the long-term approach permits gradual transition, enabling people to plan without pressure – Submitter 661

3.3. Locations – Areas of Change

Almost half of the respondents (46%) did not agree with the locations identified as potential areas of change.

30% of respondents either agreed with all or some of the locations chosen for areas of change.

Some responses received are below:



They are logically in the existing suitable geographically spaced-out shopping areas – Submitter 16

Would prefer more development in inner and medium-distance suburban centres first, before any more in the CBD – Submitter 115

Many hills with gorse and open grass around North Suburbs that could provide economic family housing with reasonable sections. - Submitter 145

NZ has plenty of land - if the population growth really is an issue why not build whole new cities – Submitter 150

I am concerned that if developers are not tightly constrained slum areas could develop this would be bad for all residents – Submitter 244

We could make more use of Wellington's hills to site apartment buildings hugging the hillsides so they would both get plenty of sun and not shade other buildings. This could make Wellington distinctive. The main problem is with garaging, but either unobtrusive decks at street level or if cover is insisted on they should provide at least as much non-carpark courtyard area (avoiding a monotonous series of garage doors) - Submitter 277

It's unfair to load up some areas. Every suburb has unique character. The areas not designated for change are areas of affluence. This is unfair. The residents of every suburb should be encouraged to make more use of public transport rather than selecting some suburbs for higher density housing because they will become public transport hubs – Submitter 384

In general, yes, due to their location, however the feelings and ideas of the people already living in these areas needs to be taken into consideration. These residents should be advised of any changes to housing in their own streets so they can be given the opportunity to object to any personal infringements on their rights to adequate sunlight and privacy – Submitter 460

Redevelopment needs to be managed in context with surrounding neighbours and land topography – Submitter 659

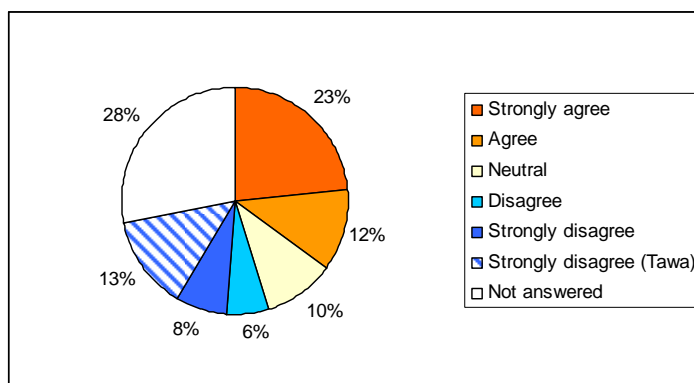
Concerned about dwellings that will affect the sun and views. Also have concerns about neighbours trees – Submitter 675

3.4. Support for identifying Areas of Character Protection

35% of respondents supported or strongly supported identifying areas of character protection – where infill housing would be allowed but with controls to ensure better quality.

Many of those respondents that did not agree with identifying areas of character protection (27%) either did not realise what areas had been identified or did not agree with the allowing infill housing in these areas.

Some responses received are below:



Character protection should only extend to buildings of historical significance in which case, it should be owned by the local council, charity, a trust etc and not by individuals. Individual owners should be able to freely demolish their dwelling and rebuild as they please, or sell to a developer who should be able to develop as they please. Only then, would growth be promoted – Submitter 2

Certainly need to avoid the vandalism of the past. Many of the older homes in Wellington are draughty and poorly insulated. If they have no historic or character value they should be replaced – Submitter 8

'Character protection' involves ensuring that only high income earners can live in some suburbs. There is no reason why the buildings of a particular historical period should be preserved in some suburbs – Submitter 25

I do support areas of character protection. Wellington has already lost many heritage buildings, as recent councils appear to value bulldozing everything in the way of hideous modern boxes – Submitter 59

Who decides what constitutes character? This is subjective and changes over time – Submitter 105

I do not support the proposal to have entire suburbs classified as "character" and exempt from the proposed changes to in fill housing regulations. The standard of housing in older suburbs, while visually appealing, are often cold, damp, and energy inefficient – Submitter 251

'Character' is a nonsense term intended just to limit a property owner's options – Submitter 253

It seems convenient that the areas chosen for character protection are the high value areas of Wellington - obviously the Council does not want to upset the wealthy – Submitter 256

Essential for preserving our heritage – Submitter 431

When identifying areas of character protection, consideration needs to be made to areas that have a historic character and areas that may develop a future historic character – Submitter 492

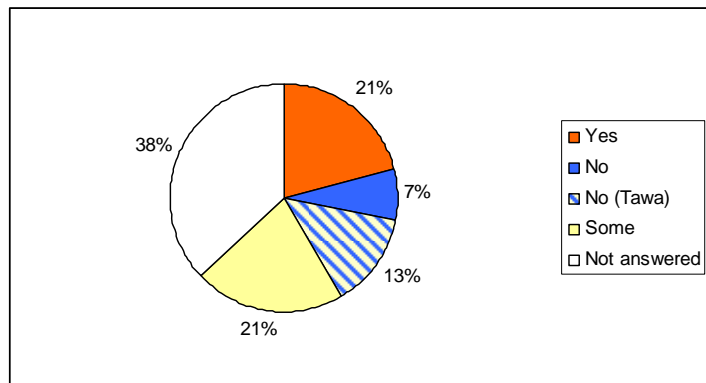
This is an oxymoron. You cannot have character protection and then change it with infill. By definition this is NOT protecting anything – Submitter 541

It is good to keep the heritage character of particular areas in Wellington. Any new developments in these areas should have changes in keeping with the surrounding architectural style – Submitter 669

3.5. Locations – Areas of Character Protection

The majority of people (42%) supported all or some of the locations chosen for areas of character protection. A number of responses received (20%) did not support the areas chosen – the majority of these people were from Tawa.

Some responses received are below:



Some of the housing within these areas needs renovation/redevelopment, otherwise it will let down the character you are trying to preserve – Submitter 12

Seem to have been included on basis of being in the central city - rather than any particular merit. The criteria of being important for the whole city seems to be biased towards central city areas – Submitter 36

Does an area have to be 100 years old to be considered to have character? In another 100 years will there be no areas built in the mid 1900s left? – Submitter 183

These areas are some of the original settlements of Wellington and should not be spoilt – Submitter 263

Every suburb has some locations that should be considered – Submitter 274

It appears the 'character protection' has been applied to areas of higher value housing – Submitter 319

There may be small pockets within areas that have not been identified for character protection that warrant consideration – Submitter 379

The amount of area considered for character protection should be considerably reduced, because previous developments mean that there are very areas that have not had their special character disturbed in one way or another – Submitter 572

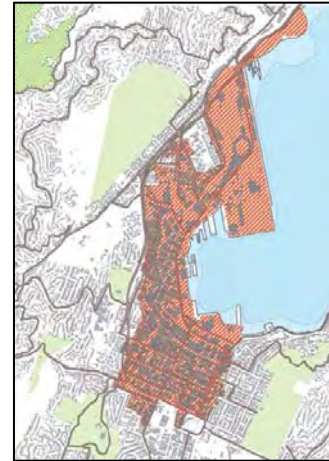
It is good to keep the heritage character of particular areas in Wellington. Any new developments in these areas should have changes in keeping with the surrounding architectural style – Submitter 669

4. Feedback on specific areas

4.1. Central Area proposal

Initial proposal

- Continued apartment development throughout the Central Area in accordance with existing guidelines in the District Plan
- Additional dwelling estimate to 2051: 8,500
- Additional population estimate to 2051: 13,500



Summarised Comments

- The central area is an appropriate place for more growth
 - *Allow residential high rise buildings in CBD. (Submitter 380)*
 - *(The) central city is already high density - keep it there where the arterial routes are.(submitter 436)*
 - *The CBD is already an area in which high density housing is encouraged, and there is an increasing need to scrutinise developments as they begin to exert a greater effect on one another and on the city's character. (submitter 60)*
 - *The inner city already has much higher buildings, so adding new or increasing the height of lower ones has less impact on neighbouring properties as inner city apartments are now an accepted part of Wellington living. The inner city already has community amenities within walking distance and has the infrastructure to cope with additional people. The inner city has the best opportunity to make carless living a real alternative (Submitters 7171-754)*

4.2. Johnsonville town centre proposal

Initial proposal

- Apartment living in the commercial area, above ground floor where opportunities exist
- 4 storey medium-density apartments and terrace housing within a 5 min walk from the centre and large vacant sites (e.g. Sheridan Terrace).
- 2-3 storey medium density terrace housing and townhouse development in outer zone (5 to 10 min walk)
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Opportunity to be investigated for affordable housing scheme
- Additional dwelling estimate to 2051: 1,700 - 2,000
- Additional population estimate to 2051: 2,800 – 3,500



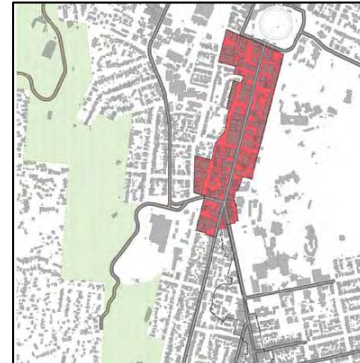
Summarised Comments

- The proposed area is too large
 - *'I am particularly concerned about the huge area proposed for development around Johnsonville. The service and shopping parts of the township are cramped, with little room for expansion because of the motorway and hills. (Submitter 456)*
- Traffic is a problem in Johnsonville
 - *'Tawa and Johnsonville are already congested with cars and noise. We do not need more people and traffic!!' (submitter 54)*
- Johnsonville has some special character
 - *'There are areas within the suburbs in your "corridor of change" that have lovely historic character e.g. the Johnsonville end of Helston Road, Arthur Carman Street, Burgess Road, Rotoiti Street, Earp Street, Woodland Road etc.' (submitter 480)*
- There is a need for more housing choice in Johnsonville
 - *'Particularly Johnsonville. Need for housing close to the centre is real.' (submitter 429)*
- This is an opportunity for Johnsonville
 - *'There is particularly strong potential to develop Johnsonville into a north Wellington centre - particularly with getting a critical mass of local population.' (submitter 36)*
- Facilities need to match the growth
 - *'I have particular concern about the need for better public spaces and green areas in central Jville, both to cope with the commercial development with included numbers of workers and the residential change.' (submitter 426)*

4.3. Adelaide Road proposal

Initial proposal

- Significant redevelopment opportunity to improve amenity and design
- Continued mixed use proposed, with further apartment living above commercial uses
- Potential for medium-density townhouse development
- Opportunity for affordable housing scheme
- Additional dwelling estimate to 2051: 1,000 – 1,700
- Additional population estimate to 2051: 1,500 – 2,700



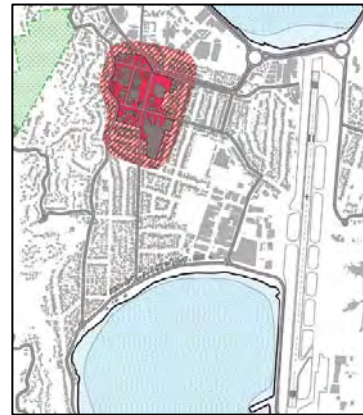
Summarised Comments

- Adelaide Road is suited to more intensive development
 - *'I agree that infill housing should be encouraged more strongly in some locations - such as the suggestions for Adelaide Road' (Submitter 324)*
 - *'The Adelaide Rd area especially is a chance to provide an attractive development' (submitter 375)*
- Facilities need to match the growth
 - *'There are limited community facilities (parks, playgrounds etc) near to this area; to allow intensification would require space and investment to ensure the community has safe places to enjoy the outdoors and mix with neighbours which is important in creating a place of community' (submitters 717 – 754)*

4.4. Kilbirnie town centre proposal

Initial proposal

- Apartment living above ground floor in commercial areas
- 2-3 storey medium-density terrace housing and townhouse development in areas immediately adjacent to centre
- Additional dwelling estimate to 2051: 600
- Additional population estimate to 2051: 950



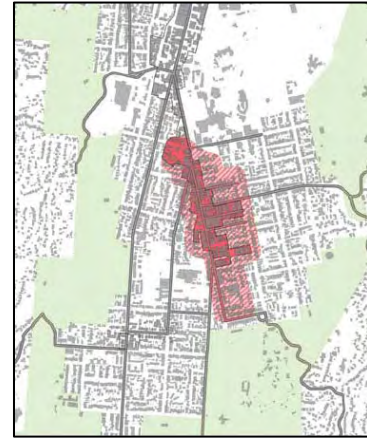
Summarised Comments

- There is a need for more housing choice in Kilbirnie
 - *There is a demand for more blocks of apartments within city suburbs. This is the case in Kilbirnie. This can lead to freeing up of larger homes from people who want to move to smaller easier to maintain homes/units. (Submitter 382)*
- The proposed height is not appropriate
 - *I don't believe that 3-4 storey buildings are of any benefit to residential areas. They block light and deprive neighbours of privacy - they also don't fit in with the landscape e.g., Kilbirnie which is very flat. (submitter 577)*
- Transport options need to be improved
 - *The current situation of the Mt Victoria tunnel is terrible. The road network should be improved before agreeing to increase the housing density. (submitter 496)*

4.5. Riddiford Street fringe proposal

Initial proposal

- Apartment living above ground floor in commercial zone
- 2-4 storey medium-density terrace housing and town house in adjacent areas.
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Opportunity to be investigated for affordable housing scheme
- Additional dwelling estimate to 2051: 500
- Additional population estimate to 2051: 850



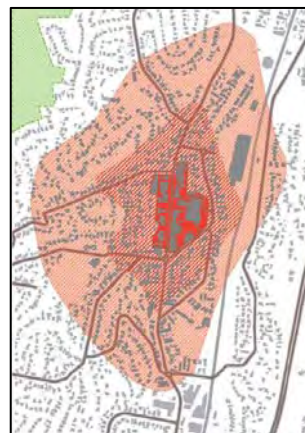
Summarised Comments

- We need to safeguard special character
 - *The nature of this area is historic and predominantly consists of 1 and 2 storey buildings in nature, with narrow streets. 3 and 4 storey developments are not acceptable as the section sizes are too small and will devalue properties in the vicinity. (submitter 541)*
- Newtown is already dense enough
 - *I object to what is being proposed in Newtown. Development in Newtown is intense enough as it is. (Submitter 636)*
- Roy Street has special character
 - *Of particular concern is the proposal to incorporate Roy Street in a Zone which would allow for houses up to 4 storeys in a defined area around Riddiford St. Roy Street has a unique character with its Edwardian and Victorian-era homes and magnolia trees. It is one of the few remaining streets in the city where one can get a sense of life in early Wellington. (submitter 509)*

4.6. Tawa proposal

Initial proposal

- Some apartment living above ground floor in commercial zone
- 3-4 storey medium-density apartments and terrace housing around centre, based on a 3min walk from the town centre
- 2-3 storey medium density terrace housing and townhouse development in outer zone (3 to 7 min walk)
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Opportunity to be investigated for affordable housing scheme
- Additional dwelling estimate to 2051: 1,100
- Additional population estimate to 2051: 1,800



Summarised Comments

- Tawa should not be subject to change
 - *Tawa is not an inner city suburb where you expect a denser population, but is a family-oriented place to live where family-sized houses need outside area. (Submitter 78)*
 - *Having high density housing in Tawa area will lead to ghetto areas. It will also change the type of housing in Tawa (submitter 140)*
 - *Infill housing will detract from Tawa's 'family orientated' status (submitter 230)*
 - *NOT in Tawa - infill housing will lower property values and bring in the wrong people types completely destroying the nature and character of the suburb (submitter 471)*
- There is a need for more housing choice in Tawa
 - *There is a need for more housing in central Tawa. (Submitter 153)*
 - *I would like to sell my house and buy an apartment in the middle of Tawa town. It would be wonderful for the development of Tawa. (Submitter 217)*
 - *I feel strongly that Tawa should be promoted as a residential suburb for Wellington. The 3 min infill area would be excellent for providing housing for the older person and "singles" (Submitter 320)*
- This could be an opportunity for Tawa
 - *Some population growth in an area such as Tawa is necessary for the continued economic viability of the businesses within the CBD. (Submitter 573)*
- Tawa would be better suited to a corridor approach
 - *The area highlighted as being available for infill housing in Tawa is not evenly distributed and would be better suited to run alongside the length of Main Road. (Submitter 452)*
 - *I submit that the proposed Inner/Outer boundaries not focus so much on the 3/7 minute rule but rather a more longitudinal shape along the Main Road (Submitter 560)*

4.7. Karori Road corridor proposal

Initial proposal

- A corridor approach from Morley Street to Marsden Village
- Apartments in the centres above ground floor
- Inner zone (50m from road centre): 3-4 storey medium density apartments and terrace housing redevelopment
- Outer zone (50m -100m): 2-3 storey medium-density terrace housing and townhouse development
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Opportunity to be investigated for affordable housing scheme
- Additional dwelling estimate to 2051: 500
- Additional population estimate to 2051: 850



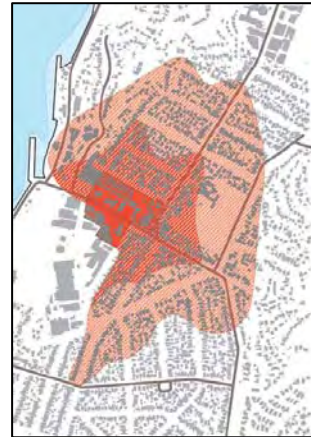
Summarised Comments

- The area proposed for Karori needs further thought
 - *In Karori I would like to see more focus on the area from Campbell St to Morley St (submitter 37)*
 - *The proposed new rezoning could be extended to include the section of Karori Road opposite Karori Park and the north side of Raneleigh St and Raneleigh Tce in Karori, building against the natural topography. Additional dwellings here would offset the reduced number I propose as a consequence of lowering the maximum height allowed. (submitter 260)*
 - *From Donald Street on the South side, and Fancourt Street on the North side through to Marsden Village, there is very little land available for redevelopment (submitter 711)*
- Transport services would need to be improved
 - *The already congested peak traffic situation in Karori would be considerably worsened by an increase in the number of residents using Karori Road. (Submitter 108)*
 - *Karori road corridor has limited capacity and cannot sustain further growth. Infrastructure improvements need to happen here prior to development. (Submitter 632)*

4.8. Miramar town centre proposal

Initial proposal

- Some apartment living above ground floor in commercial zone
- 3-4 storey medium-density apartments and terrace house redevelopment around centre, based on a 3min walk from the town centre
- 2-3 storey medium-density terrace housing and townhouse development in outer zone (3 to 7 min walk)
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Opportunity for affordable housing
- Additional dwelling estimate to 2051: 1,000
- Additional population estimate to 2051: 1,600



Summarised Comments

- The existing character is predominantly single storey
 - *Building 3/4 storey structures in Miramar is totally out of character with the suburb (submitter 168)*
 - *Central Miramar has unique character - bungalow style is typical, providing low density family living style arrangements. (submitter 490)*
- The Miramar town centre is weak
 - *Miramar shops are hardly what one would call a township. There are very little services actually located in Miramar beyond a supermarket and some takeaway and video outlets. (submitter 103)*
 - *The Miramar Village centre on Park Rd that was the hub of Miramar up until 10 years ago is now hardly used at all since the main attraction, the Capital Court, has been allowed to sit derelict for years. Somehow we've ended up with predominantly strip retail. (submitter 313)*
- Transport services would need to be improved
 - *My concern is the Eastern suburbs which currently have severe traffic congestion. The routes out of the peninsular are currently inadequate - primarily the Mt Victoria tunnel. The current transport system cannot support the extra population that high density infill housing will bring to the Eastern suburbs. (submitter 436)*
 - *With only one tunnel, airport, new complex against Cobham Drive and sports grounds, we are already having transport problems. (submitter 472)*
- The environmental constraints need to be considered further
 - *The Miramar area is a council identified hazard zone i.e. liquefaction in the event of a major earthquake. (submitter 318)*
 - *Central Miramar sits on an old lake bed/swamp. The land is sandy with the water table less than a metre below the surface. As a result, the areas is prone to surface flooding (submitter 465)*
- Miramar has already been subject to lots of poor examples of infill
 - *Miramar has far too much infill already - many of it poorly managed and developed (submitter 272)*

4.9. Newlands local centre proposal

Initial proposal

- Potential for apartment living above ground floor in centre
- 2-3 storey medium density townhouse, terrace housing redevelopment around centre, based around a 5 min walk from the centre
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Opportunity for an affordable housing scheme
- Additional dwelling estimate to 2051: 420
- Additional population estimate to 2051: 670



Summarised Comments

- This could be an opportunity for Newlands
 - *We want our town centre developed with cafes and little boutique shops. (submitter 276)*
 - *I can see what an opportunity this could create in some places such as Newlands (submitter 489)*
- Transport services would need to be improved
 - *Newlands residents are concerned about the prospect of additional infill housing along Newlands Road because of the way this main route could be impacted by additional cars entering the traffic (submitter 638)*
 - *Concerned that in Newlands there is no ability for roadways to expand to accommodate greater congestion (submitter 683)*

4.10. Crofton Downs neighbourhood centre proposal

Initial proposal

- Potential for comprehensive redevelopment of commercial area, to include mix of residential living options, including:
 - Apartment living above commercial uses
 - 2-4 storey medium density terrace housing and townhouse development
 - Opportunity for affordable housing scheme
- Additional dwelling estimate to 2051: 140
- Additional population estimate to 2051: 250



Summarised Comments

- Transport services would need to be improved
 - *'Although I support the idea of infill in my own suburb, I hope that the additional pressure on public transport has been considered. As Crofton Downs is the last stop on the Johnsonville line before Wellington, trains are often crowded by the time I get on.'* (Submitter 112)
- The proposed area could be extended
 - *'Support Crofton Downs proposal and would like the area extended to include the whole of the Churchill Drive Gospel Hall.'* (Submitter 680)
- Environmental effects need to be considered
 - *'our concern is that the discharge rate of stormwater is minimised in the interest of limiting flood levels of the Korimako Stream. To the east of the Crofton Downs commercial area, the land falls steeply to the benched railway corridor, and past the corridor the land falls steeply to the Korimako valley. Stream life and adjacent plant life suffer from acute peak flows, and from siltation arising from erosion and from poorly-planned and -managed development'*

4.11. Lyall Bay Parade proposal

Initial proposal

- Potential for comprehensive re-development of the Parade to a high quality living/recreation zone, including:
 - 3-6 storey medium-density apartment or terrace housing
 - Supporting commercial use (e.g. small retail, café, restaurant) on ground floor
 - Public space upgrades
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Additional dwelling estimate to 2051: 250
- Additional population estimate to 2051: 400



Summarised Comments

- The proposed height is not appropriate
 - *I strongly disagree with the plans for Lyall Bay beach. While I do agree it should be developed, I believe the height limit should be 2 or 3 stories maximum (Submitter 120)*
- Shading from the proposed buildings would be an issue
 - *'Opposed to the Lyall Bay proposal and the shading these buildings will create along Lyall Bay Parade Rd and on the waterfront' (Submitter 619)*
 - *Aside from the extant natural issues surrounding the location (full brunt of southerlies; potential tsunami target, etc) is the impact that three to six storey buildings would have in blocking out sunlight from the beach (Submitter 273)*
- The environmental constraints need to be considered further
 - *Lack of acknowledgement of the environmental effects the proposal will have including shading by 2 storey buildings in winter, shading of 3-6 storey developments in summer, no dimensional models of what is proposed and therefore no one has analysed effects, increased wind velocity around the buildings even at 2 storeys, earthquake and tsunami risk, high water table and lack of knowledge of how extreme weather conditions may affect any 3-6 storey high structure (Submitter 652)*
- Lyall Bay should be included in the coastal fringe area of character protection
 - *I would be prudent to consider the whole of Lyall Bay while there is an opportunity to save it from becoming a mini-Gold Coast or Costa del Sol - except without the weather. (Submitter 330)*
 - *Lyall Bay beach front area - cool beach shacks (Submitter 582)*
- This could be an opportunity for Lyall Bay
 - *This is an opportunity to improve Lyall Parade from its current, run down, ram shackled image to an attractive place for locals and tourists to enjoy and capitalise on with its fantastic surf beach. It's more of an embarrassment to our city than a best kept secret. This should be for all to enjoy. (Submitter 538)*

4.12. Luxford Street proposal

Initial proposal

- Potential for comprehensive redevelopment of the Luxford Street corridor to a high quality living zone, including:
 - 3-4 storey medium-density apartment or terrace housing
 - Supporting commercial use (e.g. small retail, café, restaurant) on ground floor
 - Public space upgrades
- Comprehensive redevelopment and amalgamation of sites encouraged over time
- Additional dwelling estimate to 2051: 250
- Additional population estimate to 2051: 400



Summarised Comments

- Luxford Street is suited to more intensive residential development
 - *More intense infill housing should be allowed in these kinds of areas. This would also be more consistent with 'green' policies re transport etc. as these areas are close to the city centre. (submitter 490)*
- Transport services would need to be improved
 - *The building of more housing in Berhampore would require some drastic improvement in the bus service as in its current state it is often over crowded causing you to wait for several buses before getting on one. With more housing this is only going to get worse. (submitter 485)*
- Luxford Street is already dense enough
 - *High growth not conducive to the atmosphere of the suburb. (submitter 711)*

4.13. Inner residential areas of character protection

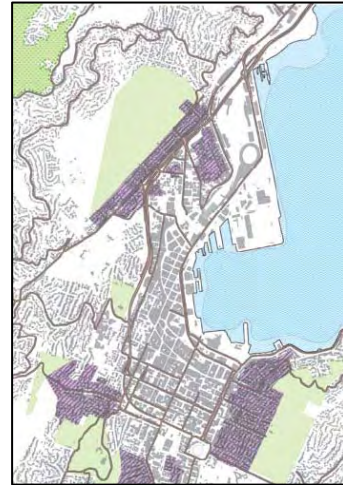
Initial proposal

Area: the parts of the inner residential area subject to the 1930's demolition rule, including parts of Mt Victoria, Thorndon, Aro Valley, Mt Cook, Newtown and Berhampore.

- We will do a review of heritage in these areas to determine where additional heritage recognition may be required
- We will consolidate existing character protection rules (such as the 1930's demolition rule) to ensure a consistent approach across all inner residential suburbs

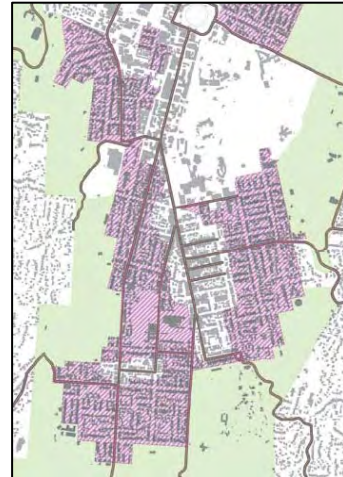
Outcome sought:

- Design and scale of new development to fit within existing neighbourhood character
- Significant heritage areas and buildings protected
- Sense of place and character enhanced by new development



Summarised Comments

- The existing rules are not adequate
 - *But I don't know if the 1930's density rule protects it enough. If the house is run down enough of course it is easy to build something better. There needs to be restriction on style and materials (submitter 243)*
- Why are we protecting character?
 - *Already there are far too many old residential homes that make the city look old and tired. I don't how why 'old and tired' is a characteristic worth holding on to. (submitter 2)*



4.14. The coastal fringe areas of character protection

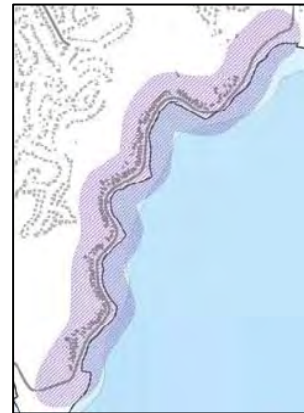
Initial proposal

Area: Coastal/residential fringe area in the eastern and southern suburbs including Karaka, Scorching and Worser Bays, Seatoun, Breaker Bay, Moa Point, part of Lyall Bay, Houghton Bay, Island Bay, Owhiro Bay.

- We will do a review of existing rules and consider developing a design guide for new development on the coastal fringe.

Outcome sought:

- Design and scale of new development to enhance coastal amenity and fit within the existing coastal character
- Inappropriate earthworks on the escarpment avoided



Summarised Comments

- The areas of bush on the escarpments around the bays needs to be protected
 - *My particular concern is to protect a coastal tract of bush. This natural feature runs from the back of houses on the waterfront along Karaka Bay Rd and Marine Parade to the roads on the ridge above. It stretches from Scorching Bay to the north to beyond Worser Bay to the south on the coast of Miramar Peninsula. (Submitter 265)*
 - *Recommend that the existing areas of bush along the coastal fringe areas be given the same status and protection as the green belt. (Submitter 642)*
- The coastal fringe needs to be protected
 - *Strongly support identification of South Coast for outstanding natural values. (Submitter 525)*
 - *Support the recognition given the coastal fringe areas and the development of a design guide. (Submitter 710)*
- Seatoun shouldn't be included
 - *Seatoun has also recently 'benefited' from recent developments. The council should not now disallow developments automatically. (Submitter 329)*
 - *Why can't there be high rise development in Seatoun as it has hills behind that could take high rise in front. (Submitter 664)*
- The coastal fringe should be allowed to be developed
 - *Personally I think some of the coastal areas could be ideal for greater development. (Submitter 426)*
 - *The coastal bays should definitely be considered as viable for development. The bays do not belong to the current residents, they belong to all Wellingtonians and to block our enjoyment of these prime areas is elitist. (Submitter 467)*



5. How the Council proposes to respond

5.1. Fewer Areas of Change

Taking account of community feedback, organisational capacity and further analysis of each of the proposed areas, the Council is now proposing a revised programme based initially on having fewer Areas of Change. Because there will be a huge amount of planning, consultation and implementation work involved in ensuring good quality outcomes, the Council will need to focus its energy and resources more effectively and in a more integrated manner. This will greatly increase our ability to work with landowners to deliver a much improved quality of development, which is particularly important for higher density areas.

The Council has now agreed that at this stage work be focussed on the 'growth spine' Areas of Change – these being Johnsonville town centre, Adelaide Road, and Kilbirnie town centre. Community based visioning processes are already well advanced for Adelaide Road and Johnsonville. These will be finalised prior to work beginning on implementation. A community based visioning process for Kilbirnie will begin next year.

At this stage no other Areas of Change will be advanced, however the Council may consider phasing in additional areas in the future, subject to a progress review on the success of the 'growth spine' Areas of Change in 12 months time. Any areas proposed in this review would be reviewed in the light of the consultation feedback and further detailed study on the ground. Development of any further Areas of Change would involve extensive and on-going consultation as has been the case with Adelaide Road and Johnsonville.

Lyll Bay Parade and the Riddiford Street Area will not be considered now or in the future as Areas of Change. This is due to a combination of factors, including:

- community feedback
- new guidelines on planning for sea level rise and coastal hazards, which raises new concerns for Lyll Bay Parade
- further examination of density, character and land use in the proposed Riddiford Street Area of Change, which suggests there is less opportunity for, and less potential gain from, comprehensive re-development of the area.

Council will also continue to monitor population trends in our planning for the next 40 years. The vast majority of our population growth derives from natural increase as opposed to migration. Household size is expected to continue to fall as our population ages, family sizes reduce and there are more single adult households. The Council aim remains to ensure that the population growth predicted is able to be accommodated in the most sustainable way, and in a manner that ensures a better quality of urban environment.

5.2. Areas of Character Protection

Compared to Areas of Change, the proposals for Areas of Character Protection generated significantly less comment from respondents.

There were some strong submissions in support of the proposals and the Council is proposing to continue to pursue the proposals for character protection put forward in the discussion paper.

Further work is being carried out by officers to refine the boundary of the coastal Character Protection Area and to develop draft provisions to guide development in these areas.

For the inner residential areas, officers are investigating whether to expand the demolition rule to include pre-1940's buildings. Heritage assessments of Thorndon and selected suburban centres are also underway. These studies incorporate several of the areas identified as requiring further investigation in the discussion paper. It is proposed to incorporate the findings of this work into a draft plan change later this year.

Character issues will also be considered in the community based visioning process for Kilbirnie town centre. The study area will likely include surrounding residential areas, and character values will be considered through this process.

6. Next Steps

Information we have received from this consultation, along with on-going research findings, will feed into the development of Council's long term approach to infill housing and intensification.

A further round of non-statutory consultation will be held once Council has developed more detailed policies and rules. This will precede any formal District Plan changes and is likely to begin in late 2008.

A package of measures is being considered to comprehensively address issues arising in our residential and suburban centre areas and may include:

- revised District Plan maps showing the boundaries of the confirmed areas of change (Johnsonville, Adelaide Road and Kilbirnie)
- additional policy guidance to better manage multi-unit development
- additional policy guidance and rules for areas of character protection
- a revised design guide for residential areas
- a new design guide for suburban centres.

Council is also undertaking a heritage assessment for Thorndon and officers are investigating whether to expand the current pre-1930's demolition rule that is currently applied to our inner-residential areas to include pre-1940's buildings. A heritage assessment of selected suburban centres is also underway. These studies incorporate several of the areas identified as requiring further investigation in the discussion paper.

A programme of non-statutory actions to implement the new policy direction in the areas of change will also be developed. This may include:

- collaborative master-planning processes to develop a shared vision for each area and to identify actions to make change happen
- reviewing the investment programmes to ensure we have the right infrastructure, facilities and services in place to support growth
- entering partnership projects with other agencies (such as Housing New Zealand) and the private sector to attract investment and ensure sustainable development
- demonstration schemes.

Officers will report back to Council in late 2009 on the implementation of work on the confirmed areas of change and on the potential for advancing additional areas of change.

For further information please contact Paul Kos or Janna Murray on (04) 499 4444 or at infill@wcc.govt.nz