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To what extent do you agree or disagree with what is proposed with intensification in the Central City.: Strongly Disagree

To what extent do you agree or disagree with what is proposed with intensification in the Inner Suburbs.: Disagree

To what extent do you agree or disagree with what is proposed with intensification in the Outer Suburbs.: Neutral

We have taken a city-wide view with how we have proposed intensification across the central city, inner suburbs and outer suburbs. Overall to what extent do you agree or disagree with our approach to this distribution?: Disagree

If you disagree, where would you distribute the additional 80,000 people across the city over the next 30 years?:

1. The 80,000 estimate is a maximum and is now more in question because of the uncertainties created by the coronavirus pandemic. Fewer people may need to commute from outside Wellington and so prefer to live outside the city but more New Zealanders are returning from overseas. The future need for office space could influence the conversion to apartments in the city. We cannot assume such factors will simply even out to the forecast currently informing this plan.

2. Council accepts that the pandemic will stall the need for more housing in the short term, while maintaining its long-term predictions are correct. There is therefore an opportunity to pause to re-examine the housing capacity assessment, utilising more sophisticated

digital technology modelling to achieve better predictions than the current estimates.

3. Population density in Thorndon is already high, given the suburb's topography and existing apartment blocks. There is already a serious parking problem (regularly brought to Council's attention over many years) and few brown-field areas.

4. We believe there is room in the Wellington region for population growth without the drastic measures of this plan. There is a need to co-ordinate the spatial plans of all the cities in the Wellington conurbation so each local authority is not acting in isolation.

5. In Wellington, along with modest infill developments in the inner suburbs, areas such as Adelaide Road and Thorndon Quay could be investigated for development that is less destructive of our inner suburbs' heritage and character and therefore our city's visual identity.

6. As Council is proposing to remove the requirement to provide car parking in new developments, presumably in the belief that private ownership of cars will reduce in the future, thought should be given to the redevelopment of the car yards along Kent and Cambridge Terraces as the diminishing demand for their products affects their industry.

To what extent do you agree or disagree with how we have balanced protecting special character and providing new housing in the inner suburbs.:

Disagree

We want to make sure we keep what is special about the character of the inner suburbs as we provide new houses in these areas. What about the character in these suburbs is important to you?:

1. The character of individual buildings with narrow frontages presenting a consistent streetscape is part of Wellington's visual identity as defined by the heritage housing on the hills in the inner suburbs. These suburbs are the amphitheatre of Wellington, with views down to and across the harbour.

2. The elegance of more substantial homes in the suburb (some of them post 1930s)

enhances the attraction of Thorndon, as do the many driveways, lanes and gardens that give shaft views to the hills and harbour to residents and walkers attracted to Thorndon by the Village, Te Ahumairangi and Botanic Gardens.

3. In Thorndon as in other inner suburbs, there is still a village with shops, pubs, cafes and restaurants. There are historic parks and greenery, as mentioned above, and Queen's Park is being rejuvenated thanks to the energy and interest of local residents.

4. We believe it is possible to create a compact liveable city without compromising this heritage and character, including investment in restoration to avoid unnecessary demolition. Planning for this outcome would include meaningful engagement with inner city communities about intensification, for example as happened in Seattle, USA (see our covering letter).

What amenities would you want to help create a vibrant suburban centre? (please pick your top 5 from the options below):

Proximity to parks and open space, Access to public transport, Commercial activity (retail, cafes, local businesses), Infrastructure (stormwater, water supply, wastewater), Social services and community facilities

Other (please specify):

What amenities would you want to see around future mass rapid transit stops? (please pick your top 5 from the options below):

Public shared spaces, Cafes and restaurants, Community facilities (libraries, community spaces, social services, etc.), Medical facilities/centres, Bicycle parking

Other (please specify):

To what extent do you agree or disagree with the following statement::

Our City Tomorrow outlines a 'blueprint' for how we can grow and develop that aligns with the five goals for Wellington to be Compact, Resilient, Inclusive and Connected, Vibrant and Prosperous, and Greener.:

Neutral

COVID-19 has had a significant impact on our lives and on our city. We acknowledge that since March this year people may have experienced their local suburb or neighborhood in a different way.:

What spaces, amenities, or facilities did you find most beneficial during the different levels in your local neighbourhood/suburb?:

This and the following question should be addressed by a community street review. The method developed by Living Streets Aotearoa, supported by the the New Zealand Transport Authority, offers a service to councils to assist them in assessing walkability of streets and routes.

What amenities or facilities were missing or could have been improved?:

See previous question.

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What do you like about Our City Tomorrow: A Draft Spatial Plan for Wellington City?:

It starts a discussion about Wellington's future but this discussion should be allowed to run for a lot longer than the time limit on submissions and should be conducted on a different basis. See our covering letter for some information about the process adopted by Seattle in the USA. Lessons from the Christchurch regeneration could also be noted.

What would you change or improve?:

1. The proposed rezoning for West Thorndon would replace a relatively coherent extended strip of housing from Glenmore Street to Wadestown Road with an incoherent, intermittent patchwork of new and older housing. This entire area should be designated in the same zone.

2. The WCC definition of "character" is "features ... that contribute to a unique sense

of place when viewed by the public-at-large from the street or other public places." The emphasis on the public-at-large being the arbiters of character by what they see from the street should be tempered by heritage interests and those of residents.

3. This and previous plans have designated pre-1930s buildings for special attention. Whether pre-1940s or 1950s buildings should now be similarly addressed is a question for consideration.

Is there anything that needs to be considered as we plan for the future that is not provided for in Our City Tomorrow?:

1. Along with this plan should sit a strategic plan for much-needed infrastructure improvements in the inner suburbs and central city. Critical infrastructure that deserves special consideration includes the three waters and waste/landfill provisions. There is also a need to project public transport requirements and how they will be met.

2. More widely, Wellington's air travel access problems should be addressed, with our inadequate regional airport and potential for using Paraparaumu airport. The needs for adequate medical facilities, including expanding Wellington Hospital, and schools to cope with the larger population should be addressed in long term plans so these facilities can be developed alongside the additional housing and intensification that is the focus of the current plan.

3. Of the five goals for "Our City Tomorrow", the most neglected is resilience. The plan should include projections for possible catastrophic events and how the city/region and its emergency management will cope, including addressing the inter-dependability of lifelines, their concentration in the Kaiwharawhara corridor, access to and from the city, availability of emergency water and recovery plans for temporary housing and building back better.

4. How redevelopment from single dwellings to high-rise high-density accommodation changes the demographics of an area (e.g. fewer families and more singles and couples) and the consequences of driving out families from the inner suburbs, have not been addressed.

5. Although this is a strategic plan, it should have some comment on the design of the multi-storey buildings proposed, and not just their heights. Height-alone rezoning leaves the look and feel of an area in the hands of the developers. There could be architectural competitions for various developments or a design panel, or both, with a phased approach to design and build with varied designs for different needs. The approach to be adopted should be signalled in this plan.

6. It may also reassure residents if the plan mentioned how the interests of developers and the middlemen between the regulators (Council) and citizens who have to live with the consequences of rezoning and redevelopment, would be kept in balance. The developers of such large-scale projects will themselves be substantial and will include overseas interests.

To what extent do you agree or disagree with the following statements considering what is proposed for the Inner Suburbs.:

The refined approach to the pre-1930 character areas offers a good balance between protecting special character and providing new housing in these areas.:

Disagree

The existing pre-1930 character demolition controls should be targeted to sub-areas within the inner suburbs that are substantially intact and consistent.: Strongly Disagree

The pre-1930 character demolition controls should be removed in areas that are no longer substantially intact and consistent or where character has been compromised.: Strongly Disagree

There should be a continued emphasis on streetscape character in those areas outside of the proposed sub-areas through the retention of a general character area to ensure that new development respects local streetscape and is well-designed.: Strongly Agree

The refined approach to the pre-1930 character areas retains controls on demolition in the right locations and where streetscape character is substantially intact.: Disagree

There is a good mix of housing types and heights that is suitable for the area given the city's projected population growth and the need for more housing choice.: Strongly Disagree

Thinking about Upper Stebbings Valley, to what extent do you agree or disagree with the following statements?:

Developing the area between Churton Park and Tawa to create a new neighbourhood supports our goals of making Wellington a compact, resilient, vibrant and prosperous, inclusive and connected, and greener city.: Agree

Connecting a future community in Upper Stebbings and Glenside with Takapu train station and the shops and services in Tawa will support public transport usage and access to economic opportunities.: Agree

Thinking about the Lincolnshire Farm Structure Plan, to what extent do you agree or disagree with the following statements::

The Lincolnshire Farm Structure Plan should be reviewed to allow for a mix of housing types and to accommodate more dense housing options (such as townhouses and low rise apartments can be built in this area).: Agree

We also want to understand the public appetite for community planning processes in specific areas, such as::

Te Motu Kairangi/Miramar Peninsula. This framework could cover matters such as how to maximise the benefits of living, working and visiting the area, investment in social and affordable

housing aligned with public transport and greenspace, and how to ensure better connections to the City particularly with the future mass rapid transit route.:

Strathmore Park. This could be to develop a plan for regenerating this suburb, which could include developing new modern or upgraded state housing with better public transport connections to the rest of the City, along with a range of other initiatives that could benefit the wider area including the neighborhood center.:

Do you support the idea of a community planning process for the following areas::

Te Motu Kairangi/Miramar Peninsula: Not sure

Strathmore Park: Not sure

If you answered yes, to the two questions above please respond to the following questions::

What should Te Motu Kairangi/Miramar Peninsula Framework focus on or cover?:

What should the plan for regenerating Strathmore Park focus on or cover?:

Overall do you agree with our proposed approach to protecting our natural environment and investment in our parks and open spaces?: Agree

Do you think Council should offer assistance to landowners to help them protect their Backyard Tāonga (the natural environment) on their private property?: Not sure

If you answered yes to the question above, what types of assistance would help landowners?:

Other (please specify):

Are there any final comments you wish to include in your submission? If so, please provide your comments below.:

1. The proposals amount to a further division of the suburb of Thorndon (after the motorway construction). Hobson Street and its tributary streets are to become part of the central city and will lose much of their precious character and amenity to the high-rise developments proposed for that precinct. Thus Wellington will lose one its most attractive and liveable streets.

2. The emphasis on the construction of multi-storey buildings tends to give the impression of concrete canyons creating wind tunnels with no sunlight or sight corridors in the city and inner suburbs, and allusions to Erskineville in Sydney or to parts of Melbourne.

3. The impact on the construction industry should be assessed. The buildings proposed will be beyond the capabilities of small companies, so large construction firms will be the only builders. In other countries and cities, this situation has led to difficult negotiations for the local authorities and, in many cases, sub optimal outcomes.

4. The submission process has difficulties that may deter many from participating. It is not simple to obtain a hard copy of the submission form, which is the only way to get a preview of the entire form before commencing its completion. It is not possible to pause completion on the internet version and return to it later. The need to circulate a draft to a group for comment (as with this submission by the Thorndon Residents Association) does not seem to have been anticipated.

5. The time limit for submissions is too short – especially with distractions such as the pandemic restrictions and general election – for such a far-reaching proposal.

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Yes

Attach document:

Have you provided an attached document?: