

**Hearing Evidence for:** Auckland Unitary Plan Independent Hearings Panel

**With Regard to:** Topic 029 Special Character

**On behalf of:** Save Our St Heliers Inc. and  
St Heliers/Glendowie Residents' Association Inc.

Margaret King

**Submitters No:** 6770 (Further Submitter No. 3716)

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## **Primary Evidence**

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### **Introduction**

1. Save Our St Heliers Inc. is an organisation with over 600 members. St Heliers/Glendowie Residents' Assn. Inc. has over 25 years of service to local residents, with a membership of about 300 people. Both organisations are active in the community and well placed to represent the views of many residents. This evidence relates to submission point 17.
2. Margaret King is included as an individual submitter and example of the approximately 380 individual submitters who have all made the same submission points 5 and 7.

### **Summary Statement**

3. In February 2013 Auckland Council published "Tamaki Drive – a place for people: masterplan for the future". This document is referred to as the Tamaki Drive Masterplan (TDMP). The Draft Auckland Unitary Plan was launched one month later in March 2013.
4. At the request of the Orakei Local Board, Auckland Council planners agreed to develop the TDMP in consultation with CCO's, councillors, community and the mayor. Desley Simpson, Chair of the Orakei Local Board, states that all these parties had input into the TDMP, and all understood its intent. The Mayor co-signed the Foreword. Including internal OLB meetings, there were in excess of 83 meetings before the first draft of the TDMP. Many of these meetings involved consulting planners. Council planners participated in all workshop sessions with stakeholders. The Media Release for the TDMP project is available from the Council website. (Appendix A).
5. Both Save Our St Heliers and the St Heliers/Glendowie Residents' Association took part in these workshops. It was promoted to us as an exercise in "planning" for Tamaki Drive and the environs. Appendix A (Media release) states: "*We will work with key groups in a unified way and draw on the work already completed, including existing plans and strategies.*" This relatively brief, one page document, mentions the words "plan, planning and masterplan" a total of 8 times.

6. Tamaki Drive as an entity is not included in the Proposed Auckland Unitary Plan. Process enabling our appearance before the Independent Hearings Panel, coded our submission points regarding TDMP under Topic 029 **Special Character**.
7. **Council's Position:** Council planners have determined that the TDMP is not a planning document (verbal statement). Furthermore Council Evidence for Topic 029 (Lisa Kate Mein of Boffa Miskell Sections 8.12 and 8.13.), was made public on 6 May 2015.
8. Council evidence states that the TDMP is not an "historic character document" and we wish to query this statement. Contained within Council's evidence are numerous crossings out of the word "special" and replacement with the word "historic" in association with the word "character". The Topic is even called "**Special Character**", and, in the absence of any mention of the TDMP in the PAUP, Council staff coded our submission point under this Topic. We have not sought to argue that the TDMP should hinge on it's recognition as an "historic" document. That definition relates to Council evidence that has emerged as part of this process. We have not had time to comprehend how that affects our submission points nor do we know if the Independent Hearing Panel are in agreement with Council on that point. Clearly Council do consider these words relevant as they affect Tamaki Drive, yet it is a major deviation from the PAUP.
9. Council have produced a "masterplan" for Tamaki Drive but with no "plan". We submit that the existence of the masterplan document legitimises that Tamaki Drive and environs is an important aspect of the Auckland landscape that warrants a plan.
10. The TDMP states on page 7: *"The masterplan has been informed by: a review of previous planning, project and policy work relevant to Tamaki Drive and surroundings areas."*
11. The Operative District Plan recognises the significance of Tamaki Drive as an area worthy of recognition by referencing it as a "Scenic Way" and through the "Tamaki Drive Guideline No 2 (1992)". By omitting Tamaki Drive from the PAUP, Council have radically altered current policy.
12. We reiterate our support of the Tamaki Drive Protection Society's submission (Submitter No. 308) which provides greater detail of current controls and their significance.
13. By omitting current policy and failing to recognise the TDMP we are concerned that Tamaki Drive has lost the recognition that it is a special character environment that, as stated in the District Plan, is *"...a distinctive landscape of much value to the City and the wider region..."*
14. The TDMP states on page 7 *"It means that we consider Tamaki Drive and its surrounding areas as a whole and do not just make decisions in response to one issue or function, as has often been done in the past."* Failing to distinguish Tamaki Drive in the PAUP is guaranteeing a continuance of single issue responses, with far less consideration than is currently offered by the District Plans.
15. We request that any potential adverse effects on Tamaki Drive, the Waitemata Harbour and the Hauraki Gulf are included in the Unitary Plan. This includes the effects of development, silting, subsidence, storm water, and the existing flooding issues (see UP Overlay) and the impact of projected rising sea levels.
16. Other cities provide planning for their valued beaches, coastlines and scenic roads. Evidence from San Diego by way of their Coastal Zone Boundary is included with our submission, by way of example.

17. Whilst searching the IHP website for Council Evidence on Topic 029, relating to the TDMP issue, we noticed evidence pertaining to St Heliers (8.82 page 36). Our submission is largely about St Heliers and the bulk of our submission points have been deferred to Topics 069 and 079. We wish to alert the IHP that we have not prepared arguments that relate to this part of Council's evidence because of the different Topic allocation, but that we have substantial arguments to place before the Panel in this regard. We further noted that the evidence recognises St Heliers "*special character*", a statement which we fully endorse. However, we noted with considerable concern, an opinion that Council could review the "*historic character*" values of St Heliers "*at a later date (and through a separate process)*". We wish to ensure our opportunity to place our evidence before an independent authority is retained, and would be very concerned at any suggestion that our legitimate participation in the Unitary Plan process would be deferred. We have been involved with the Unitary Plan from the outset, and continued to engage with the process despite overwhelming obstacles. The planning issues around St Heliers pre-date the Unitary Plan, and Council officers had refused to engage with any suggestions of plan changes prior to the PAUP process. We were assured that the Unitary Plan was the appropriate avenue to progress the issues and we have participated in good faith. It is very concerning to see Council evidence undermining that position.

### **Conclusions**

18. The primary objective under Topic 029 is to secure planning legislation that appropriately recognises the regional significance and special character of Tamaki Drive and its environs.
19. If the TDMP is not a planning document (as advised by Council) and therefore not deemed appropriate to be included in the Unitary Plan, then we request that an alternative strategy be implemented.

### **Decisions Requested**

20. Separate planning provisions to be introduced for Tamaki Drive and environs. At the very least we request that the existing policies (as per the Tamaki Drive Protection Society submission) are included now.
21. We request that the current TDMP be used as the guiding document that would enable a specific set of planning policies to be developed. These policies should include environmental and development issues that pertain to the harbour, beaches, reserves, pohutukawa trees, cliff lines, pedestrian, cycle and roadways, villages and built hinterland.
22. We request that the whole of this plan for Tamaki Drive be incorporated into the Unitary Plan by way of an Overlay.



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(on behalf of Save Our St Heliers Inc. and  
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## **APPENDIX A**

Retrieved from A.C. website 29/4/15  
Search "Tamaki Drive"

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### **Auckland Council to drive improvements for Tamaki Drive**

24/11/2011

Auckland Council has kicked off its first local masterplan led by Orakei Local Board to investigate ways to fix transport, events and planning issues on Tamaki Drive.

At the Tamaki Drive masterplan launch held yesterday, Mayor Len Brown said the plan, the first to roll out from a local board, encompasses the co-governance approach undertaken by Auckland Council.

"It's a shared commitment that I'm fully supportive of. The plan provides a unique opportunity to deliver improvements to Tamaki Drive at the same time as preserving a valuable asset."

Tamaki Drive is a highly-valued home to communities and villages, a major attraction for Aucklanders and tourists and also a commuter corridor. It has also been the site of fatalities over recent years as competing groups jostle for space.

Orakei Local Board Chair Desley Simpson says a unified planning approach to this iconic Auckland landmark is essential.

"Tamaki Drive is an asset for all Aucklanders, but also 'home' to our residents and businesses and needs to be reviewed by all users. It is more than just a road band-aided with green and white markings for buses, cyclists, pedestrians and cars," says Mrs Simpson.

"We will work with key groups in a unified way and draw on the work already completed, including existing plans and strategies.

"At every stage of this masterplan process there will be local community engagement and involvement from each member of the Board," says Mrs Simpson.

At yesterday's hui, held in the Auckland Town Hall, representatives from Orakei Local Board, local community groups, the council, council-controlled organisations (CCOs) and Ngati Whatua o Orakei came together to hear details about a collaborative approach to planning for the Drive.

A project governance team will review previous work to identify common principles along with further community consultation, which will guide the vision for the area.

The masterplan process will finish by the end of June 2012 before a process is set down for delivering projects in Tamaki Drive.