

central city D-197851

Submission 2011
Resource ACT 1991

plan to change
EORA by river.

STOP WASTING GOOD
RATEPAYERS MONEY
ON UNNECESSARY THINGS.

AS THE RATES ARE
TOO HIGH FOR SUCH
A BACKWATER PLACE
AS WANGANUI NO
MAYOR IS WORTH
\$95 THOUSAND A YEAR
AND EXPENCES THE

COUNCILS GET TOO
MUCH AS IT REDUCE
THE SPENDING AND
LOWER THE RATES ALSO
DO NOT INCLUDE THINGS
THAT ARE OF NO INTEREST
OR USE TO SOME OF
US.

B. W. CUNLiffe
WRITER

Submission
on

C.R.Hiles-Smith
8 Patete Place
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 - 3/ The Somme Parade area adjacent to Moutoa Gardens, - the proposal to attempt to significantly change traffic flows, and 'coerce' traffic into using a different route, is fraught with creating traffic congestion in other areas, which can only be addressed & solved at significant cost to ratepayers. *The necessity to create a 'pedestrian friendly area linking the river with the gardens' is little more than a designers dream, - not practical nor necessary.*
Traffic alternatives moving across the 'Central Zone from North to South;
(a) For traffic to be redirected via Bates St/Ridgeway St, - *Traffic negotiating both a narrow & twisting circuit, and across a busy intersection at Victoria Ave (including a fountain to negotiate) - none of it good for larger vehicles.*

- (b) The alternative via Guyton St, - *The adverse effects of increased traffic is unacceptable, and would create considerably increased congestion at an already congest intersection, and have a derogatory effect on the heart of our retail zone.*
- (c) The alternative of Ingestre St, - *Results in traffic meeting a potential bottleneck area, - facing a railway line & racecourse, in effect, a 'vehicular dead end'*
- (d) The alternative via Dublin St, - *Increased traffic via this potential route, also meets a significant 'bottleneck' with Victoria Ave, requiring 'filtering' via significant traffic dense areas.*
- (e) Other 'perceived' re-routing, - *Results in traffic having to filter via Victoria Ave or St Hill St, into the central commercial/industrial zones.*
- (f) The existing Somme Parade/Taupo Quay route, - *Already provides very adequate traffic flows, safely, - into & past the Central Zone, with little interference to existing/future traffic flows in the area.*

My submissions contends that there it would be most unwise to attempt to fix an 'imagined' problem on Taupo Quay, while creating significant problems elsewhere, - and the considerable cost involved in achieving such a 'folly fraught' ambition.

Please refer to 2/ (above) with reference to 'traffic calmers' as the best solution. Again, may I stress, that pedestrian flows crossing Taupo Quay/Somme Parade will not be great, and can be handled in a better way than by restricting the efficient movement, of a busy and vital transport route.

Establishment costs: The City & District already has a problem in dealing with the significant debt incurred over the past years, and developments like those proposed will only have the effect of adding to that burden. I contend that such changes as are proposed to the Somme Parade/Taupo Quay area, and the ripple effect of related costs in other areas are something this City cannot currently afford.

Summary:

This submission does not challenge the concept of enhancing our riverfront area into a more 'people oriented' area, and supports any 'realistic' efforts to do so, provided at little cost to the ratepayers. It does however challenge those aspects which are fraught with being 'big on theory & dreams, but short on 'practicality', and I have endeavoured to highlight some of those aspects.



Cecil Hiles-Smith

C.R.Hiles-Smith
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Wanganui. N.Z.

phone: 06 3447544

e.mail: c.hiles-smith@xtra.co.nz

12 July 2011

Wanganui Urban Transportation Strategy

Submission relevant to 'report No 21'

I wish to make the following submission regarding aspects of those 'draft' plans & intentions. in particular, relating to the Riverfront Precint aspects.

- * **Gateway Marker:** Considered a non-essential aspect, which, together with the proposed stairway could create a 'danger point' on an already busy bridge? Safety aspects for both traffic and public (especially children) need to be addressed, and in a manner which does not interfere with existing aesthetics or traffic flows.

- * **Taupo Quay roadway:** The plans indicate action being taken to considerably narrow the roadway, - from Victoria Avenue to the Market Place intersection, with gardens/plantings etc designed to, not only restrict traffic flows, but to allow safer crossing for pedestrians.
 - 1/ Pedestrian flows are not all that great, except for Saturdays perhaps during Traders Market hours. *Pedestrians can be well catered for by means of strategically placed pedestrian crossings*
 - 2/ To restrict traffic flows on this busy street is a folly, as it is an important arterial route through the city.
Controlling the speed of the traffic is a better option, something that can be readily achieved by 'legislate speed restrictions', and/or by installing 'effectively sized traffic calmers' at regular intervals. (These could also be incorporated with the pedestrian crossings, - as in Victoria Avenue.)
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Cecil Hiles-Smith

LUCANUS GYNAECOLOGY

Dr Al Donoghue MBChB MBA FRCOG FRANZCOG
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 197 Wicksteed Street, Private Box 4215
 WANGANUI
 NEW ZEALAND
 Email al@lucanus.co.nz

14 July 2011

The Wanganui District Council
 P O Box 637
 WANGANUI

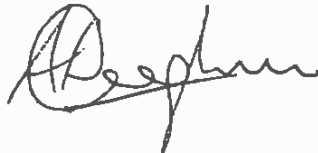
Dear Sir/Madam

Submission on Proposed Plan Change No. 21; Wanganui District Plan Central City and Riverfront – Create Objectives, Policies and Methods, including new Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.

I, Dr Alan Malcolm Donoghue, 197 Wicksteed Street, Wanganui, hereby submit my objection to the above plan relating to the proposal to change the zone of Wicksteed Street as described below.

1. Plan Change 21 proposes that the southwest side of Wicksteed Street between Guyton and Ingestre Streets (except those properties fronting on Guyton Street) be changed from the current Central Commercial Zone to the proposed Central Edge Commercial Zone.
2. The whole of this street frontage (except the Methodist Church) has for long been occupied by commercial activity, in buildings on the street boundary frontage. This activity and the buildings are better suited to the Central Commercial Zone, than the proposed Central Edge Commercial Zone. The proposed change including the height recession plane restrictions on redevelopment, and the need to provide off-street car parks (our property does have off-street car parks) is unnecessary, and discriminatory against the long established commercial activity in the area. It would inflict arbitrary restrictions having the effects of changing property owners' rights, including potential redevelopment. The redevelopment limitations would also reduce the market value of the properties to any potential purchaser.
3. I seek the following decision; that the properties on the southwest side of Wicksteed Street between Guyton and Ingestre Streets be retained in the current zone of Central Commercial Zone.
4. I seek to be heard in support of this submission, and would be prepared to consider presenting a joint case with other property owners at any hearing.
5. My address for service is 197 Wicksteed Street, P O Box 4215, WANGANUI.

Dr A M DONOGHUE



WANGANUI DISTRICT COUNCIL

Submission on Proposed Plan Change No 21: Wanganui District Plan
Central City and Riverfront – Create Objectives, Policies and Methods, including new
Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.

TO: Wanganui District Council
P O Box 637
Wanganui



D-201029

Name: GUYTON GROUP (C/- SUSAN LYNN COOKE)
(Please print your full name)
Address: (Full postal address) P.O. Box 353, WHANGANUI, 4540

1. The specific provisions of the proposed plan change that my submission relates to:

POLICY NUMBER 102, a, b, c, d, e

2. My/our submission is that:

SEE 3 DOCUMENTS AND CD ATTACHED

(Please state in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made. Please give your reasons.) Use additional pages if more room is required.

3. I/we seek the following decision: (Give precise details): We seek to work in partnership with the Wanganui District Council on the proposed changes. We also seek to have our proposed Guyton St development incorporated into the District Plan.

4. we do wish to be heard in support of this submission. WE REQUEST 15 MINS.

5. If others make a similar submission I would be prepared to consider presenting a joint case with them at any hearing.

6. Address for service of person making submission:

As above or
68A GUYTON ST, WANGANUI

Signature: [Signature] Telephone No: 3450156 or 027 6150 634

(Person making submission or person authorised to sign on behalf of person making submission)

Date: 20/7/2011 Facsimile No: 3450157

Wanganui District Council

District Plan

Submission From The Guyton Group

The Guyton Group is a mix of business owners, building owners, residents and retailers, all of whom either operate businesses, own buildings, or live as residents in Guyton Street. Over the past two years, The Group has become a community in its own right, and have been meeting with the goal of maximising the street's potential, and creating an environment which includes:

- Traffic calming
- A pedestrian-friendly environment, inclusive of pedestrian crossings
- New paving for pedestrians from Wicksteed Street to St Hill Street
- Increased seating for pedestrians
- Increased tree planting, shrubs and flowers for beautification purposes
- A cycle-friendly environment with cycleway
- Roundabouts on three intersections
- Increased parking, inclusive of accessibility parking
- Development of a ring-road (in accordance with Mainstreet's submission) so that heavy traffic and emergency vehicles avoid the CBD
- Creative precinct signs (wayfinding)
- Tram to include Guyton Street as part of a Somme Parade, Guyton Street, St Hill Street, Taupo Quay loop
- A Maori kite sculpture on the intersection of Guyton and Wicksteed Streets. The kite to double as a Guyton Street gateway into the CBD from the river end
- Creative lighting incorporating the concept of Puanga, the Maori New Year. Beginning at the intersection of Guyton and Wicksteed Streets, and ending at the intersection of Guyton and St Hill Streets, the lighting will criss-cross the street
- James K Baxter bronze sculpture and James K Baxter street poetry
- The possibility of a James K Baxter poetry trail beginning in Guyton Street and making its way up to Hiruhama/Jerusalem on the Whanganui River

Accompanying this submission is a DVD which offers a visual depiction of the points noted above.

The Guyton Group wish to make a submission in agreement with the Proposed Plan Change for the Central City particularly in regards to a Central Street Overlay and the Proposed Plan Change Policy P102 which states

- a. the primary use of the roading corridor is for access to central city activities
- b. pedestrians are prioritised
- c. the road reserve is utilised as a high amenity public space
- d. good urban design
- e. vehicles maintain low speeds

All of the following, 8 points, highlight the common goals, a to e above, of the Wanganui District Council and the Guyton Group. The Guyton Group would like to work in partnership with the Wanganui District Council, Iwi and Mainstreet to develop our plan as an asset for the city and people of Whanganui.

1. Traffic Calming and Pedestrian Crossings

The Guyton Group would like to see raised pedestrian crossings to ensure the safe crossing of Guyton Street. We propose that the crossings be installed in the CBD area between Wicksteed Street and St Hill Street. The crossings are already partially in place in Guyton Street. The crossings would double as traffic calming measures, as is done in Victoria Avenue.

2. Cycle-friendly environment

The Group would like to see safe cycling for cyclists in the form of a cycleway.

3. Roundabouts

As part of the traffic calming philosophy, The Group would like to see roundabouts on the corner of: Wicksteed and Guyton Streets, Victoria Avenue and Guyton Street, St Hill and Guyton Streets. The Wicksteed and Guyton Street intersection in particular, is hazardous with many a near miss, many small collisions, and a few larger ones. Some of the larger collisions have been potentially life threatening. As per the visuals on the accompanying DVD, this is the corner where we propose the Maori kite sculpture.

4. Ring Road surrounding the CBD

We concur with Mainstreet on the suggestion of a ring road surrounding the CBD. We want neither heavy traffic nor emergency vehicles transversing the CBD, unless an emergency should occur within the CBD precinct.

5. Wayfinding

We would like to propose signage at both entrances to the Guyton Street area of the CBD, and request that we be included in the design process.

6. Tram

As our aim is to have Guyton Street as one of the most interesting and creative streets in Whanganui, we would like to make a request to have the tram travel along Somme Parade, turn into Guyton Street, then into St Hill Street, and then onto Taupo Quay.

7. Maori Kite Sculpture

As per the visuals on the DVD, we propose a Maori kite for the intersection/roundabout on the corner of Wicksteed and Guyton Streets. We have consulted with local elder, John Maihi, over the sculpture, who has taken the idea back to his people. The elder's initial reaction to the sculpture has been positive, his main request being that any Maori designs incorporated into the street's creativity, be of a contemporary nature. In proposing the sculpture, The Group has taken into account height, so that large vehicles and emergency vehicles would be able to travel beneath it. It is possible the kite may need to be suspended as opposed to mounted on a central pole if the roundabout has to be mountable, in order to accommodate the tram and emergency vehicles.

8. Lighting

The Group's ideas on lighting are to use some of the existing hooks on Guyton Street buildings, and criss cross lighting from the Maori kite to an anchor statue of a feather on the corner where the Council buildings are sited. The lighting would symbolise the tail of the kite. The concept behind this idea is Puanga, the Maori New Year, which is celebrated in June of each year. In consultation with local iwi, it is possible that Guyton Street could be used as a base to celebrate Puanga each year.

The following 4 points do not dovetail with all of the district plan objectives but do have in common at least two changes to the Wanganui District Plan.

9. Increased parking

As lack of parking is an issue, in Guyton St, we would welcome working in partnership with the Wanganui District Council to find solutions to this problem. As the Guyton Group has an inclusive philosophy we would like to see disability/accessibility parking included.

10. James K Baxter

Due to increased international interest in James K Baxter, and due to his links with Whanganui and the Whanganui River, The Group proposes a bronze statue of James K Baxter, in walking pose, sited on the pavement in Guyton Street, outside Paige's Book Gallery. This was the route James K Baxter took when walking into town. He was a member of the Catholic Church, also sited in Guyton Street, so his links with the street are strong. We are currently working with local sculptor Joan Morrell on the initial concepts. We envisage that the sculpture would be a celebration of both the poet and the sculptors life work. We also propose to have James K Baxter poetry incorporated into Guyton Street, and in consultation with Maori are considering the possibility of a trail of poetry to Hiruharama/Jerusalem on the river.

11. New paving for pedestrians from Wicksteed Street through to St Hill Street

The Group understands there is money already put aside for new paving in Guyton Street (within the CBD precinct). We would like to be included in the designing process. Increased seating in Guyton Street would benefit the ambience of the street.

12. Trees, shrubs and flower beds

As beautification and carbon footprints are a significant aspect of The Group's philosophy, an increased number of trees, flower beds and shrubs would be appreciated .

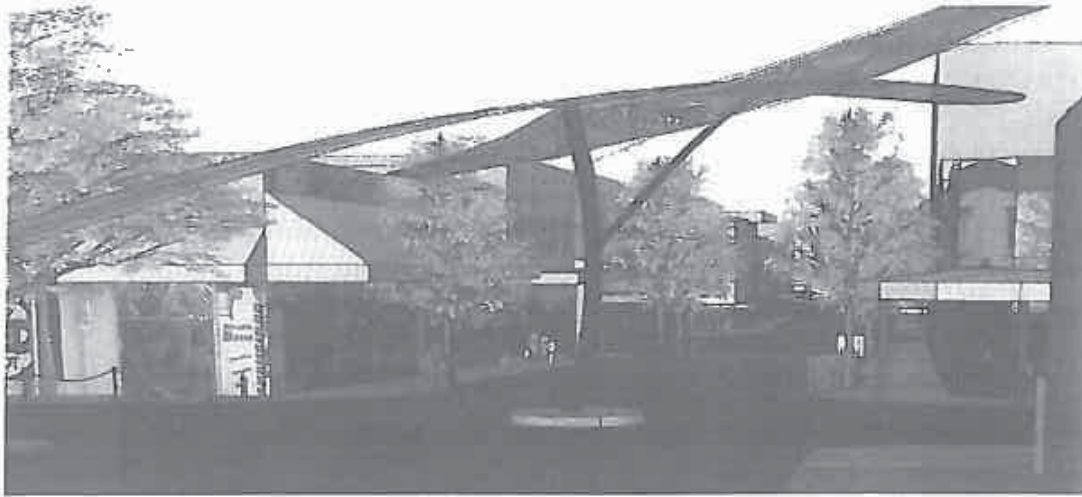
In conclusion, The Group would like the Council to know we have already submitted our ideas to the Wanganui District Council Public Art Strategy Committee, we have met with John Maihi, and met with the Mayor and a small group of Council employees. We have also placed a submission to the Urban Transportation Strategy. We seek to work in conjunction with the Wanganui District Council on the proposed changes and to have our proposed, Guyton St development, incorporated into the District Plan. Amidst The Group are both professional and creative people, all with the desire to see their street improved to the point whereby both locals and visitors alike, are attracted to the environment.

Proposal Guyton Street Upgrade DRAFT

Background

Two years ago a group of Guyton Street retailers, building owners and residents (now known as The Guyton Group) began meeting to discuss strategies for enhancing their street. All those present recognised the potential for a street of creativity and visual celebration, whereas currently the street endures fast noisy traffic, is difficult for pedestrians to cross and has a dangerous intersection. From these meetings, The Guyton Group have been going through a process guided by Craig Dalgleish of Dalgleish Architects – in consultation with Ritchie Minnell of Mainstreet – to find solutions.

Our proposal



View of the proposed gateway sculpture

Our power point presentation considers Guyton Street from both a pedestrian and traffic overview and includes:

- 3 roundabouts at the intersections of: Guyton and Wicksteed , Guyton and Victoria, and Guyton and St Hill Streets
- Traffic calming humps doubling as pedestrian crossings
- Angle parking on one side of the street if possible
- In consultation with iwi, a gateway sculpture at the corner of Wicksteed and Guyton Streets
- Chain of lights linking the gateway sculpture to a sculptural tether on the corner of St Hill Street and Guyton Streets outside the Wanganui District Council. The chain of lights was once an historical feature of Guyton Street and will recreate a canopy, visually uniting both sides of the street. In consultation with iwi, we envisage incorporating the concept of Puanga – the Maori New Year – in with the lights. The lights will highlight Guyton Street as having a distinct point of difference to Victoria Avenue
- Life-size James K Baxter bronze sculpture by local artist Joan Morrell (recognised as New Zealand's earliest female bronze sculptor) outside Paige's Book Gallery. The artist, who was a personal friend of Baxter's, said that James K Baxter always took the Guyton Street route when walking into town. Her last conversation with him was under the verandah of this corner shop
- A river of poetry beginning at the sculpture, and winding its way down the pavement, towards Victoria Avenue. The Group has researched methods by which the river of poetry could be applied to the pavement, and which would also be hardy enough to sustain foot traffic
- Upright poetry plaque near St Hill Street



Baxter Sculpture outside Paige's Book Gallery

Possible Additions

The concepts contained in the power point presentation are a workable start to a beautifying strategy. The concept can be added to, with some of the ideas being:

- A solar-powered seat (possibly on the riverbank) at the end of Guyton Street, which would have the technology to speak James K Baxter's poetry. We see the riverbank as lending itself as a quiet and restful space where those using the riverbank walkway could stop, rest and listen. The situation would fit with James K Baxter's love of the river, and would unobtrusively add to the culture of the riverbank sculptures⁴
- In consultation with iwi and those who live at Jerusalem, a trail of poetry continuing all the way up to Jerusalem, where James K Baxter rests
- An annual Guyton Street Festival
- An artist's/sculptor's installation space in the privately owned walkway next to Spirit'd in Guyton Street. The Group have ideas on how this could be gated at night for security purposes
- Additional street art - either sculptures, murals, or poetry, all of which would be curated
- Temporary exhibitions in shop windows
- The Whanganui tram travelling along Guyton Street, as part of a circuit which would include Somme Parade, Guyton Street, St Hill Street and Taupo Quay

Funding and Implementation

The Guyton Group recognises there will be costs involved, and therefore proposes that improvements are implemented one at a time as funds come to hand, and construction/repair work needs to be done. We are aware that Guyton Street did not receive full attention in the 90s, when the Mainstreet concept was implemented, and therefore would like to at least make a start towards our greater goals.

- The Group primarily seeks approval for this plan and would like to work in partnership with the Wanganui District council and Transit New Zealand
- The Group accepts responsibility to co-ordinate fundraising for all artworks
- Our three priorities are the dangerous intersection at Wicksteed and Guyton Streets, the James K Baxter sculpture, and the footpath paving. Mainstreet have advised there is money already put aside for the paving of Guyton Street

- Traffic slowing humps that double as pedestrian crossings can be installed one by one. We are happy with the design already used by Mainstreet whereby seating and garden beds are included, but would like to assist with the design of the seating and choice of plants.

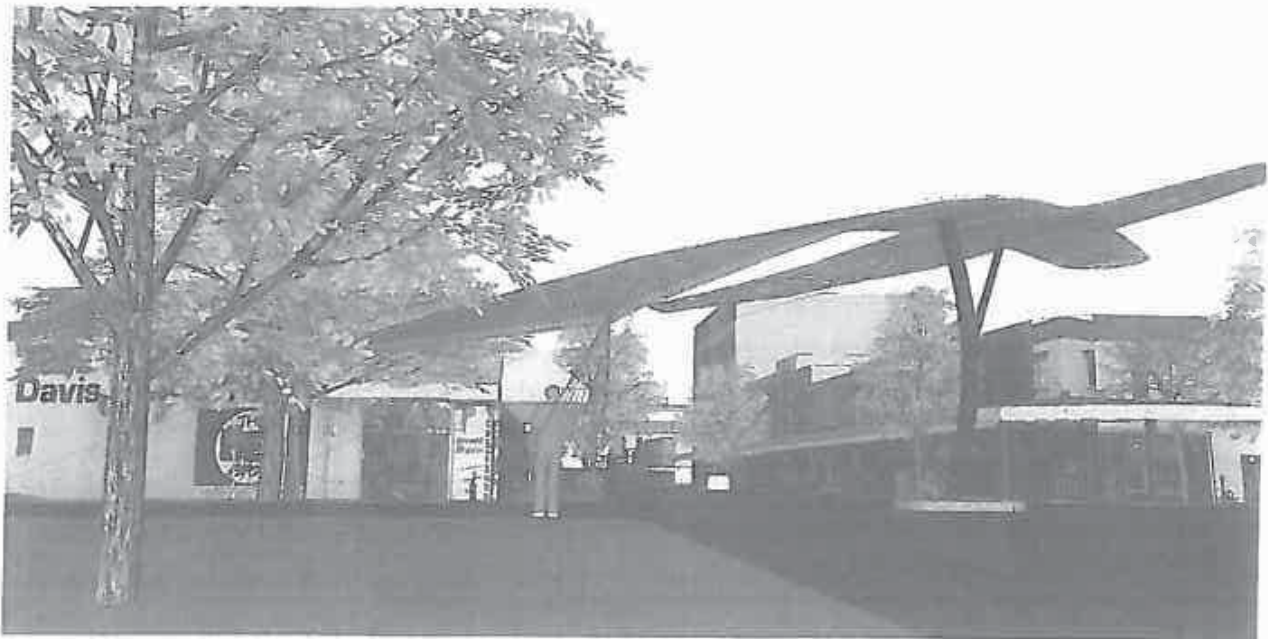
Conclusion

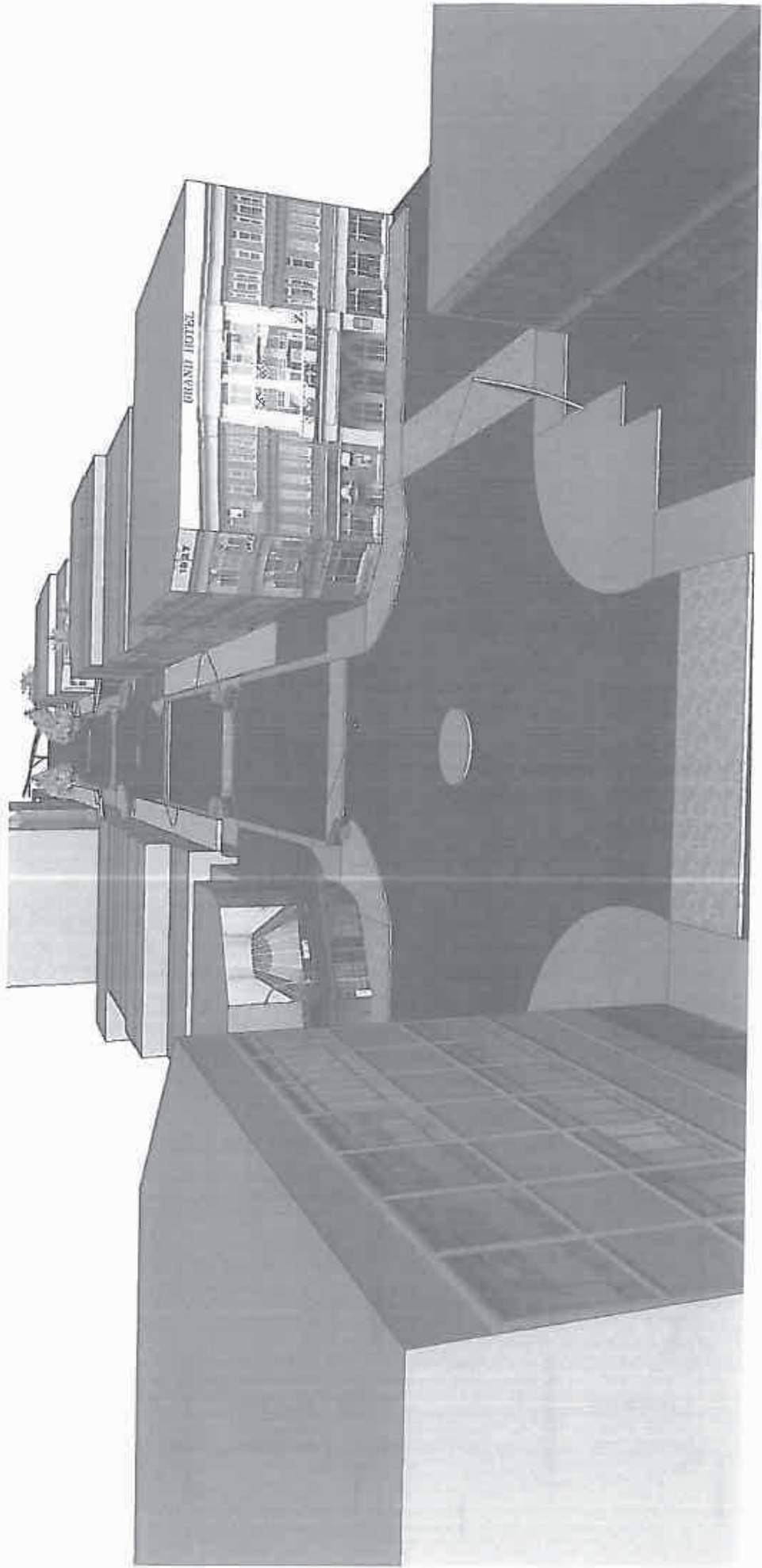
In conclusion, we wish to say that our ideas are for the greater good of Whanganui. We see benefits in Guyton Street becoming known as a street of interest, creativity and culture - just as Cuba Mall in Wellington, and George Street in Palmerston North have become. We believe we can do even better.

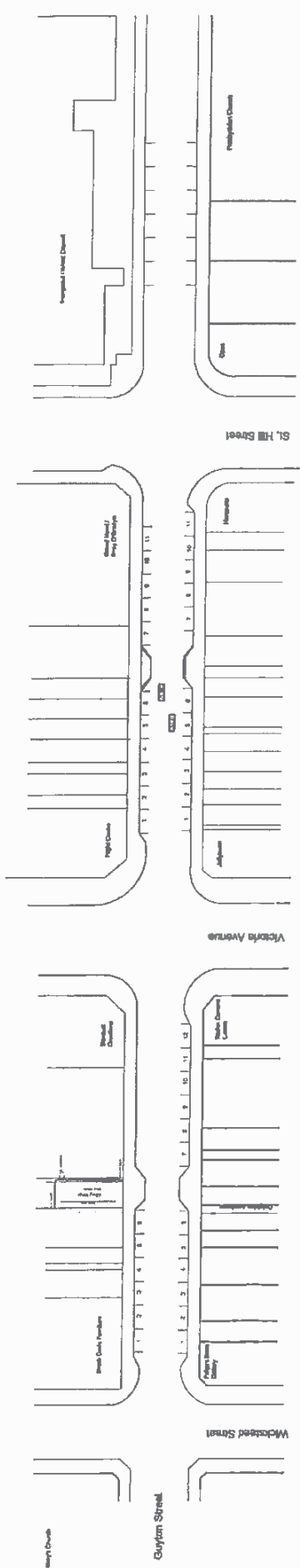
The Maori concepts we have included are in recognition of Whanganui's rich Maori history, and the lack of Maori art work in the Mainstreet precinct. A member of Manawa Ora belongs to The Guyton Group, but as stated previously we wish to consult on a wider basis with Maori.

Our proposal for the James K Baxter sculpture, river of poetry, solar-powered poetry readings, and poetry trail to Jerusalem are sparked by the increasing international literary recognition James K Baxter has. We believe it's time our district accorded him due recognition. We are in communication with the James K Baxter Trust, and are planning to have biennial James K Baxter seminars - in the intervening years between the Whanganui Literary Festivals. We also feel that this is an excellent opportunity to acknowledge Joan Morrell's talent and contributions to the artistic community of Whanganui.

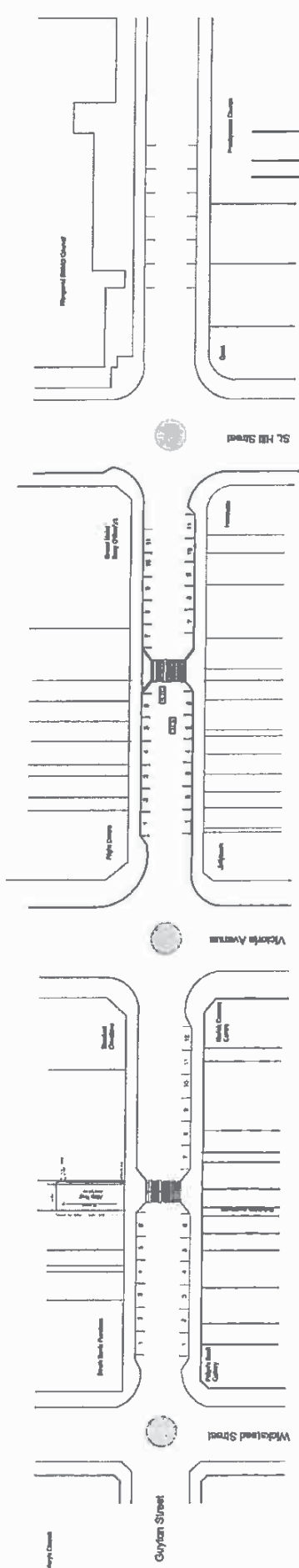
We wish to consult and include both iwi, Mainstreet and the Design and Heritage committee, in achieving our goals. The Guyton Group is a creative mix of forward-thinking people, who have thus far put in many voluntary hours to explore possibilities for their street. Due to the strength of the group, and the strengths within the group, we envisage a long-term commitment to the betterment of our environment.







Existing Street Plan



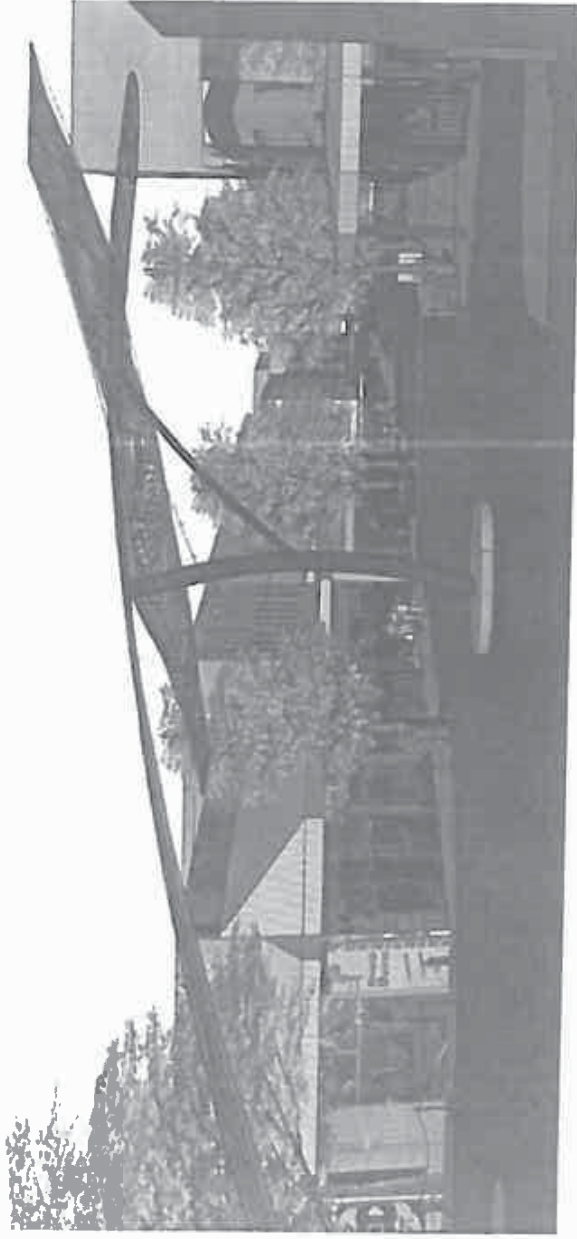
Proposed Street Plan

DATE 20/07/2011
SCALE 1:600
PROJECT Guyton Street Transport Strategy Submission
DRAWN BY The Existing Street Plan Proposed Street Plan
CLIENT

DATE	20/07/2011
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PROJECT	Guyton Street Transport Strategy Submission
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 Email: info@delisharchitects.co.nz

A1 Original



Guyton Street Redevelopment



A city as a house. A house as a city.

City as macro-scaled house (public, semi-private) compared to
micro-scaled house (private)

We shape the cities. The Cities shape us.

Urban Design Methodology can enhance the communities
engagement with community, art and commerce.

Life between buildings – a need to pause.

“In lively, safe, sustainable and healthy cities, the prerequisite for
city life is good walking opportunities.” - Jan Gehl.

Position Statement



PROTECTION AGAINST TRAFFIC AND ACCIDENTS FEELING SAFE

- Protection for vulnerable road users
- Clear and consistent signage

PROTECTION AGAINST CRIME AND VIOLENCE FEELING SECURE

- Lively public realm
- Eyes on the street
- Overlapping functions day and night
- Good lighting

PROTECTION AGAINST UNPLEASANT SENSORY EXPERIENCES

- Wind
- Rain/snow
- Cold/light
- Pollution
- Dust/noise/clutter

“Ensure reasonable protection against risk, physical injury, insecurity and unpleasant sensory influences, the negative aspects of climate in particular.

OPPORTUNITIES TO STAND

- Room for walking
- No obstacles
- Good surfaces
- Accessibility for everyone
- Interesting facades

OPPORTUNITIES TO STAND STAY

- Edge effect
- Attractive zones for standing/staying
- Supports for standing

OPPORTUNITIES TO SIT

- Zones for sitting
- Utilizing advantages view/sun, people
- Good places to sit
- Benches for resting

Ensure that the spaces offer good comfort and invite people to the most important activities underlying their use of public space – walking, standing, sitting, seeing, talking, hearing and self-expression.

OPPORTUNITIES FOR REST

- Vegetation/shading
- Benches
- High-quality materials
- Interesting views
- Lighted if when alone

OPPORTUNITIES FOR TALK AND LISTEN

- Low noise levels
- Street furniture that provides ‘talk spaces’

OPPORTUNITIES FOR PLAY AND EXERCISE

- Installations for creativity, physical activity, exercise and play
- By day and night
- In summer and winter

Ensuring a good human scale, opportunities to enjoy the positive aspects of the climate in the region, as well as providing aesthetic experiences and pleasant sensory impressions”.

SCALE

- Buildings and public spaces designed to human scale

OPPORTUNITIES TO ENJOY THE POSITIVE ASPECTS OF CLIMATE

- Sun/shade
- Heat/coldness
- Breeze

POSITIVE SENSORY EXPERIENCES

- Good design and detailing
- Good materials
- Fine views
- Trees, plants, water

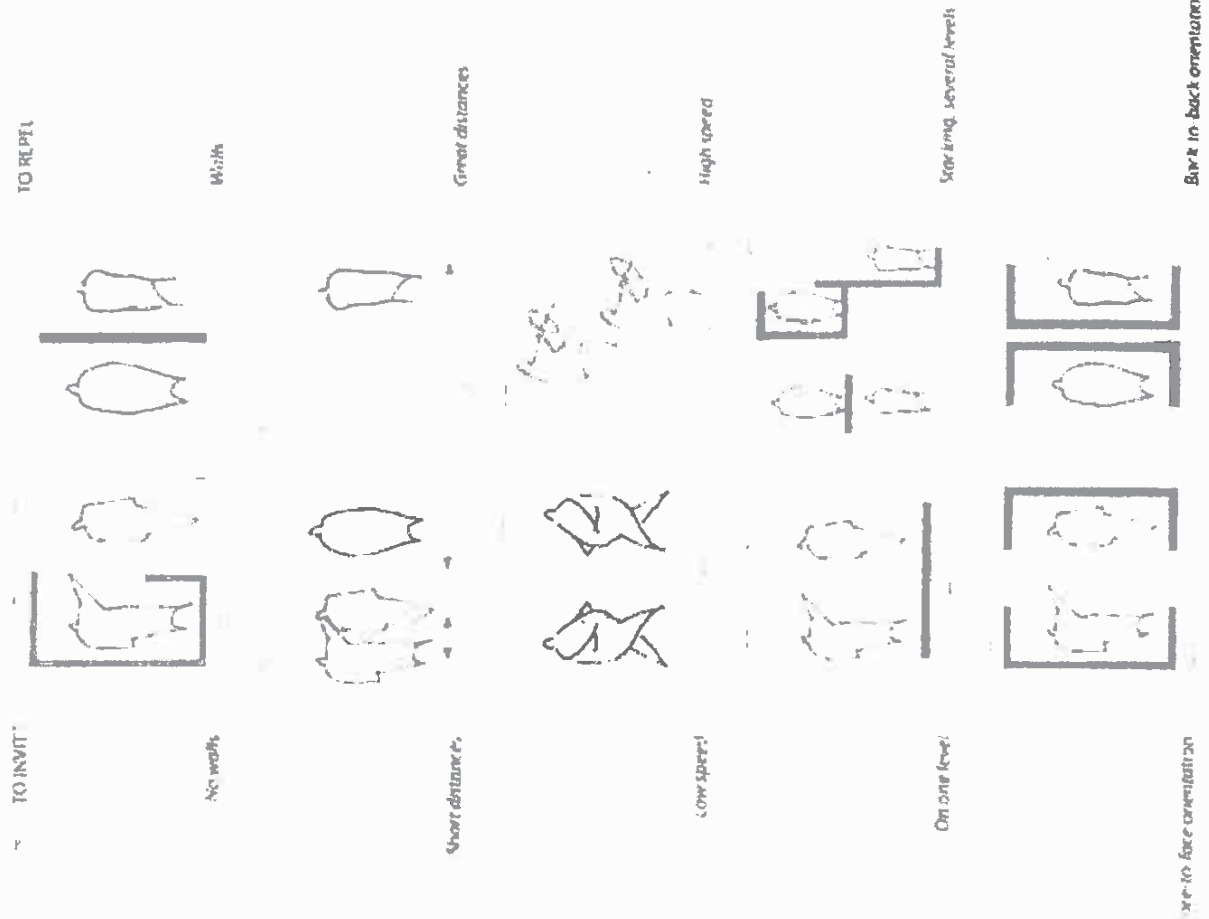
Source: Gehl, Jan. “Cities for People”. Island Press, 2009

Quality Pedestrian Landscape





Urban Planning can invite or repel seeing and hearing contact creating public, semi-public/private and private spaces.



Quality Pedestrian Landscape





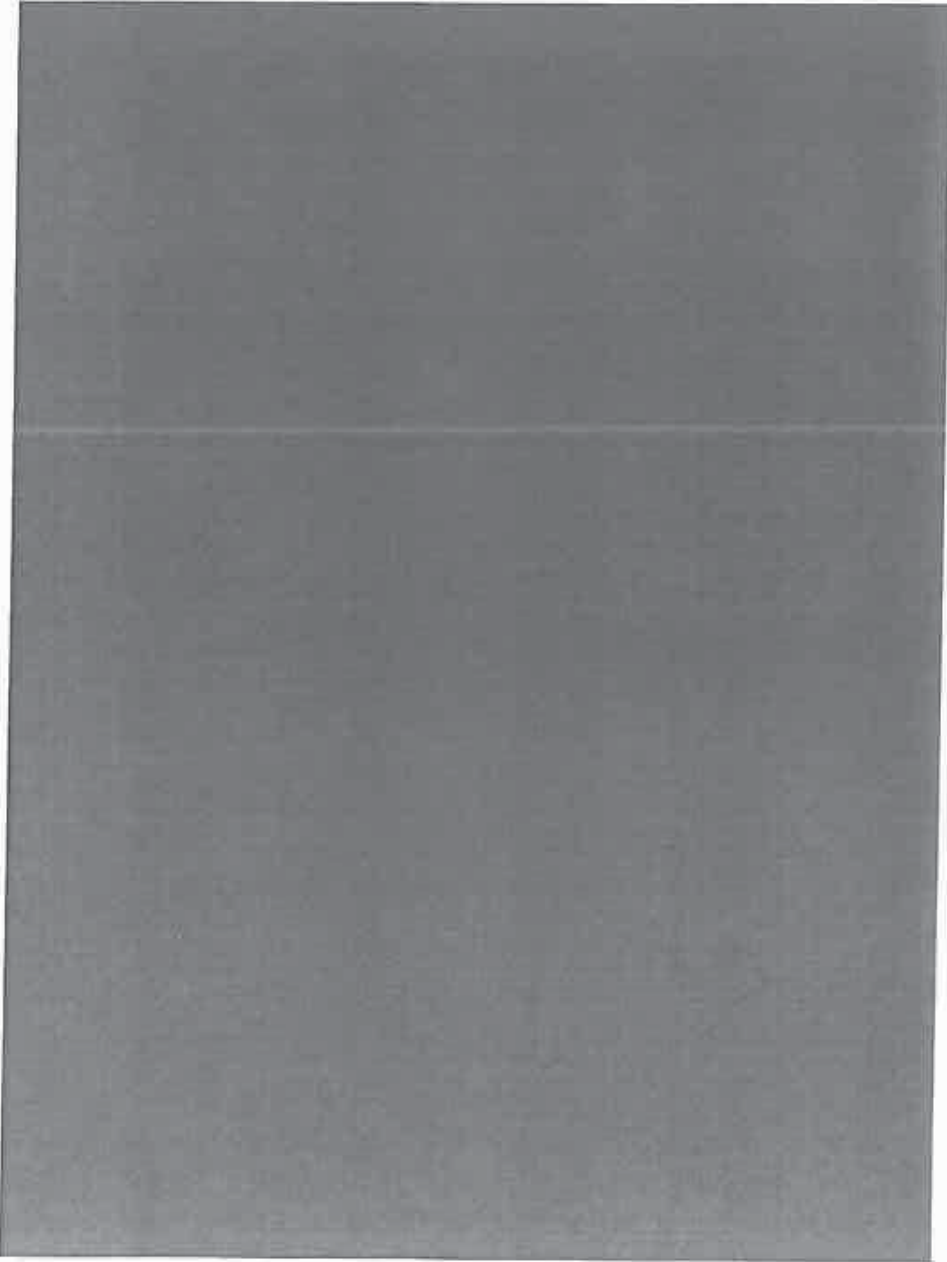
“When we walk at our usual speed of four to five km/h, we have the time to see what is happening in front of us and where to place our feet on the path ahead.”

“Have the time and leisure to study the details of buildings up close as well as survey mountains in the distance.”

—Jan Gehl

5km/h zone: Pedestrian's Perception of Space





“At speeds greater than walking or running, our chances of seeing and understanding is greatly diminished”.

“We miss out on the opportunity to grasp detail and people”.

“The generalities are perceived”.
-Jan Gehl.

50km/h zone: Vehicle's Perception of Space





Arhus River, Denmark



Federation Park, Melbourne, Australia



Cuba Street, Wellington



Whanganui Waterfront



Majestic Square, Whanganui

The public domain is where people meet to trade, exchange ideas, relax and enjoy themselves. A place which is human in scale, sustainable, healthy, safe and lively.

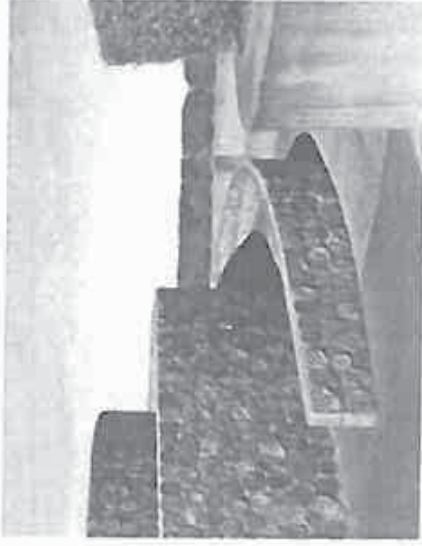
Public Spaces



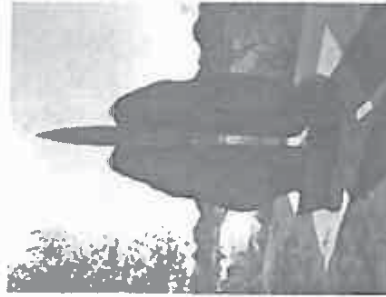
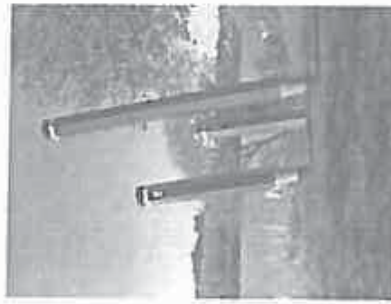
Cloud Gate, designer: Anish Kapoor.
Chicago



Solace in the Wind, designer: Max Patte,
Wellington Waterfront

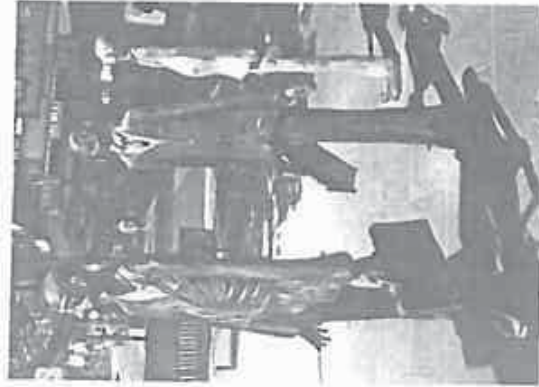


Handspan, designer: Ross Mitchell-
Anyon, Whanganui



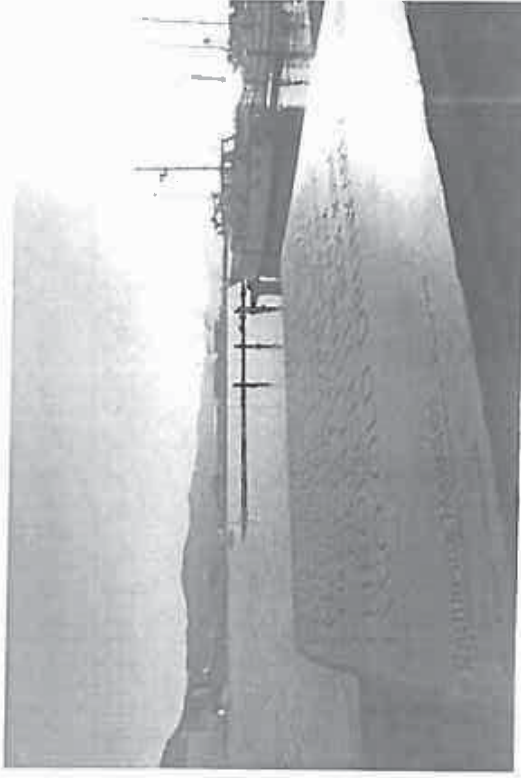
The city space is a gallery for art. Art is a valuable quality contribution to the city as it heightens the users visual experience through the space.

Art + Design – Public Art



A Space to Pause
The addition of bronze people to sit on seats or stand amongst users, gives the feeling the space is always occupied.

Art + Design – Public Art



Literature is art.

Reading is a moment to

pause and understand.

Literature can enhance the

meaning of the space and

create movement through

space as one follows the trail

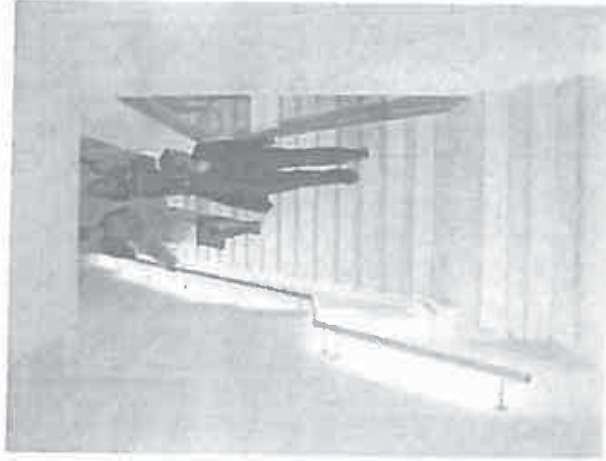
of verses.



Office, Student thoroughfare space
Courtenay Place, Wellington (Day)



Night-club Party Scene
Courtenay Place, Wellington (Night)

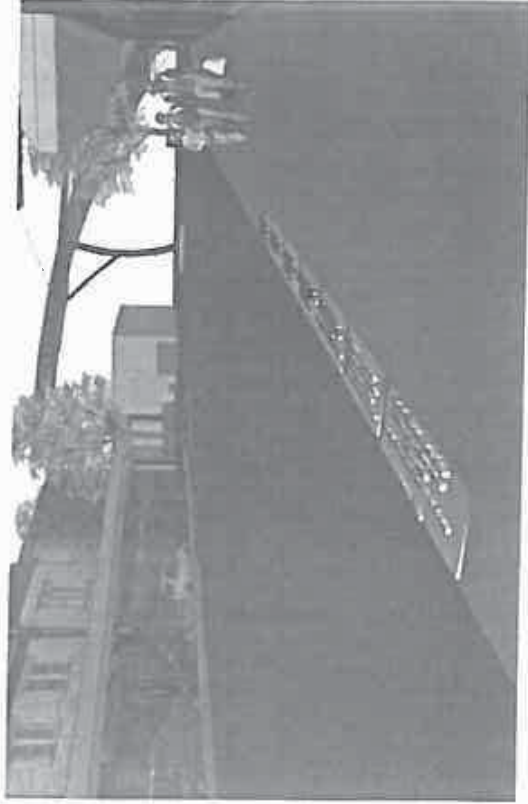
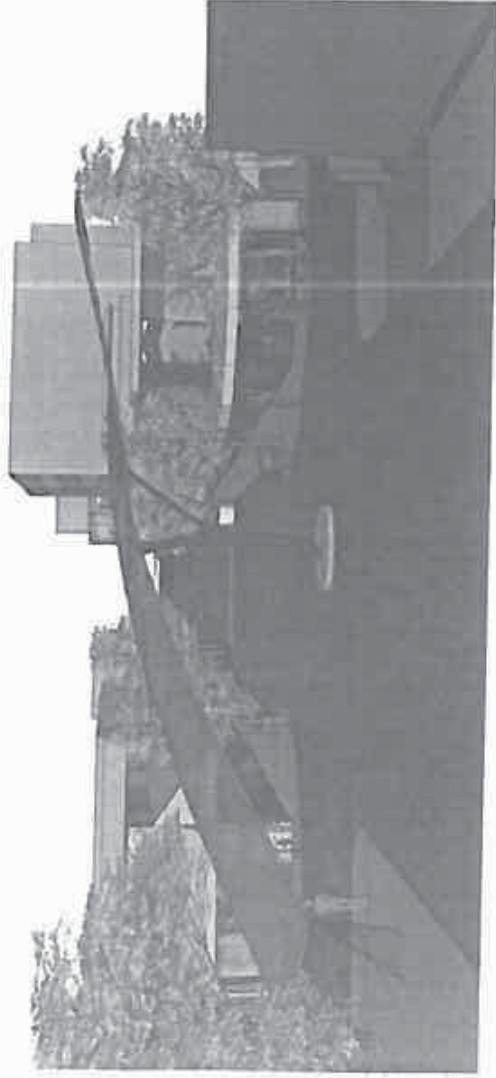


Differing use of space
create unique and dynamic
spaces and enhance the
character of the place.

We have to respect that
space can function for
other uses than it is
intended for.

Multi-Role Spaces





Guyton Street – Creative Precinct

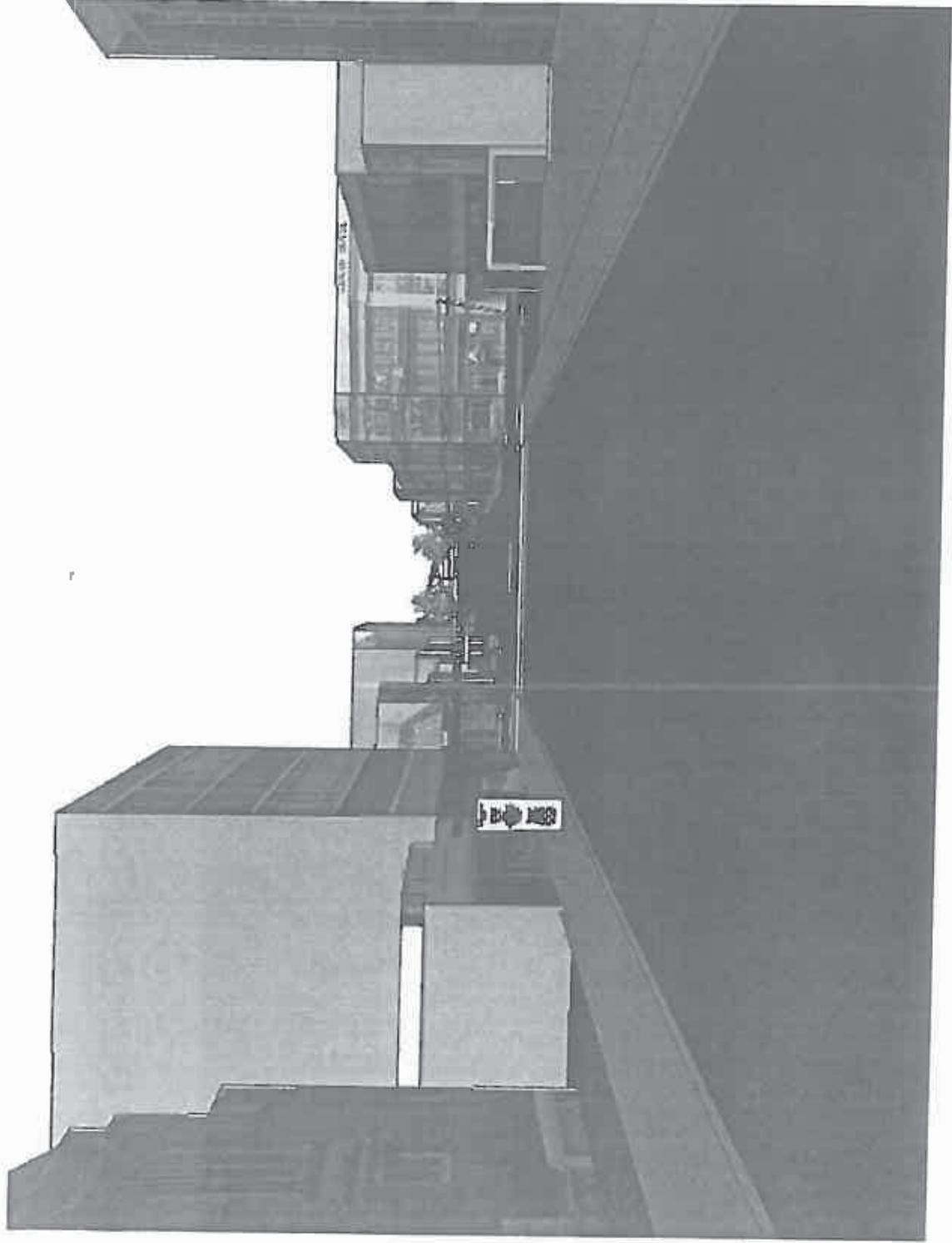
We propose a rejuvenation of Guyton Street.

The proposal provides aesthetic experiences and pleasant sensory impressions through an enrichment of culture, art, trade and people.

It is a place which celebrates the life and work of poet – James K Baxter, connecting the space with Jerusealm.

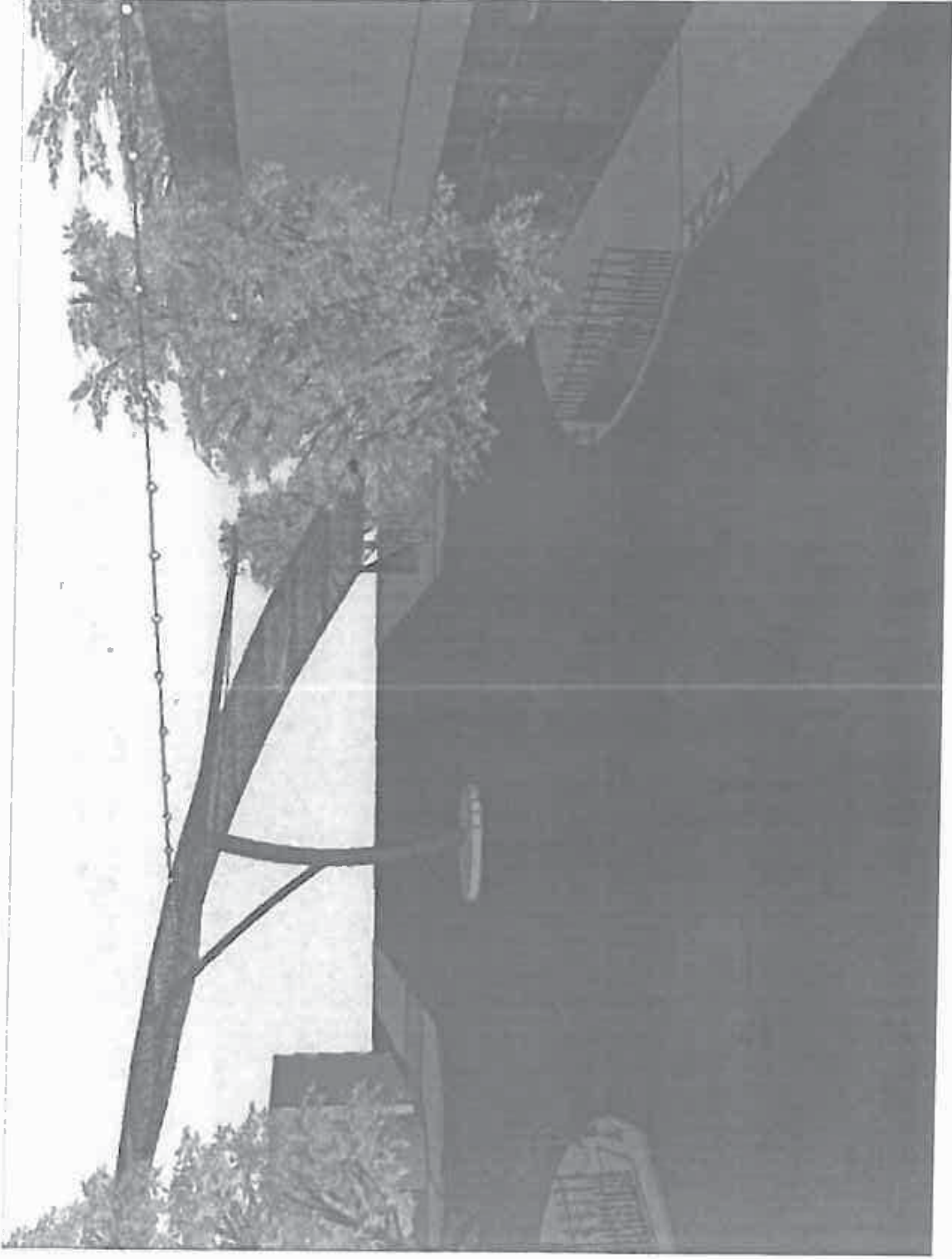
Redevelopment of Guyton Street





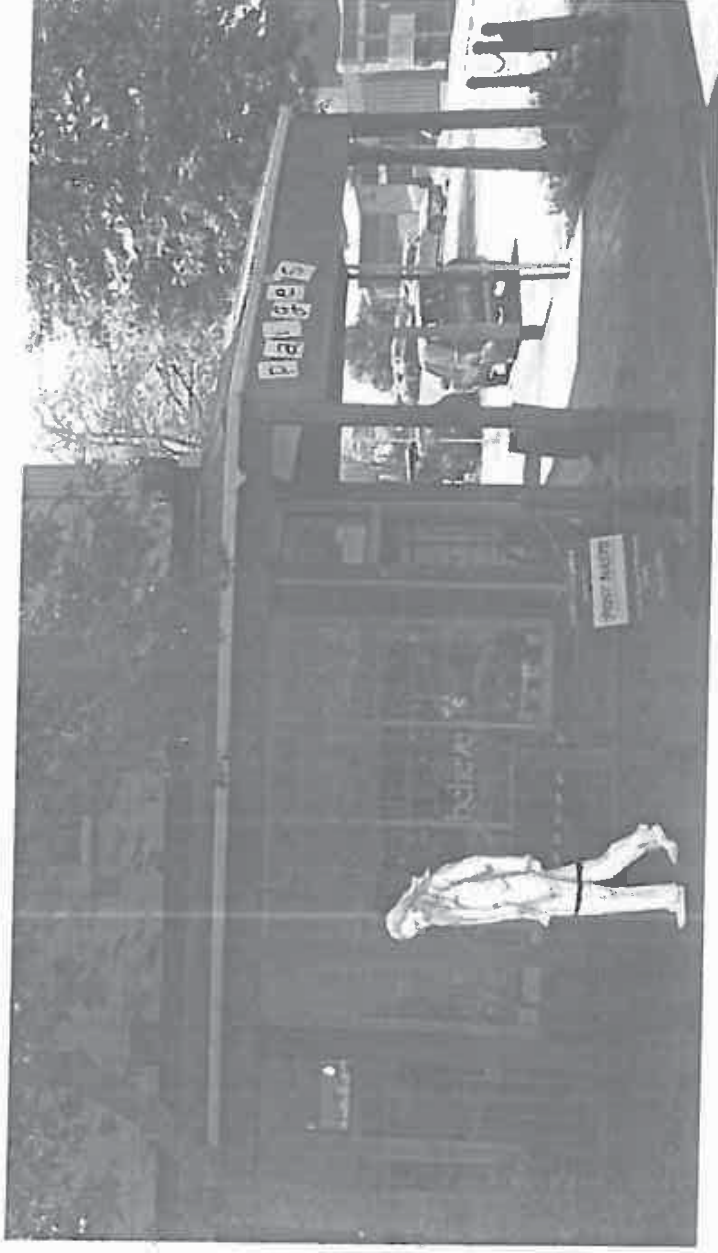
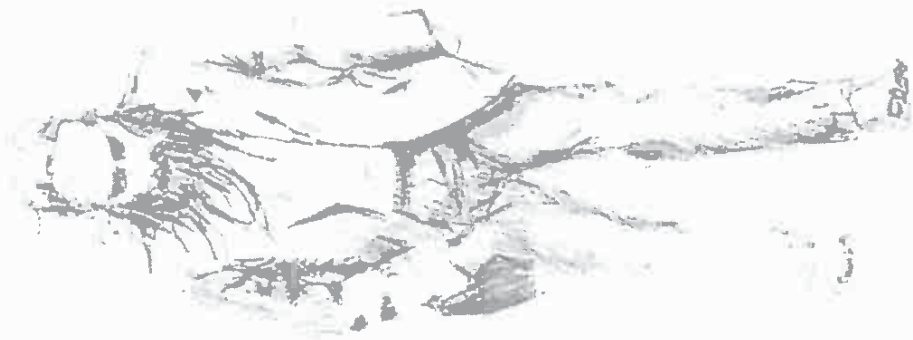
Movie Clip – Fly Through of Guyton Street





Movie Clip – Sculpture Tour





James K Baxter Sculpture



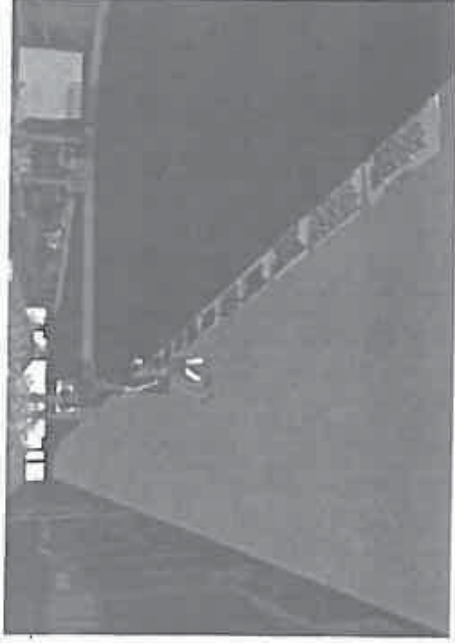


**High Country
Piper**

Abandon
the loam,
And climb
above.

You are the
red-pink clouds,
over a vast
iron high
of snow.

Upon the
upland,
the only
stranger,
the world
is the sky,
the heart
of heaven.

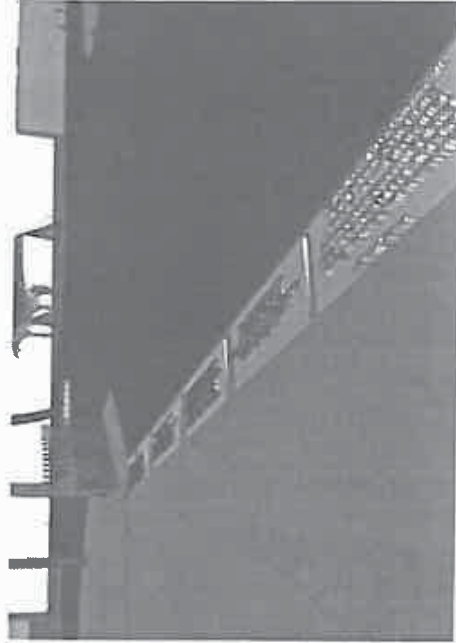


**High Country
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over a vast
iron high
of snow.

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upland,
the only
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the world
is the sky,
the heart
of heaven.



James K Baxter Poetry Trail





Proposed Wanganui Urban Transportation Strategy (WUTS)

Submission Form

We welcome your comments on the proposed
Wanganui Urban Transportation Strategy

You can make a submission by completing this submission form; completing the submission form on the Council's website www.wanganui.govt.nz; or writing us a letter, to the address below. If you have any queries, please phone us on (06) 349 0001 (8.00am - 5.00pm, Monday - Friday).

Your submission can be as formal or informal as you like.

Please complete this form and post to:	Or deliver to:	Or fax to:
WUTS Submissions	Customer Service Desk	(06) 349 0000
Wanganui District Council	Wanganui District Council	
P O Box 637	101 Guyton Street	Or e-mail to:
Wanganui 4540	Wanganui	wdc@wanganui.govt.nz

Name: Barbara Leu

Address: 13 Chunton St

Phone: 3471300

E-mail: joelle@clear.net.nz

Subject of this submission: Change 21
Central City and Riverbank

Space is available on the back of this form for you to write your submission or you may prefer to send it to us in another format with this form attached. Please note that copies of submissions will be made publicly available when the Council considers submissions. All submissions will be considered.

Do you wish to speak to the Council about your submission at the submissions meeting?
(Please tick)

YES NO

The consultation period is 13 June 2011 - 18 July 2011
Submissions will be heard in either late July or August.
If you make a submission you will be advised of the hearing date and time.

My submission on the proposed Wanganui Urban Transportation Strategy is:

Change 21 - Riverbank

To close a main road that works extremely well, is nothing short of lunacy.

It will push all that traffic that now use it up streets such as Glasgow, Guyton, Ingestre and the most dangerous of all, Dublin.

The more traffic up Dublin is going to end in a tragic conclusion for some school children, who are already 'at risk' without hundreds more cars to contend with.

The 'market people' use Taupo Quay for 2-4 hrs per week only. Not worth any consideration!

My personal feeling is the likes of Ken Muir & Avi Juria have investigated this proposal change as they want direct access to the river from Moloa Gardens when they have their 'celebrations'!!

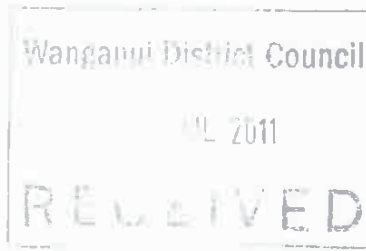
Please note: Submissions will not be returned, so please keep a copy. Submissions must reach us no later than 5pm on Friday, 15th July 2011. Privacy Act: Please be aware when providing personal information that this submission form is part of the public consultation process. As such, this document will be copied and made publicly available.

D-184927

2

Barbara Len
B Charter

D-200678



To: Wanganui District Council
P O Box 637
Wanganui

Submission on Proposed Plan Change No. 21 Wanganui District Plan – Central City

Name: Stephen Paul Lace
Trustee: Ferndown Trust

Address: 199 Wicksteed Street Wanganui
P O Box 880 Wanganui

Specific Provisions of the proposed plan that my submission relates to:

I object to the apparent change in classification of a significant portion of the 8 block old CBD area to the proposed Central Edge Commercial Zone.

My submission is that:

Proposed characteristics of the Central Edge Commercial Zone would remove what in my view are property rights that property owners believed they were acquiring when they purchased those properties likely to be affected.

Those property rights include the current ability to build extensively on any site unaffected by height recession planes as now proposed.

Also indicated is a requirement to provide car parking, not historically required of these properties. It is my view that the Wanganui District Council is far better equipped and experienced in the field of provision of carparks and that it should continue to make adequate provision on a user pays basis for parking in the central city area.

Car parking in my opinion is best provided in larger, well lit, camera monitored carparks. To require property owners to provide carparks on an individual ad hoc basis will inevitably result in multiple disruptions to what might previously been a tidy and continuous street frontage. Such interruptions to street frontage then provide

at risk spaces in and from which personal and property crimes and vandalism are more easily perpetrated.

Individual property owners embarking on their own projects are unlikely to be able to efficiently co-ordinate provision for parking , access etc with their neighbours compared with what the WDC can achieve taking a broader view.

There is often a gestation period for owners who await the appropriate time to embark on a project. Most owners will want to produce an attractive end result that meets their business needs. Where such owners can, or wish, to provide parking they will.

The Christchurch Earthquake also raises many question marks as to what development or re-development may be required in central Wanganui. Some parts of the CBD will for example be more prone to liquefaction than others. It seems unlikely to me that the changes proposed in plan change # 21 can have taken such implications into account as the proposals were drafted well before February 2011.

I therefore think that before Plan Change #21 is seriously considered the implications of the Christchurch Earthquake should be taken into account.

Any proposal to limit the existing effective size of the existing CBD as this proposal in my view does, also seems to me to take a less than optimistic view of Wanganui's potential for growth. Wanganui continues to be a very well kept secret but with the ever improving transport infrastructure, especially roading to the North and the proposed extensions to Wellington Airport, our prospects improve steadily.

Most of the properties on the Southern side of Wicksteed Street provide an excellent opportunity for example to provide North facing upstairs apartments as per the building built by John Nolan.

I seek the following decision:

I therefore oppose any change in designation that would impose height recession planes as indicated in the consultation material to my and all affected properties and also oppose the implied obligation to provide parking at 199 Wicksteed Street and also for other affected owners.

Further Comment:

It is not made clear why it is considered desirable that height recession planes be imposed. If for example there is a preference to avoid the construction of windowless facades such as that in the Briscoes building on St Hill Street or the recent Age Concern addition on the same street there may perhaps be an alternative way of achieving that outcome.

A very clear personal invitation to discuss certain specific items sent to affected property owners would be appreciated.

I do wish to be heard in support of this submission.

If others make a similar submission I would be prepared to consider presenting a joint case with them at any hearing.

Address for service: 199 Wicksteed Street , Wanganui.

Signature:  _____

Tel: 348 7444

Date: 19/7/11 _____

Fax: 348 7048

Submission on Proposed Plan Change No 21: Wanganui District Plan Central City and Riverfront – Create Objectives, Policies and Methods, including new Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.

TO: Wanganui District Council
P O Box 637
Wanganui



Name: GEORGE WILLIAM POWELL
(Please print your full name)
Address: (Full postal address) 8 DAWNES AVENUE
SPRINGVALE
WANGANUI

1. The specific provisions of the proposed plan change that my submission relates to:
ANY CHANGES TO THE ARTS AND COMMERCE ZONE

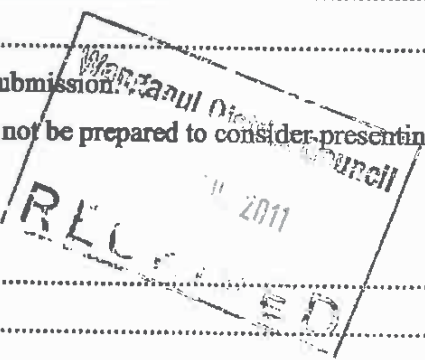
2. My/our submission is that:
ANY DECISION THAT COUNCIL MAKES SHOULD ENSURE THAT NORMAL DOMESTIC AND LIGHT COMMERCIAL VEHICLES CAN CONTINUE TO ^{PASS} THROUGH THE ARTS AND COMMERCIAL ZONE WITHOUT HINDERANCE OR OBSTACLES PARTICULARLY ALONG TAUPU QUAY WHICH IS AN IMPORTANT INNER CITY ROUTE.

(Please state in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made. Please give your reasons.) Use additional pages if more room is required.

3. I/we seek the following decision: (Give precise details):
DO NOT IMPEDE THE NORMAL DOMESTIC AND LIGHT COMMERCIAL ^{VEHICLE} USE OF TAUPU QUAY THROUGH THE ARTS AND COMMERCIAL ZONE. (LARGE COMMERCIAL VEHICLES HAVE OTHER OPTIONS.)

4. I/we do/do not wish to be heard in support of this submission.
5. If others make a similar submission I would/would not be prepared to consider presenting a joint case with them at any hearing.

6. Address for service of person making submission:
AS ABOVE



Signature: George Powell Telephone No: 077 272 0536
(Person making submission or person authorised to sign on behalf of person making submission)

Date: 18/7/2011 Facsimile No: _____

D-199824

P. O. Box 969
Wanganui
11/7/2011

District Council
Wanganui

I Gordon LAMBERT
owner 190 St Hill Street

Object to any changes

Proposed plan change 21
I should have been contacted
about any change

Please contact me



G. J. LAMBERT

Submission on Proposed Plan Change No 21: Wanganui District Plan
Central City and Riverfront – Create Objectives, Policies and Methods, including new
Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.

TO: Wanganui District Council
P O Box 637
Wanganui



Name: BRUCE HEYRY DICKSON on behalf of MAIN STREET WANGANUI

(Please print your full name)

Address: (Full postal address) % P.O. Box 407B
WANGANUI

1. The specific provisions of the proposed plan change that my submission relates to:

The creation of a Central Edge Commercial Zone

2. My/our submission is that:

We do not believe that the creation of this zone is necessary as the previous zones were sufficient to manage development. In particular there are two proposed rules which we are in disagreement with

- The new requirement to provide car parking to be used Central Commercial
- The new requirement for a street boundary height line - 2 metres + 15° angle

(Please state in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made. Please give your reasons.) Use additional pages if more room is required.

3. I/we seek the following decision: (Give precise details):

We believe that the two rules identified above will dramatically alter the form of future development and will alter the current situation and established environment. We believe also that these rules will disadvantage landowners and reduce potential of site development.

4. I/we do ~~not~~ wish to be heard in support of this submission.

5. If others make a similar submission I would ~~would~~ be prepared to consider presenting a joint case with them at any hearing.

6. Address for service of person making submission:

Main Street Wanganui % Bruce Dickson
DLA Architects
P.O. Box 407B, Wanganui

Signature: B.H. Dickson Telephone No: 06 3480189

(Person making submission or person authorised to sign on behalf of person making submission)

Date: 20-7-11 Facsimile No: 06 3454743

21 July 2011

District Plan Review
Wanganui District Council
P O Box 637
101 Guyton Street
WANGANUI

Re – Proposed Plan Change 21 : Central City and Riverfront

My submission is that Wanganui cannot afford to remove Somme Parade from being a main arterial route.

If Somme Parade and Taupo Quay are closed to through traffic the congestion on alternative routes will result in increased travelling time. The economic and social disruption of increased vehicle movements along urban streets cannot be justified. The advantage of the river side arterial route is the ease of access to the City Bridge. For visitors to the City it enables them to find their way around by following the River. Another advantage is the fact there are no crossroads to impede traffic flow as there are on the other routes.

Taupo Quay as a pedestrian present is not justified as the greatest volume of traffic occurs during the weekdays. During the weekend when the River market occurs traffic volumes are less. To close vehicle traffic to enable market attendees easier access on one day of the week is not acceptable.

In conclusion I submit the fuel being wasted by idling vehicles caught in traffic congestion will increase pollution. The result is a poorer city both economically and socially if the proposed plan to impede traffic flow along Taupo Quay and Somme Parade is proceeded with.

I do not wish to speak on this submission.



L M Terry
Warrengate Road
RD2
Wanganui

14th July 2011

Submission

The Town Planner,
Shane McGhie
P O Box 637
Wanganui District Council
WANGANUI

Dear Shane,

**Ref Town Plan review OLD TOWN HERITAGE OVERLAY ZONE
and Earthquake Proofing.**

Dear Shane,

**In light of the Christchurch Earth Quakes.. Insurance rates for Pre
1936 Building have gone up 2.7 times and this is if the owners can
even get insurance. Also excess's have doubled.**

**Most building in the above zone/s are 2 storied yet it has now become
clear that very little demand for upstairs accommodation is required
both in these Zones and outside of same, due to slow economic
growth of Wanganui.**

The point being that :

- 1 Up grading old buildings to new standards may not be the best option for Wanganui.**
- 2 2 storied building no longer required.**
- 3 More economic to build new buildings and not to earthquake proof existing buildings.**
- 4 The flexibility of the Town Plan is to rigid and needs relaxing to accommodate the owners of these.**
- 5 The future wellbeing of Wanganui cannot be based on the Public Wish List but must take into account property owners and tenants economic needs.**
- 6 If buildings must be retained and Earthquake proofed, true and genuine features should be all that is taken into consideration.**

As an example or suggestion, perhaps old buildings and the features should be worked out on same kind of score sheet e.g. 1-100 points.

1 = minimum features

100 = maximum features.

This could help Council staff to decide which buildings are to be retained.

The writer is sensitive to old buildings through ownership.

32 Ridgway St

42 Ridgway St

13 Toi St residential, where I live 1912.

During the Open day at the proposed DOC offices, Taupo Quay, I could see next to no features that required saving, however, the Owners Rep, stated that it would have been near impossible to get a demolition permit for these buildings.

Yours faithfully



G E Bullock

13 Toi ST

Wanganui

06 34 45486

Submission on Proposed Plan Change No 21: Wanganui District Plan
Central City and Riverfront – Create Objectives, Policies and Methods, including new
Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.

TO: Wanganui District Council
P O Box 637
Wanganui



D-201028

Name: Collective of Taupo Quay Building owners
(Please print your full name)
Address: *(Full postal address)* c/o 35 Moutoa Quay
Whanganui

1. The specific provisions of the proposed plan change that my submission relates to:
Riverfront Zone

2. My/our submission is that:
As attached

(Please state in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made. Please give your reasons.) Use additional pages if more room is required.

I/we seek the following decision: *(Give precise details)*:
As attached

- 4. ~~I/we do/do not~~ wish to be heard in support of this submission.
- 5. If others make a similar submission I would/~~would not~~ be prepared to consider presenting a joint case with them at any hearing.
- 6. Address for service of person making submission:
35 Moutoa Quay
Whanganui

Signature: [Signature] Telephone No: 06 3472252

(Person making submission or person authorised to sign on behalf of person making submission)

Date: 21/07/2011 Facsimile No:

Note: Submissions close 5.00pm, Thursday, 21 July 2011.

19 July 2011

Submission to Wanganui District Council

From: Collective of Taupo Quay Building Owners (#35 to 49)

Re: Changes to District Plan/ Riverfront Zone

Thank you for the opportunity to make a submission on the proposed changes to the District Plan. As a group of owners affected by the proposed changes, we have met and agreed to put forward our submission as a collective.

We understand that the proposed changes are in line with the Council's vision for this area and that there has been extensive consultation within the public arena. In principle the collective of building owners, as a group that have committed significant personal resources in to development in the proposed Riverfront Zone, agree with this vision.

However, the proposed new zoning does impose restrictions that we believe impinge on our existing rights as property owners and will affect our ability to generate revenue that can be used to support further development and will decrease the commercial value of our properties. In addition, some aspects of the proposed zone, we believe, are inconsistent with the overall vision for it.

We are of the view that the list of permitted activities will restrict the revenue generating capacity of our properties. It needs to be emphasised that the buildings in this proposed zone are generally of a reasonably high commercial value and have high overheads such as harbour board leases. Most are also currently being faced with an exponential increase in earthquake insurance premiums as well as requirements for earthquake strengthening in the future. Although the Council has a vision for the development of the area and foot traffic is increasing, the latter has not developed to a level that can support retail activity – and this is exacerbated by the lack of parking in the area. There is an emphasis on arts, tourism and recreational activities in the Riverfront zone, none of which are high revenue generators in Whanganui, and able to support payment of a market rental in the proposed Riverfront Zone. As rental income is a key consideration in valuation, it seems likely that being restricted to a range of low income generating activities will decrease the value of our properties.

There are some aspects of proposed Riverfront Zone that seem to be inconsistent with the vision for the area. An example of this is the restriction on visitor accommodation, which is potentially a good revenue generator. It is hard to understand how visitor accommodation can have a negative impact on this area. In fact, surely it can enhance it. Although there could be some perceived issues with impacts of noise, the requirements for mitigating this impact are adequate. It is logical that there is a restriction on residential accommodation at ground level facing the street but there are two buildings on our block that have private yards and

ground floor residential accommodation would be perfectly feasible. In addition, the restriction on height for new buildings also seems incongruous with the vision for the zone and is unnecessarily restrictive. It could be suggested that a height of 7.5metres is somewhat short for a two story building in a heritage zone. Most of the buildings in our block are two storeys and 10 metres high or more.

We wish to make it clear that we do not agree with the restrictions on parking/ housing vehicles on our properties that are being put forward. This is a clear breach of existing rights as there is no such restriction in the current zoning or in the ground lease arrangements. This is particularly restrictive given that parking is at a premium in the area and is likely to become more so with further development. Some building owners have backyards and others have storage areas that are suitable for and occasionally used for parking and would like to be able to continue to do this.

The owners also have access to parking at the river / Moutoa Quay end of their buildings and want to make it known to Council that this needs to be retained as does their access in to this area and into their properties. The collective of owners is, however, supportive of the Council working to make more parking available and suggests developing angle parking on Taupo Quay as part of the solution.

As owners and investors in the proposed Riverfront Zone, we wish to support the Council to value and develop the riverfront as a natural focus for our community, but want to make the point that we do not wish this to be at our expense.

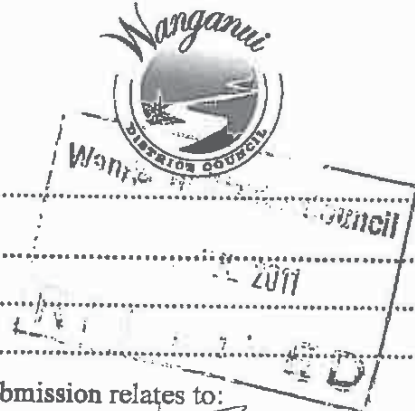
Signed

Natasha May	49 Taupo Quay
Alec Garrett	47 Taupo Quay
Brenda Grundy	45 Taupo Quay
KJ Allen	43 Taupo Quay
Ross Mitchell-Anyon	39 Taupo Quay
Bobbi Magdalinos Mitchell-Anyon	39 Taupo Quay
Marie McKay	35 & 37 Taupo Quay
Charlie McKay	37 Taupo Quay
Leigh Mitchell-Anyon	35 Taupo Quay

D-200809

**Submission on Proposed Plan Change No 21: Wanganui District Plan
Central City and Riverfront – Create Objectives, Policies and Methods, including new
Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.**

TO: Wanganui District Council
P O Box 637
Wanganui



Name: BRUCE HENRY DICKSON

(Please print your full name)

Address: (Full postal address) P.O. Box 40793
WANGANUI

1. The specific provisions of the proposed plan change that my submission relates to:

The creation of a Central Edge Commercial Zone

2. My submission is that:

I do not believe that the creation of this zone is necessary as the previous zones were sufficient to manage development. In particular there are two proposed rules I object to: the new requirement to provide parking to create primarily zoned Central Commercial. the new requirement to impose a height restriction on street boundaries established by 2 metre height + 45 angle.

(Please state in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made. Please give your reasons.) Use additional pages if more room is required.

3. I seek the following decision: (Give precise details):

I believe that these two rules will dramatically alter the form of future development which has been established historically and detract from the Wanganui Heritage environment. The rules will disadvantage current landowners and reduce potential site development and options.

4. I wish to be heard in support of this submission.

5. If others make a similar submission I would be prepared to consider presenting a joint case with them at any hearing.

6. Address for service of person making submission:

Bruce Dickson
DA Architects
P.O. Box 40793, Wanganui

Signature: B.H. Dickson

Telephone No: 06 3480187

(Person making submission or person authorised to sign on behalf of person making submission)

Date: 20-7-11

Facsimile No: 06 3454743

D-200807

**Submission on Proposed Plan Change No 21: Wanganui District Plan
Central City and Riverfront – Create Objectives, Policies and Methods, including new
Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.**

TO: Wanganui District Council
P O Box 637
Wanganui



Name: JANET BADDELEY
(Please print your full name)
Address: *(Full postal address)* P O Box 733
Wanganui

1. The specific provisions of the proposed plan change that my submission relates to:
R27 R226 R236 R215
is Raising the noise level 65dBA LD

2. My/our submission is that:
It won't make a more vibrant area, the end of the
recession will do that! The Council gave Resource
consent for apartments in this block so unless they are
going to sound proof them all and double glaze the
windows the noise level should stay as is. Who ever
dreamed this up should have checked all Resource consent given.

(Please state in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made. Please give your reasons.) Use additional pages if more room is required.

3. I/we seek the following decision: *(Give precise details):*
leave the noise level as is as it can be heard
across the river by several homes I know of

4. I/we do/do not wish to be heard in support of this submission.
5. If others make a similar submission I would/would not be prepared to consider presenting a joint case with them at any hearing.

6. Address for service of person making submission:
apartment 25 2 Victoria Ave
Wanganui

Signature: [Signature] Telephone No: 3459266

(Person making submission or person authorised to sign on behalf of person making submission)

Date: 20.7.11 Facsimile No: _____

BuchananGray
-Lawyers-

Partners: Annette Gray, Russell Buchanan

Facsimile Cover Sheet

Date: 21 July 2011
To: Wanganui District Council
Fax No: 06 349 0000
From: Russell Buchanan
No. of Pages (including cover sheet): 4

PROPOSED DISTRICT PLAN CHANGE 21: THE CENTRAL CITY AND RIVER FRONT

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MESSAGE

Letter and document follows.

Level 5, Zephyr House, 82 Willis Street, Wellington
P O Box 24057, Wellington 6142
Ph: 472 8269 Fax: 472 8270

BuchananGray

Lawyers

Partners: Annette Gray • Russell Buchanan

Level 5, Zephyr House
82 Willis Street
Wellington
PO Box 24057
Wellington 6142
Ph: 0064 4 472 8269
Fx: 0064 4 472 8270

21 July 2011

Wanganui District Council
PO Box 637
WANGANUI

By facsimile: 06 349 0000

PROPOSED DISTRICT PLAN CHANGE 21: THE CENTRAL CITY AND RIVER FRONT

We act for Wanganui Motors (1963) Limited.

Enclosed please find our client's submission in relation to proposed Plan Change No. 21
– The Central City and River Front.

Kindly acknowledge receipt by return.

Yours faithfully
BUCHANAN GRAY

Russell Buchanan
Partner

Russell@buchanangray.co.nz

Copy to: Steven Dyke, Wanganui Motors (1963) Ltd

Form 5

**Submission on Publicly Notified Proposal for Policy Statement or Plan
Clause 6 of the First Schedule, Resource Management Act 1991**

To: Wanganui District Council
P O Box 637
Wanganui

From: Wanganui Motors 1963 Ltd

Re: Proposed Plan Change No 21 (PC 21) – The Central City and Riverfront

The specific provisions of Proposed District Plan Change 21 that Wanganui Motors 1963 Ltd's submission relates to:

- (a) the proposed zone change from "Outer Commercial Zone" to "Central Edge Commercial Zone" for the land on the north-western side of Ridgeway Street located between St Hill Street and Trafalgar Place.

Wanganui Motors 1963 Ltd opposes District Plan Change 21 insofar as it proposes to rezone the land described above.

Reasons for Wanganui Motors 1963 Ltd's submission are:

1. Wanganui Motors 1963 Ltd is the owner/occupier of the land.
2. Wanganui Motors 1963 Ltd's aspirations for possible future redevelopment of the land would be unreasonably constrained as a consequence of the proposed rezoning from Outer Commercial Zone to Central Edge Commercial Zone.
3. The land should appropriately retain its current zoning as St Hill Street provides the most practical and established zone boundary position between the Central Commercial Area and the Outer Commercial Area within this part of Wanganui City.
4. The attempt to create a transition zone between two distinct commercial areas separated by the alignment and width of St Hill Street by the proposed rezoning of an area of land along one side of Ridgeway Street within the current Outer Commercial Zone is not considered to be either warranted or necessary.
5. Retaining of the operative Outer Commercial zoning of the land will not preclude achievement of both the protection and enhancement of central city area amenity values as sought by PC 21 should the identified land be redeveloped in accordance with the operative District Plan zoning provisions applying to it.

Relief Sought:

Wanganui Motors 1963 Ltd's submission would be met by:

1. Keeping the "Outer Commercial Zone" in place for the land on the north-western side of Ridgeway Street between St Hill Street and Trafalgar Place.

Wanganui Motors 1963 Ltd does wish to be heard in support of its submission

Signed for and on behalf of:
Wanganui Motors 1963 Ltd

.....
Russell Buchanan
Buchanan Gray
Lawyers

Dated the 20th June 2011

Address for Service:

Wanganui Motors 1963 Ltd
c/- Buchanan Gray
Lawyers
P O Box 24057
Wellington 6142

Attention: Russell Buchanan

Tel: 04 472 8269
Fax: 04 472 8270
Email: Russell@buchanangray.co.nz

**Submission on Proposed Plan Change No 21: Wanganui District Plan
Central City and Riverfront – Create Objectives, Policies and Methods, including new
Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.**

**TO: Wanganui District Council
P O Box 687
Wanganui**



Name: Universal College of Learning (UCOL)
(Please print your full name)
Address: (Full postal address) Private Bag 11022
..... Palmerston North
..... Attention: Glenn Young, Facilities Manager

1. The specific provisions of the proposed plan change that my submission relates to:
..... Provisions of the Arts and Commerce Zone
..... Provisions of the Riverfront Zone - Outline Plan

2. My/our submission is that:
..... Refer attached document.

(Please state in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made. Please give your reasons.) Use additional pages if more room is required.

3. I/we seek the following decision: *(Give precise details):*
..... Refer attached document.

4. I/we do/do-not wish to be heard in support of this submission.
5. If others make a similar submission I would/would-not be prepared to consider presenting a joint case with them at any hearing.

6. Address for service of person making submission:
..... Private Bag 11022
..... Palmerston North 4442

Signature: *[Handwritten Signature]* **Telephone No:** 06 952 7072

(Person making submission or person authorised to sign on behalf of person making submission)

Date: 21 July 2011 **Facsimile No:** 06 952 7199

[Handwritten Signature]

Email: g.young@ucol.ac.nz

Note: Submissions close 5.00pm, Thursday, 21 July 2011.

SUBMISSION ON PROPOSED PLAN CHANGE NO 21 (CONTINUED)**2. My/our submission is that:**

- 2.1 UCOL's Whanganui Campus occupies almost the entire block of land bounded by Rutland Street, Drewa Avenue, Taupo Quay and Market Place. This land comprises a quarter of the land proposed to be zoned 'Arts and Commerce'. Nowhere in Proposed Plan Change 21 (PPC21) is there any mention or acknowledgement of the significant role that UCOL plays in ensuring "...that development and activities in the central city area contribute positively to the social, cultural, economic and environmental wellbeing of the Wanganui community" (refer Objective 020). UCOL seeks to have amendments made to the proposed provisions to recognise the significance of UCOL's educational activities and facilities.

3. I/we seek the following decision:

- 3.1 THAT tacit recognition and acknowledgement of the significance of UCOL's educational activities and facilities to the Central City and Riverfront areas of Wanganui be provided in the policy and/or explanatory sections of PPC21. At the very least UCOL seeks that explicit reference be made to UCOL's educational activities in 'Policy P89' and the Introduction to 'Z20 Arts and Commerce Zone' in the list of 'Important Characteristics in the Arts and Commerce Zone'.

SUBMISSION ON PROPOSED PLAN CHANGE NO 21 (CONTINUED)

2. My/our submission is that:

2.2 Proposed Rule R243 in the Arts and Commerce Zone and R221 in the Riverfront Zone – Outline Plan specify non-complying activities in the zone. In particular, they propose to introduce categories of non-compliance (Rules R243 c and d and R221 f and g) relating to the external appearance of sites and buildings. Whilst UCOL understands the intent of such rules, it does not consider them to be an effective or efficient way of enabling or ensuring a high level of amenity value. It also considers that such rules would be difficult to enforce.

3. We seek the following decision:

3.2 THAT proposed Rules R243 c, R243 d, R221 f and R221 g be deleted or withdrawn.

SUBMISSION ON PROPOSED PLAN CHANGE NO 21 (CONTINUED)**2. My/our submission is that:**

- 2.3 Rule R217 f in 'Z18.1 Riverfront Zone – Outline Plan' and Rule R223 g in 'Z18 Riverfront Zone' both relate to Flood Hazard Mitigation. Both rules are identical and state that:

"New buildings and additions to buildings are required to be designed and constructed to either:

- i. be protected from inundation; or*
- ii. be able to recover efficiently following inundation.*

Reason

Alternative techniques for flood hazard mitigation must be used because conventional flood avoidance structures are considered inappropriate in the riverfront area."

No such rule applies to the proposed Arts and Commerce Zone, yet part of the land to be subject to this zone is also subject to a series of (50, 100 and 200 year) Flood Level Event Lines. UCOL seeks clarity as to the relevance and/or applicability of these Flood Level Event Lines to the proposed Arts and Commerce Zone in light of the Flood Hazard Mitigation rules in the proposed Riverfront Zone.

3. We seek the following decision:

- 3.3 THAT the relevance and/or applicability of the Flood Level Event Lines, shown on the Operative Planning Maps, to the provisions (in particular the rules) proposed by PPC21 for the Arts and Commerce Zone, be stated or otherwise confirmed that they do not apply to this zone.

SUBMISSION ON PROPOSED PLAN CHANGE NO 21 (CONTINUED)

2. My/our submission is that:

2.4 It is unclear as to the relationship between the Riverfront Zone and the Outline Development Plan contained in PPC21. Is 'Z18.1 Riverfront Zone - Outline Plan' a separate zone or is it an overlay of the Riverfront Zone? Clarity is sought at this time in order to avoid any conflict between, or ambiguity in the interpretation of, the proposed rules once they have become operative. Conflict or ambiguity results in uncertainty which in turn may delay or prevent positive development in the central area and Riverfront Zones. Such uncertainty is to be avoided if at all possible.

3. I/we seek the following decision:

3.4 THAT an explanatory statement or policy be introduced to the District Plan which makes the nature and extent of the relationship between the Riverfront Zone and the Riverfront Zone - Outline Plan unequivocally clear.

Submission on Proposed Plan Change No 21: Wanganui District Plan
Central City and Riverfront – Create Objectives, Policies and Methods, including new
Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.

TO: Wanganui District Council
P O Box 637
Wanganui



0-200974

Name: DAVID SIDNEY BURHAM
(Please print your full name)
Address: (Full postal address) 5B PUTIKI DRIVE
..... WANGANUI

1. The specific provisions of the proposed plan change that my submission relates to:
..... Designating the area from 5A Putiki Drive north as a
..... commercial zone

2. My/our submission is that:
..... That area be designated as residential

(Please state in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made. Please give your reasons.) Use additional pages if more room is required.

3. I/we seek the following decision: (Give precise details):
..... The council and roads board have spent a large sum of money
..... to make the area beautiful and therefore the area should be
..... clear of all commercial activity, except of course the reaction
..... used by Totalspan Ltd. I have marked the area in question

4. I/ ~~we~~ not wish to be heard in support of this submission.
5. If others make a similar submission I would/ ~~would~~ prepared to consider presenting a joint case with them at any hearing.

6. Address for service of person making submission:
.....
.....

Signature: DS Burham Telephone No: 06 3455792

(Person making submission or person authorised to sign on behalf of person making submission)

Date: 20-7-11 Facsimile No:

Existing District Plan zoning



- Zone
- Arts and Commerce Zone
 - Riverfront Zone (Outline Plan)
 - Central Edge Commercial Zone
 - Central Commercial Zone
 - Outer Commercial Zone
 - Residential Zone
 - Reserves and Open Space Zone

DISTRICT PLAN REVIEW Central City and Riverfront Proposed Plan Change

Proposed District Plan zoning



Fleur Lincoln

From: Shane McGhie
Sent: Friday, 22 July 2011 9:02 a.m.
To: Kritzo Venter
Cc: Robyn Butler
Subject: RE: Submission to District Plan

Hi Kritzo

No problem. We will put your email in as a submission.

Shane

From: Kritzo Venter
Sent: Friday, 22 July 2011 8:49 a.m.
To: Shane McGhie
Cc: Julian Reweti; Arno Benadie; Chris Carter; David Boothway
Subject: Submission to District Plan

Hi Shane

Hope this is not too late – I'd like to submit on behalf of Infrastructure to the district plan, the new building on the waterfront currently described by the Riverfront Development Plan currently runs over our main interceptor waste water line.

We wish to be consulted on any future design/development of these buildings.

Kind Regards

Kritzo

Submission on Proposed Plan Change No 21: Wanganui District Plan 20
Central City and Riverfront – Create Objectives, Policies and Methods, including new
Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.

TO: Wanganui District Council
P O Box 637
Wanganui



Name: Old Town Properties - Steve Bell
(Please print your full name)
Address: (Full postal address) Po Box 772 Wanganui

1. The specific provisions of the proposed plan change that my submission relates to:
R228 - Central Edge Commercial Zone -
structures not being built to the front boundary
due to height recession plane proposal.
2. My/our submission is that: - Relating to 26 St Hill St.
As the new proposal penalises the useable
land site for a commercial site & retail activity.
Plots that frontage are 5 sides 3 of which
go to front boundary edge already - I in a
60-70 space car park & the other being 26 St Hill St.
It makes no real sense to limit the activity on that site
(Please state in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made. Please give your reasons.) Use additional pages if more room is required.

3. I/we seek the following decision: (Give precise details):
we would like R228 not to apply to the bottom
and top of St Hill St currently under the Heritage
over lay zone. This should be a discretionary
rule.

4. ~~I/we do~~ ^{wish} ~~do not wish~~ to be heard in support of this submission.
5. If others make a similar submission I would/would not be prepared to consider presenting a joint case with them at any hearing.

6. Address for service of person making submission:
Po Box 772 Wanganui
22 Campbell St Wanganui

Signature: [Signature] Telephone No: 0274 407 170

(Person making submission or person authorised to sign on behalf of person making submission)

Date: 21/7/11 Facsimile No: 06 349 0884

Note: Submissions close 5.00pm, Thursday, 21 July 2011.

20/1

0200975

stephen palmer
design studio

A D I N Z
ARCHITECTURAL DESIGNERS NZ INC

licensed architectural designer : category 3

SUBMISSION ON PROPOSED PLAN CHANGE NO 21:

WANGANUI DISTRICT PLAN CENTRAL CITY AND RIVERFRONT:

TO: Wanganui District Council,
P.O. Box 637,
Wanganui.

**The specific provisions of the proposed plan that my
submission relate to are:**

Policy P85

(i) High number of pedestrians in the streets.

(m) Buildings built ... up to the street frontage ...
with no gaps between.

Policy P86: Define a Central Edge Commercial Zone.

(a) Medium density buildings generally built back from the
street boundary.

Policy P89: Define an Arts and Commerce Zone

(j) High numbers of pedestrians in the streets.

(n) Buildings built ... up to the street frontage ...
with no gaps between.

Policy P90: Waterfront Zone:

Policy P91: Encourage pedestrian movement in the central city
area.

Policy P92: Encourage a range of transport modes into and out
of the central city area.

My submission is that:

Creating new planning zones, with defined rules, is undesirable and has not worked in the past.

Early Wanganui Town Plans created a proliferation of zones which made development cumbersome with an undesirable number of planning applications needed. Furthermore, the zoning often did not achieve desired outcomes

Later Plans steadily reduced the number of zones, making development more flexible.

It is Murphy's Law that, as soon as a new Zone, with special Rules, is created, someone will want to do something different in it. Rules do not stop people from doing what they want to do, they merely pose a challenge to find the necessary loopholes.

The existing Old Town Overlay Zone is a case in point; redevelopment of heritage buildings and development of empty sites has been stifled by the rules but Ucol has been allowed to build a large development that is out of character - this Zone and its Rules have simply not worked, unless their real purpose was an unstated desire to prevent anything happening there at all.

I believe that there should be a single Central Commercial Zone with policies that set out general principles for maintaining a compact CBD, encouraging adaptive re-use of heritage buildings, creating new buildings that are in harmony and scale with the existing environment, preserving the waterfront and making a pleasant pedestrian environment.

Arbitrary rules governing verandahs and building set backs and height have not worked in the past and there is no reason to think that they might in future.

The former Chief Post Office in Ridgway Street has small canopies over its post boxes. They are not large but provide welcome shelter because they are set low over the footpath. Because they do not project full width of the footpath they do not interfere with vehicles. Recently a new opening has been made in the façade and a new verandah erected above it. Unfortunately the new verandah complies with the District Plan rules rather than matching the existing canopies and I can understand why - to match would have required an expensive resource consent which the owner was unwilling to pay for. The new verandah is set at the standard height but does not project full width of the footpath so that any shelter it provides is minimal. There are no adjoining verandahs so that this is a pointless exercise which has defaced an attractive building for ever. It is even more ludicrous because non-compliant verandahs have recently been allowed in Victoria Avenue, making a mish-mash that is entirely contrary to the rules, which aim for consistency.

Four blocks of straight, even width, footpaths are hardly pedestrian friendly but this is the Rule which the proposed changes intend to perpetuate. The recessed frontages at 136 The Avenue and Westpac and the curved footpath at Majestic Square have not heralded the End of the World. Variety like this, which will make the shopping environment vibrant and pedestrian friendly, should be encouraged, not stifled by petty rules.

On the other hand, rules forcing buildings back from street boundaries in the outer zone are just as pointless. Wanganui already has zones where such set backs are required so that landscaping can be accommodated and they have been an almost total failure, the "landscaping" generally consists of parked cars with a few lonely patches of marram grass. Why insist upon doing that again?

All of these issues should be governed by general policies that allow for maximum variety. That would mean - Horror! Horror! - that planners would have to make Decisions and that owners and their designers would have to face a less certain regulatory regime. But the resulting environment would be far more likely to attract high numbers of pedestrians than Policies P85(i) and P89(j) will. Actions rather than words.

Production and sale of artistic works should be allowed anywhere in the commercial zones and no attempt made to channel this activity into a particular area. Any artist worth his or her salt would probably regard it as a point of honour to flout the rules.

The River Traders Market probably breaks a plethora of District Plan policies and rules but people flock to it, rain or shine. It's dynamic, it's muddy and is a great example of what we could achieve by NOT having rules so let's not stifle it by surrounding it with rules that will be out of date by the time that they are published.

The market is delightfully anarchic, trying to govern it with formal rules will probably be its death knell.

A covered market area, presumably funded by rate-payers, seems unlikely to be viable unless it operates full time (and competes with CBD retailers). The existing marketeers spend most of their week carving wood, knitting wool, making cakes, brewing chutney, roasting coffee and growing fruit and vegetables. They are unlikely to want to occupy the market place more often than Saturday mornings. So who is going to pay the rent for a permanent covered market?

Previous Wanganui councils tried to create a pedestrian friendly shopping precinct in Victoria Avenue. It did not work and the people rejected it. They wanted to drive their cars to the shops and they still do. Making it difficult for them to do that will not change what they want to do.

During the 1970's and 80's it became fashionable all over the western world to redevelop industrial waterfront areas for shopping or entertainment. However a comment that most of the people in these developments are the people in the architects' sketches has proved to be remarkably correct. In New Zealand, Wellington appears to be the only city where people actually use a waterfront development. Even the Viaduct Harbour in Auckland, our most populous city, is usually deserted now that the novelty has worn off. People walk and cycle around the bays, close to where they live.

I walk or ride our river banks regularly and the neglected tracks downstream from the City Bridge and through Kowhai Park are used far more than our expensive board walk. People use walks that are close to their homes. The board walk is not close to home, and is crowded only on Saturday mornings when everyone flocks to the Market, an enterprise which, if anything, was disparaged by Council and exists outside of your planning rules.

Taupo Quay has become a major traffic artery because it is a relatively unobstructed cross-city route that interconnects conveniently with other arterial roads. Why upset that in favour of pedestrians who do not exist except for one morning per week. Few cross Taupo Quay during the week and most of those who do cross at the traffic lights.

It does not make much sense to have spent \$3 million on an information centre and then make it difficult for visitors in cars and camper vans to get to it.

How do your planners intend to implement policies to increase pedestrian numbers in the CBD?

In early days the CBD was the centre of Wanganui's manufacturing, commerce, administration and shopping and the hub of the tram service. All except entertainment and specialty shops have decentralised with the rise of the private motor car and that trend is unlikely to reverse.

Our population is not growing quickly and probably never will. We should accept that pedestrian numbers are probably not going to increase substantially and plan accordingly.

We should certainly not impede traffic flows in order to help pedestrians who are never likely to be there.

I agree with the proposal to discourage traffic from Somme Parade and I have suggested this for many years. I have also suggested that traffic should be encouraged to use Dublin Street, Bell Street, Taupo Quay and St Hill Street for circumnavigation of and access to the CBD. Some mini roundabouts have been installed to start this but the level of encouragement should be stepped up by making these streets into a free flowing route. No other routes have such good links with other arterials and with the CBD.

Guyton Street has been suggested as an alternative to Taupo Quay as a cross-city route but I know of no other town or city that aims to put an arterial route through the middle of its shopping centre. That just does not make sense.

I seek the following decisions:

No new planning zones and delete the existing Old Town and Riverbank Overlay Zones.

Replace most rules with policies that allow planners to engage with developers through discussion rather than in adversarial resource consent applications and to make mutually agreed decisions that will maintain a compact CBD, encourage adaptive re-use of heritage buildings, create new buildings that are in harmony and scale with the existing environment, preserve the waterfront and make a pleasant pedestrian environment.

(Formal consent applications would still be required where agreement could not be reached or where a proposed development will conflict with the policies or have significant adverse effects)

Delete rules relating to set backs and gaps between buildings.

Encourage the use of Dublin Street, Bell Street, Taupo Quay and St Hill Street as a two-way ring road system to circumnavigate and access the CBD.

I do wish to be heard in support of this submission.

If others make a similar submission I would be prepared to consider presenting a joint case with them at any hearing.

Signature:



20 - 07 - 2011

Address for service:

18 Shakespeare Road,
Bastia Hill,
Wanganui 4500

D201023

WENDY PETTIGREW

**396 State Highway 4
Upokongaro
RD5, Wanganui 4575
New Zealand**

**Tel/Fax: (06) 347 2575
E-mail: wendykp@xtra.co.nz**

21 July 2011

Wanganui District Council
101 Guyton St
Wanganui

Dear Sirs

Re: Plan Change 21: Central City and Riverfront

While I have no overall objection to the re-zoning as proposed, I do have a number of comments regarding some of the policy definitions and rules regarding permitted activities in particular zones.

At the outset, there is little recognition in the Plan Change that the whole of the original Wanganui Borough (or Petre as it was called in the 1840s) was surveyed and planned by New Zealand Company surveyors. The town layout and streets, including many street names, all date from 1842. Section sizes and orientation have all contributed to the development of the character of the central part of Wanganui. This historical layout is just as important as many of the heritage buildings as well as the streetscape, including those streets that have retail frontages and others where warehouses and offices were built with direct access from the pavement.

The Plan Change also makes no mention of the Old Town Conservation Overlay Zone. While I understand that, at this point in time, there is no intention to change this Zone, it would have been helpful to refer to it and certainly it should have been included in the map which shows the new zones.

I find there are inconsistencies in the definitions of the zones and their characteristics. The policies for two of the zones (Central Commercial and Arts and Commerce) both define the areas as having no gaps between buildings. There are existing "gaps" in both these zones, many of them quite historic as in some cases no building has occupied that space for perhaps 100 years. What is wrong with gaps? They can provide important passageways connecting the street to areas behind and beyond. If you want to develop a more pedestrian-friendly town centre, then gaps should be retained and, in some cases, places for more gaps should be identified rather than being discouraged. Also, gaps can provide the opportunity for small parks and sitting-out spaces, not just car parks.

The definition of the characteristics of the Central Edge Commercial Zone makes no

mention of heritage buildings and yet there are a number already in this zone. St Hill Street between Taupo Quay and Guyton Street is a good example.

The permitted activities in the Central Commercial and Central Edge Commercial Zone do not include Professional and Administrative Offices – yet these are permitted in the Arts and Commerce Zone. Again, there are already a large number of Professional and Administrative Offices already in both these two zones, a fact which seems to have escaped your notice. It is important, in my view, to have a mix of permitted activities, including Professional and Administrative Offices in all three zones. Our central city has many two-storey buildings, with retail space only occupying the ground floor. Offices are the logical use of these upper floors, which will only be retained if they can be used. Two-storey buildings are an important aspect of the character of Wanganui's central city.

You have identified a few view shafts, most of these with views down to the Whanganui River. There are many more which should be identified, including the lower block of Victoria Avenue looking up to Durie Hill, Ridgway Street towards the Avenue, Bates Street towards the river, and the list goes on. Maintaining these view shafts and not obstructing them with signage or buildings is important.

Yours sincerely,

A handwritten signature in black ink that reads "Wendy Pettigrew". The signature is written in a cursive, flowing style.

**Submission on Proposed Plan Change No 21: Wanganui District Plan
Central City and Riverfront – Create Objectives, Policies and Methods, including new
Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.**

TO: Wanganui District Council
P O Box 637
Wanganui



0-201026

Name: E. M. LEWIN

(Please print your full name)

Address: (Full postal address) 252, TAUPŌ QUAY, WANGANUI 4501

1. The specific provisions of the proposed plan change that my submission relates to:
the connection between all the information in the Proposed Plan Change 21 and the Riverfront Development Plan.

2. My/our submission is that:
I support in principle the change, but have concerns in the following areas:-

S.1 Issues S.2 Objectives O.30
S.4 R.211, R.219, R.218, 224, 231, 240, 221

Refer overleaf:-
(Please state in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made. Please give your reasons.) Use additional pages if more room is required.

3. I/we seek the following decision: (Give precise details):
1) That any plan for the development of the Riverfront area be publicly notified.
2) That a re-think of the 'extra' buildings in a Public Space should be considered.

- 4. I/we do/do not wish to be heard in support of this submission.
- 5. If others make a similar submission I would/would not be prepared to consider presenting a joint case with them at any hearing.
- 6. Address for service of person making submission:

Signature: E. M. Lewin Telephone No: 347 8290

(Person making submission or person authorised to sign on behalf of person making submission)

Date: 21. 7. 11 Facsimile No:

5.1 Issues :

Acknowledges the importance of the Whanganui River and the need to create a Premier Public Space but the Riverfront Plan allows for the erection of buildings $2\frac{1}{2}$ storeys high.

5.2. Objectives : 030

Expression of concern with the loss of visual & physical connections between the central city area & the Whanganui River is at odds with the Riverfront Development Plan which permits new buildings of $2\frac{1}{2}$ storey height to be erected.

5.4. Permitted Activities :

R. 211 : If ^{new} buildings are to be allowed in the Public Space in the Riverfront area, they should not be partly or wholly residential (k).

R. 221 : Non-complying activities

Not sure what the criteria is for (e) On-site vehicle parking. The Riverfront D. Plan makes some provision for parking.

R. 218, 224, 231, 240 Parking, and loading & Access

There is great concern about parking arrangements, particularly in reference to what has happened since U.C.O.L. was established on Taupo Quay, and the opening of the new iSite.

R. 219 Controlled Activities

Despite the development of the Riverfront area coming under 'Controlled Activities', I feel it is essential that any plan for this area should be publicly notified.

Submission on Proposed Plan Change No 21: Wanganui District Plan
Central City and Riverfront – Create Objectives, Policies and Methods, including new
Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.

TO: Wanganui District Council
P O Box 637
Wanganui



D-201097

Name: KENNETH LANCE CRAFAR
(Please print your full name)
Address: (Full postal address)..... 16 WEST WAY
..... DURIE HILL
..... WANGANUI 4500

1. The specific provisions of the proposed plan change that my submission relates to:
..... RIVERFRONT ZONE (SOME PDE) : ALTERATION TO TRAFFIC FLOW IN
..... VICINITY OF MOUTOA GARDENS INCLUDING INVEEDING, REDUCING
..... OR PROVIDING A PEDESTRIAN CROSSING THERETO

2. My/our submission is that:
..... A PEDESTRIAN CROSSING IS UNJUSTIFIED. WILL BE A TRAFFIC
..... HAZARD WITH BLIND CORNERS ADJACENT. WILL PROMOTE FURTHER
..... ROAD CLOSURES DUE TO TREATY CLAIMS. TREATY OF WAITANGI
..... CLAIMS CAN ONLY BE BETWEEN SOVEREIGN NATIONS BY DEFINITION,
..... NOT ETHNICITIES AND IS CONTRARY TO INTERNATIONAL LAW AND
..... HUMAN RIGHTS AND DEMOCRATIC PRINCIPLE

(Please state in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made. Please give your reasons.) Use additional pages if more room is required.

3. I/we seek the following decision: (Give precise details):
..... PROVISION OF A PEDESTRIAN CROSSING OR ROAD CLOSURE OR
..... DIVERSION BETWEEN THE WANGANUI RIVER AND MOUTOA GARDENS
..... WILL LEAD TO THE LOSS OF A MAJOR AND ESSENTIAL LINK
..... BETWEEN CITY AND SUBURBS AND IS UNJUSTIFIED AND SHOULD
..... NOT OCCUR

4. I ~~would~~/do not wish to be heard in support of this submission.

5. If others make a similar submission I would/~~would not~~ be prepared to consider presenting a joint case with them at any hearing.

6. Address for service of person making submission:

..... 16 WEST WAY (WDC PROPERTY NO 14036)
..... DURIE HILL
..... WANGANUI 4500

Signature:  Telephone No: (06) 3453635

(Person making submission or person authorised to sign on behalf of person making submission) -

Date: 21ST JULY 2011 Facsimile No:

Note: Submissions close 5.00pm, Thursday, 21 July 2011.

4-05pm



HP 33002-081

26th July 2011

District Plan Review
Wanganui District Council
PO Box 637
101 Guyton Street
Wanganui

**Submission of New Zealand Historic Places Trust Pouhere Taonga
to the Wanganui District Council for the Plan Change 20 –
Proposed District Plan Online Plan Change and Plan Change 21 –
Proposed Central City and Riverfront Plan Change**

This is a submission on Plan Change 20 (PC 20) and Plan Change 21 (PC 21) in relation plan review of the Wanganui District Plan. The New Zealand Historic Places Trust's (NZHPT) submission relates to the historic heritage-related matters of the plan changes. The NZHPT supports the general intention of the plan changes to improve, clarify and provide new zoning for the Wanganui central business district (CBD). The NZHPT, however, has concerns that the plan changes do not give sufficient attention to a number of heritage-related matters as outlined in this submission.

Background

1. The Wanganui region is the third oldest settlement in New Zealand. Wanganui has many layers of heritage value. Wanganui has an important Maori and European settlement and history. As far as its Maori history, its original discovery is attributed to Kupe, New Zealand's legendary discover. Tamatea, Captain of the Takitimu Canoe, fully explored the region, and soon after, attracted by the Whanganui River, Maori settlers came to the region.
2. Of central importance is the Whanganui River to tangata whenua – Atihau-a-Paparangi. As outlined by the Waitangi Tribunal, the Whanganui River has been 'described as the 'aortic artery, the central bloodline of that one heart'. They built fishing villages on the banks of the Whanganui tidal estuary and permanent pa sites further up the river such as the one at Queens Garden.
3. In respect to its European settlement, Edward Wakefield negotiated the sale of 40,000 acres in 1840.
4. With its enriched history, Wanganui is fortunate to have retained a significant amount of buildings and sites of historic heritage value. The City's historic

heritage contributes to its distinct built form, character, townscape and streetscape values.

5. The protection of historic heritage, including historic sites and Maori heritage is an important issue for New Zealand. Regional and district plans are the primary regulatory mechanisms to protect historic heritage under the RMA. Territorial authorities are required to establish, implement and review objectives, policies and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district. Historic heritage is a physical resource and the primary document for achieving integrated management is the district plan.
6. There are 25 heritage registrations to include 7 as Category 1 and 17 as Category 2. We have also included the Archaeological list as held under the NZAA. This list has been included as Appendix A.

The specific provisions of the proposal that the NZHPT's submission relates to are:

Plan Change 20

7. The NZHPT is generally supportive of Plan Change 20 which includes a range of amendments to better clarify and improve the wording of the District Plan. We do note the removal of the 'Environmental Results Expected' within the entire District Plan and the NZHPT is concerned that the removal of these provisions may undermine the monitoring of the District Plan, including evaluating the effectiveness of the heritage provisions of T6 Cultural Heritage Conservation.
8. The NZHPT also notes the common use of the term 'cultural heritage' in the District Plan. A more consistent approach is to adopt the term 'historic heritage' as defined in the RMA.

Plan Change 21

9. Plan Change 21 is of primary importance to the CBD of Wanganui. It intends to develop a zoning pattern that better reflects the primary activities that occur in the area. In particular, the proposed new zones aim to more fully recognise the primary characteristics of the zones. Further the new zones aim to attract greater diversity and mixed uses in the CBD, especially by promoting residential above ground floor retail. This approach is supported by the NZHPT.
10. Overall, there needs to be compatibility between the individual heritage rules, the Old Town Conservation Area and the commercial zoning. If, for example, the commercial zone restricts new uses, such as art, community or residential spaces, then building tenancies can be threatened (or new tenants cannot be attracted) and adaptive reuse of buildings for new uses can be restricted.
11. Zoning, therefore, must facilitate adaptive reuse of the heritage buildings and attracts compatible new uses. This will be achieved by encouraging more diversity in the inner City, especially inner-city residential living. This appears to be the intention of the plan change.
12. The new zones of riverfront, arts and commerce and central edge commercial better reflects the existing uses and characteristics of the areas. Further, the objectives of the Old Town Conservation Area and the proposed Arts and Commerce Zone appear to have come closer together – to achieve a revitalised town area that is a mixture of arts and commerce and provides for the protection

of historic heritage. Currently there is little relationship between the inner/outer commercial zone and the Old Town Conservation Area.

13. However, with greater flexibility of use in the CBD, heritage buildings can be threatened by inappropriate alterations, additions and demolition. Further, archaeological sites in the CBD can also be destroyed by new development which fails to recognise the archaeological values of the area. As outlined in this submission, the NZHPT seeks greater protection of individual heritage buildings in the CBD, especially the Old Town Conservation Area and the archaeological values of the CBD. Individual heritage buildings within the Old Town Conservation Area require listing in the district plan heritage schedule.

PC21 – Issues

14. Issues should be written up to deal with resource management issues that the plan is concerned with.
15. The NZHPT notes there is very little regard to heritage issues and this should be identified given the importance of heritage within the central city area of Wanganui. There are also some issues that do not formally recognise heritage as being part of the issue. An issue that may recognise heritage is within the issue of "Loss of Central City Characteristics".
16. The NZHPT seeks that the plan change is amended to provide for the protection of historic heritage as an issue in terms of the avoiding the loss of heritage places, including heritage buildings and archaeological sites.

Objectives

17. NZHPT commends the changes whereby the objectives of the Old Town Conservation and the proposed Arts and Commerce Zone appear to have come closer together – to achieve a revitalised town area that is a mixture of arts and commerce and provides for the protection of historic heritage. As noted above, there little relationship between the inner/outer commercial zone and the Old Town Conservation.
18. Objectives 020 and 021 do not refer to heritage values. Objective 23 is not consistent with each of the zones characteristics in relation to heritage.
19. The NZHPT seeks the inclusion of a new objective within the zones that provides for the identification and protection of historic heritage as an essential part of the characteristics of the area.

Policies and Methods

20. Policies 86, 87, 88, 89 and 90 do not recognise the heritage characteristics that are apparent within these zones. Similarly to Policy 85 there are individual heritage places and precincts within the zones and these places and areas should be formally recognised as part of the defined character.
21. Policies 93 and 95 state the incorporation of urban design principles and connecting the central city. Their methods mention adopting rules for the created new zones that maintain characteristics of these areas. There is no mention of non-regulatory tools that can achieve these policies and in particular to given greater protection to heritage. District plans need to provide positive incentives for owners of listed heritage items. Incentive provisions in district plans provide a

degree of flexibility which can benefit both socially and financially leading to the sustainability of listed heritage items. The range of non-regulatory incentives include:

- Heritage grants and loans.
- Rates relief.
- Tax relief (including tax depreciation).
- Public purchase and revolving acquisitions.
- Insurance rebates.
- Urban design, events and promotion.
- Other heritage incentives.

The NZHPT "Incentives for Historic Heritage – Toolkit" provides guidance on non-regulatory tools and is provided as Appendix B.

22. Further information about the range of heritage incentives that can contribute towards the retention of townscapes is available from the NZHPT.
23. The NZHPT seeks the inclusion of heritage-related policies and methods to ensure that heritage buildings, places and sites are explicitly recognised as part of the CBD.

New General Rules -View Shaft protection

24. NZHPT supports the proposal for view shaft protection as identified on the planning maps.

New General Rules – Definitions

25. In relation to 'Def116 Display Frontage Street' NZHPT supports the display frontage streets concept. We note that there are rules that protect street frontages in the Central Commercial zone and this definition will ensure that the character of these street frontages will be better protected.

Zone descriptions

26. As mentioned earlier in this submission, there needs to be consistency with the description characteristics for each of the zones to adequately reflect the heritage elements in all zones. Essentially the characteristics of the new zones are dominated by heritage places, including buildings and sites.
27. The NZHPT requests that the following text is added to the 'important characteristics':

- *Important characteristics in the _____ zone are:*
- *The presence of heritage sites and buildings;*

And for where appropriate the zones may include:

- *Natural and cultural heritage features*

Restricted Discretionary activities – Signage

28. Under Plan Change 21 - restricted discretionary activities for signage - there is no criteria in relation to heritage matters. NZHPT promotes high quality signage that does not compromise the integrity of any historic place and area, including its surroundings.
29. Appendix C of this submission outlines NZHPT's best practice guidance to assessing the impacts of advertising signage on historic heritage. We recommend the adoption of this best practice guidance that could be incorporated as criteria for your perusal.

Non complying activities

30. NZHPT notes that there is a blanket rule for all the zones as follows:

The following are non-complying activities in the _____ Zone:

- *Any building that, due to inadequate maintenance, has an external appearance detracting from amenity values or neighbourhood character.*
 - *Any site that, due to inadequate maintenance, or the presence of structures or vehicles or other materials or property, detracts from amenity values or neighbourhood character.*
 - *Any other activity which is not provided for as a permitted, controlled or restricted discretionary activity*
31. The NZHPT supports the continued repair and maintenance of buildings by owners to maintain heritage and townscape values. We consider, however, that the primary method should be to support owners by incentives, especially owners of heritage buildings. The NZHPT is unclear about how the proposed non-complying rule could be measured or enforced.
 32. The NZHPT suggests that the Council could consider a further regulatory measure to avoid demolition and vacant land in the CBD by introducing a rule to mean that the creation of vacant land, open land or parking areas (all at ground level) lots are a non-complying activity as currently in the Wellington District Plan.

Scheduled listing of buildings

33. As noted above, the NZHPT considers that the introduction of greater flexibility with the CBD to encourage mixed use is a positive development. However, in association with flexibility, improved heritage rules are required.
34. Currently, heritage buildings within the Old Town Conservation Area are not individually listed in the district plan heritage schedule. This matter was commented on by the Environment Court in the case of the Former Native Land Court.
35. Considering that Council has already carried out a substantial amount of research in this area following the Wanganui Heritage Study by Chris Cochran – Conservation Architect and Murray North Limited, there must be a greater commitment to heritage listing in the CBD.

36. We note that there was a Wanganui Heritage Study carried out by Chris Cochran – Conservation Architect and Murray North Limited in 1990. This was a sizable project funded by Council and an extremely useful baseline to understand the city's built heritage on a block basis. Twenty years on this rich resource appears to have had very limited uptake into the District Plan through heritage scheduling – namely the Old Town Conservation Zone and more recently Plan Change 15.
37. NZHPT understands that the intent of the Old Town Conservation Zone was to provide overarching protection for the comprehensive group of buildings in the historic town centre, and to a certain extent this has been achieved. However the recent Environment Court decision (August 2010), regarding the future of the Native Land Court on the corner of Market and Rutland Streets, demonstrated that an overlay zone and character design guide may have limited success in protecting individual buildings from demolition. NZHPT encourages Council to consider adding further individual buildings to the heritage list within this important zone.
38. The focus of Plan Change 15 was to add heritage buildings to the north of the current Old Town Conservation Zone, mainly along Victoria Avenue. While successful in adding 41 heritage buildings and 3 heritage precincts to the schedule the Cochran study supports the values for more to be considered.

Archaeological assessment for Plan Change 20 and Plan Change 21

39. Archaeological recorded sites in Wanganui include both European and Maori sites. Archaeological work in Wanganui in the last 10 years clearly indicates that there is extensive intact subsurface archaeological material remaining beneath current buildings. Since 1993, 46 archaeological authorities that have been granted (under the Historic Places Act 1993) for work in Wanganui including, amongst others, work on 19th century historic sites, the Rutland Stockade and the 1864 Bett and Robinson Wharf. Recent archaeological discoveries include intact Maori middens encountered in the road reserve along Putild Drive and Anzac Parade as well as remains pertaining to a circus (under the new Information Building in Taupo Quay).
40. Presently 18 archaeological sites are recorded under the New Zealand Archaeological Association Site Recording Scheme in the Wanganui Central area with other sites recorded along the river, coastline and outer edge of the township. The high presence of recorded archaeological sites indicates high potential for further unrecorded archaeological material to be encountered. Recent work on the corner of St Hill Street and Maria Place, for example, revealed the presence of archaeological remains from an 1857 shop. The potential for uncovering remains of pre-1900 occupation in the CBD is high. It is important to note that pre-1900 buildings are also archaeological sites as defined by the HPA. Removal or demolition of pre-1900 structures will also require an archaeological authority from the New Zealand Historic Places Trust.
41. The character of the CBD is not limited to buildings - archaeological sites are also part of the historic heritage of the area and provide evidence of settlement and use.
42. The proposed plan changes do not provide a coherent framework for the management or protection of significant archaeological sites. The failure to adequately protect archaeological sites in district plans compromises the ability for Councils to fully manage adverse effects and activities, including the surroundings associated with archaeological sites. Further, the definition of

historic heritage under the RMA explicitly includes historic sites and archaeological sites for protection as a matter of national importance. For this reason, the NZHPT considers that significant archaeological sites should be included in the plan for protection.

43. Currently, the District Plan does recognise the archaeological significance of the Old Town Conservation Area. At page 67, it is stated:

Archaeological Significance of the Old Town Area 4.7.7 Heritage Policy 12 - Ensure by the Year 2000 the archaeological significance of the Old Town conservation area is clearly identified and recorded and protected from loss or destruction as a result of development

44. To the NZHPT's knowledge we are unaware of this policy being enacted.
45. The NZHPT requests a map of probable pre-1900 settlement within the CBD is prepared and new development in the historic town centre is assessed for its potential effects on archaeological values. This initiative can be integrated with the Heritage Policy 12 to recognise the archaeological significance of the Old Town Area.

Other matters

46. The NZHPT considers there needs to be stronger linkages between the heritage issues, policies methods and rules within the current chapters of the plan namely the General rules chapter, Cultural Heritage Conservation chapter, the Old Town Conservation Area and River Margin Landscape Conservation chapter and to the proposed plan change 21 chapters in relation to the newly created zones.
47. To achieve the objectives then cross referencing is an essential tool so this will alert readers to these other chapters of the District Plan, and in particular to the heritage provisions that are listed in the General rules chapter, Cultural Heritage Conservation chapter, the Old Town Conservation Area and the River Margin Landscape Conservation chapter.

48. **The NZHPT's submission is:**

NZHPT supports Plan Change 20 and Plan Change 21 with amendments as outlined in our recommendations as outlined below.

This submission seeks that taking into account the recommendations and amendments contained within this submission will give greater ability to enhance the overall protection of Wanganui's built heritage.

49. **The NZHPT seeks the following decision from the local authority:**

- **Plan Change 20**
- **In relation to *Archaeological Significance of the Old Town Area 4.7.7 Heritage Policy* to our knowledge we are unaware of this policy being enacted. NZHPT seeks clarification as to whether this policy has been implemented and if so, what degree of implementation has been carried out.**

- **Plan Change 21 – Issues, policies, methods and rules**
- That heritage issues be identified given the importance of historic heritage within the CBD of Wanganui.
- That heritage values be acknowledged in the objectives within the central commercial area, the old town area, the riverfront area and the central edge commercial area which have significant heritage sites and buildings.
- Policies 85, 86, 87, 88, 89 and 90 should recognise heritage places and areas which form part of the defined character of these zones.
- Policies 93 and 95 require methods that mention non-regulatory tools that can help achieve these policies and in particular to given greater protection to heritage.
- There needs to be consistency with the description characteristics for each of the zones to adequately reflect the heritage elements in all zones,
- Additional criteria in relation to heritage matters for the signage rule.
- Under the rule (as a non-complying activity) for buildings subject to neglect, the NZHPT suggests that greater attention is given to incentives to avoid demolition by neglect and as a method to discourage demolition, that Council consider a new rule to mean that the creation of vacant land, open land or parking areas (all at ground level) lots are a non-complying activity as currently in the Wellington District Plan.
- NZHPT recommends compatibility between the individual heritage rules, the Old Town Conservation Overlay and the commercial zoning. From the NZHPT assessment there needs to be stronger linkages with heritage issues, policies methods and rules within the current chapters of the plan namely the General rules chapter, Cultural Heritage Conservation chapter, the Old Town Conservation zone and River Margin Landscape Conservation chapter and to the proposed plan change 21 chapters in relation to the newly created zones.
- The listing of individual heritage buildings within the heritage schedule of the District Plan, especially those heritage buildings within the Old Town Conservation Area.
- To achieve the objectives then cross referencing is an essential tool so this will alert readers to these other chapters of the District Plan, and in particular to the heritage provisions that are listed in the General rules chapter, Cultural Heritage Conservation chapter, the Old Town Conservation zone and the River Margin Landscape Conservation chapter.

Archaeology

- That Council implements Heritage Policy 12 and a map of the probable pre-1900 settlement within the CBD should be created. Any development in the historic town centre as well as historic areas that had pre 1900 activity needs to be assessed for archaeological values. We recommend a link to this to the Old Town Conservation Area chapter.
- Any development within the historic zone should automatically require an archaeological assessment in order to determine the archaeological potential and effects within these zones. We recommend a predictive layer approach as adopted in the Gisborne CBD.

- In addition to requirements for archaeological assessment and sites, there should be corresponding changes to issues, objectives, policies and rules to better manage these significant archaeological sites, and in particular when development will occur within these identified sites.

The NZHPT may wish to be heard in support of our submission

Please contact the undersigned if you have any questions or require any further information.

Yours faithfully,



Ann Neill
General Manager
Central Region
New Zealand Historic Places Trust Pouhere Taonga

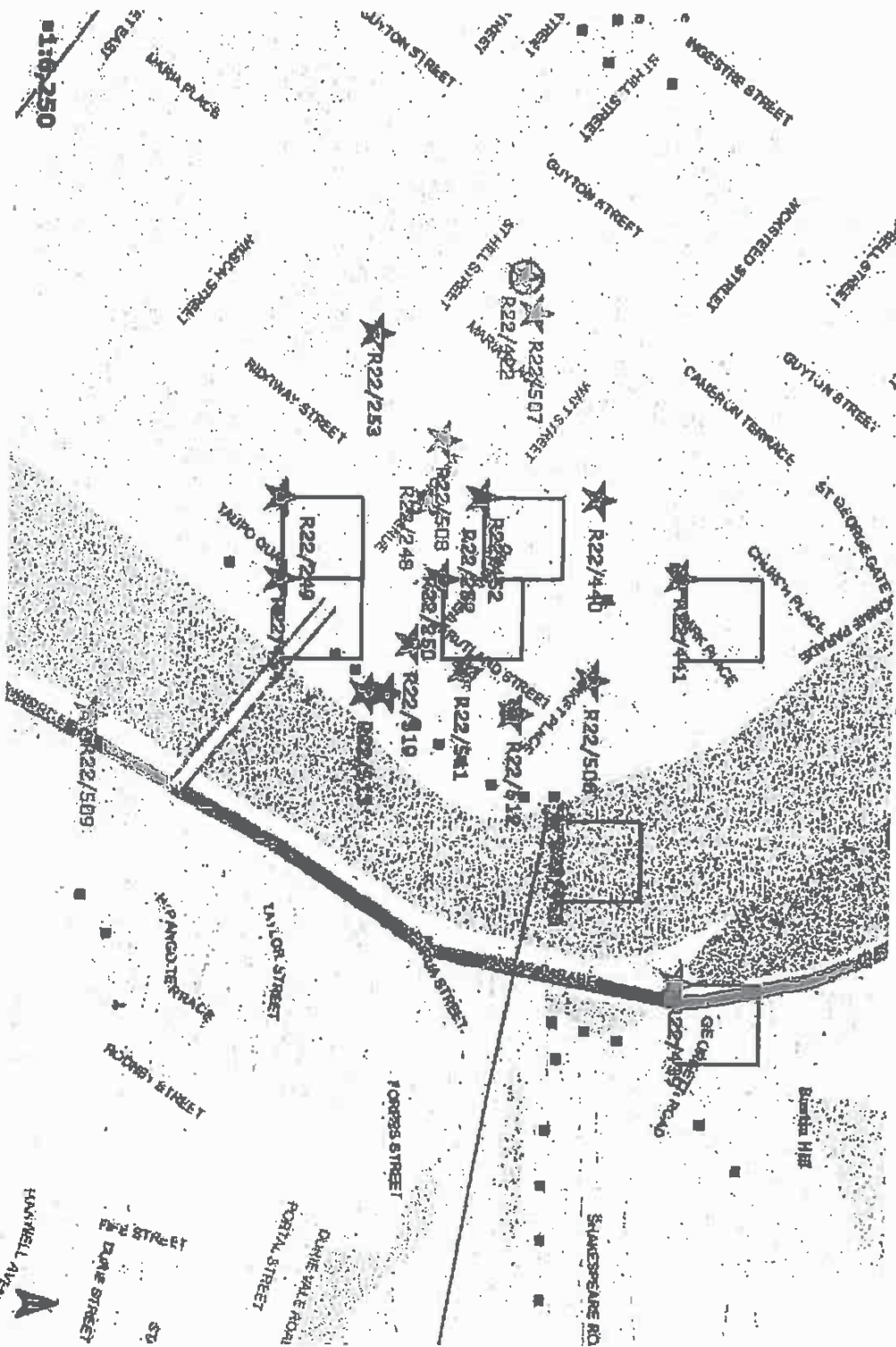
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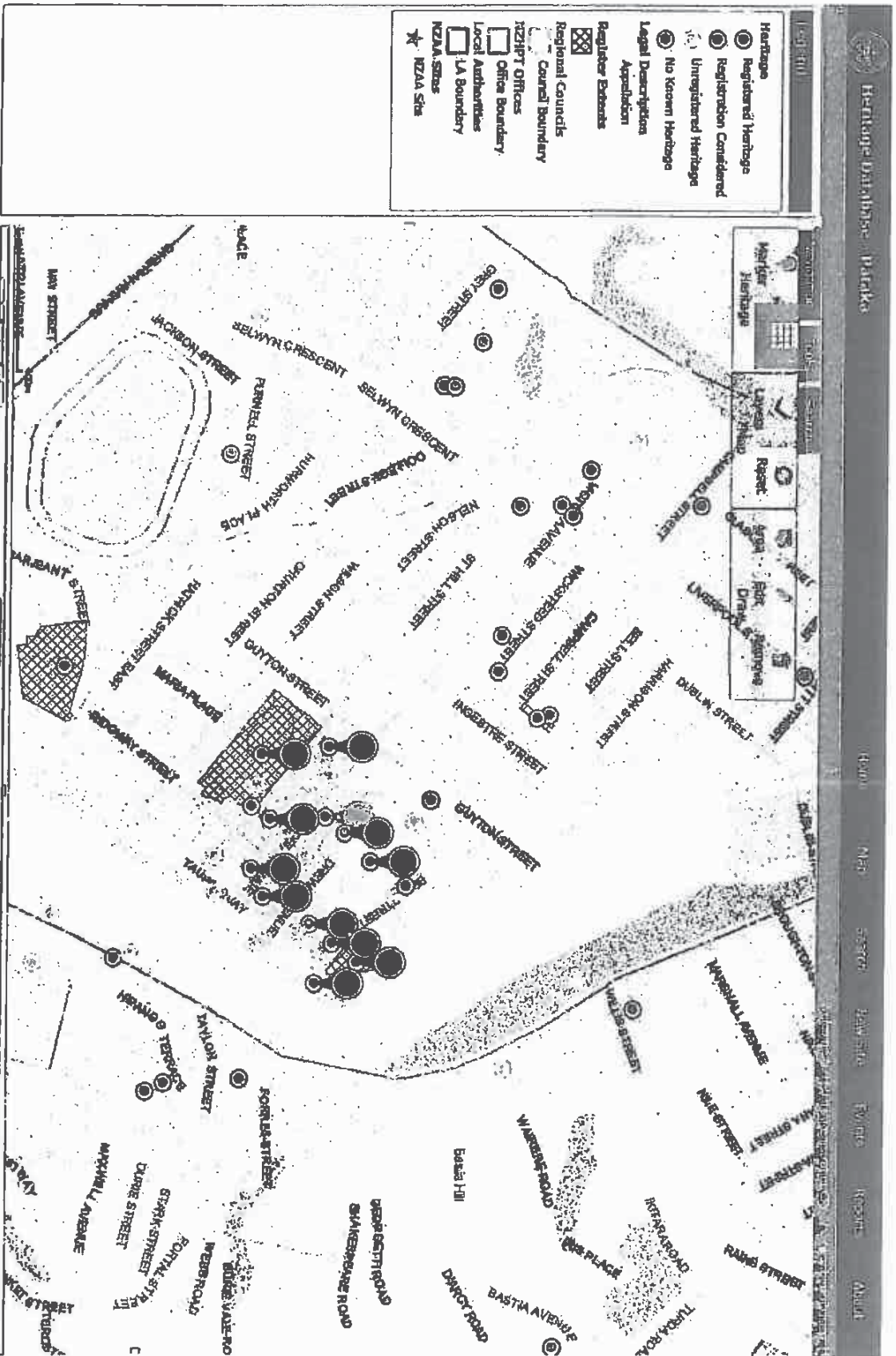
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N.B Please note the change of postal address for Central Region office

Appendix A: List of registered buildings and sites and list of Archaeological sites as held under NZAA

Map Snapshot





D	E	F	G	H	I	J	K	L	M	N
Location	Registration Status	Registration Type	Registration Category	Registration Date	Former Uses	Current Uses	Local Authority	Using	Legal Description	
Market Place, Tempo Quay, Bains Street, Hutt City, WANGANUI	As at Registration	Historic Place	Category I	28 08 1982	Monuments, memorials and sites of particular events, Memorials - New Zealand Wars, Memorials, memorials and sites of particular events, Memorials - Particular person or group	Monuments, memorials and sites of particular events, Memorials - New Zealand Wars, Memorials, memorials and sites of particular events, Memorials - Particular person or group	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 29 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	PI Res 1 Town of Wanganui (CT WNG07110), Wellington Land District	
Cameron Teo, Queens Park, WANGANUI / WHANGAUI	As at Registration	Historic Place	Category I	24 11 1982	Child facilities and recreation, Art Gallery	Child facilities and recreation, Art Gallery	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 8 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	Site 553, 558, 549 Pt 648 Tm of Wanganui - Queens Park	
80 S H Street, WANGANUI / WHANGAUI	As at Registration	Historic Place	Category I	28 08 1982	Child facilities and recreation, Charitable, training, child facilities and recreation, Open House, Child facilities and recreation, Theatre	Child facilities and recreation, Charitable, training, child facilities and recreation, Open House, Child facilities and recreation, Theatre	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 28 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	PI Res 9 Town of Wanganui Pt 104465 - Open House	
121 81 H Street, Cook Gardens, WANGANUI / WHANGAUI	As at Registration	Historic Place	Category I	28 08 1982	Identities Facilities, Observatory	Scholarly Facilities, Observatory	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 1 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	PI Res H - Observatory	
Market Place, Tempo Quay, Bains Street, Hutt City, WANGANUI / WHANGAUI	As at Registration	Historic Place	Category II	02 07 1982	Monuments, memorials and sites of particular events, Memorials - Particular person or group	Monuments, memorials and sites of particular events, Memorials - Particular person or group	Wanganui District Council	NOT listed in Wanganui District Plan Operative 24 February 2004 (as of Feb 09) (Last Amended: 24 Feb 2004)	PI Res 1 Town of Wanganui (CT WNG07110), Wellington Land District	
39 Victoria Avenue, WANGANUI / WHANGAUI	As at Registration	Historic Place	Category II	02 07 1982	Prisons, Bank	Prisons, Bank	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 02 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	Lot 1 DP 61807 (CT WNG03369), Wellington Land District	
28 Victoria Avenue, WANGANUI / WHANGAUI	As at Registration	Historic Place	Category II	02 07 1982	Prisons, Bank	Prisons, Bank	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 48 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	PI Res 60 Town of Wanganui (CT WNG07109), Wellington Land District	
81 H Street, Cook Gardens, WANGANUI / WHANGAUI	As at Registration	Historic Place	Category II	02 07 1982	Monuments, memorials and sites of particular events, Memorials - other	Monuments, memorials and sites of particular events, Memorials - South African War	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 29 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	PI Res 11 Town of Wanganui (CT WNG07110), Wellington Land District	
Cameron Teo, Queens Park Reserve, WANGANUI / WHANGAUI	As at Registration	Historic Place	Category II	02 07 1982	Monuments, memorials and sites of particular events, Memorials, memorials, sites of particular event - other	Monuments, memorials and sites of particular events, Memorials - other	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 16 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	Site 553, 559, 549 Pt 648 Tm of Wanganui - Queens Park	
80 S H Street, Cook Gardens, WANGANUI / WHANGAUI	As at Registration	Historic Place	Category II	02 07 1982	Boundary markers and street furniture, Other	Boundary markers and street furniture, Other	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 6 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	PI Res 11 Town of Wanganui (CT WNG07110), Wellington Land District	
Market Place, Tempo Quay, Bains Street, Hutt City, WANGANUI / WHANGAUI	As at Registration	Historic Place	Category II	02 07 1982	Monuments, memorials and sites of particular events, Memorials - New Zealand Wars	Monuments, memorials and sites of particular events, Memorials - New Zealand Wars	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 28 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	PI Res 1 Town of Wanganui (CT WNG07110), Wellington Land District	
80 Victoria Avenue, WANGANUI / WHANGAUI	As at Registration	Historic Place	Category II	02 07 1982	Prisons, Bank	Prisons, Bank	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 58 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	PI Res 103 Tm of Wanganui	

D	E	F	G	H	I	J	K	L	M	N
14	Caravan Ten, Queens Park, WANGANUI / WHANGAUI	As at Registration	Historic Place Category I		02.07.1922		Transport, Streetscape	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 11 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	Sees 659, 658, 649 Pt 649 Ten of Wanganui - Queens Park
15	139 & 141 Braid, WANGANUI / WHANGAUI	As at Registration	Historic Place Category II		02.07.1922		Club facilities and recreation, Club membership	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 39 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	Pt 656, 205, Pt 650 206 Town of Wanganui (CT WNG0118), Wellington Land District
16	72 Sir John Street, WANGANUI / WHANGAUI	As at Registration	Historic Place Category II		02.07.1922		Club facilities and recreation, Club membership	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 37 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	Lot 1 DP 7000 (CT WNG02900), Wellington Land District
17	141 Street, WANGANUI / WHANGAUI	As at Registration	Historic Place Category II		02.07.1922		Club facilities and recreation, Club membership	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 64 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	Sees 659, 658, 649 Pt 649 Ten of Wanganui - Queens Park
18	141 Turoa Quay, WANGANUI / WHANGAUI	As at Registration	Historic Place Category II		02.07.1922	Transport, Boatshed		Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 41 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	Lot 5, Deposited Plan 7128, Wellington Registry, Certificate of Title WNS 2800(AS)
19	Queens Park (over Victoria & Ridgway), Queens Terrace, WANGANUI / WHANGAUI	As at Registration	Historic Place Category II		02.07.1922	Club facilities and recreation, Football		Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 9 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	Sees 659, 658, 649 Pt 649 Ten of Wanganui - Queens Park
20	50 Drives Ave, WANGANUI / WHANGAUI	As at Registration	Historic Place Category II		14.12.1922		Club facilities and recreation, Club membership	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 46 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	Lot 3 DP 8998 (Bos 18) Ten of Wanganui
21	Market Place, Turoa Quay, Sir John Street, Mackinnon Gardens, WANGANUI / WHANGAUI	As at Registration	Historic Place Category II		02.07.1922	Monuments, memorials and sites of particular events, Memorials, monuments, sites of particular event - other		Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 21 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	Pt 656 Town of Wanganui (CT WNG01110), Wellington Land District
22	Market Place, Turoa Quay, Sir John Street, Mackinnon Gardens, WANGANUI / WHANGAUI	As at Registration	Historic Place Category II		02.07.1922	Monuments, memorials and sites of particular events, Memorial - World War One		Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 23 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	Pt 656 Town of Wanganui (CT WNG01110), Wellington Land District
23	Market Place, Turoa Quay, Sir John Street, Mackinnon Gardens, WANGANUI / WHANGAUI	As at Registration	Historic Place Category I		17.11.1922	Exploration and Survey, Chain mark		Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 83 in Appendix A: Heritage Resources (Last Amended: 24 Feb 2004)	Pt 656 Town of Wanganui (CT WNG01110), Wellington Land District
24	Queens Park, WANGANUI / WHANGAUI	As at Registration	Historic Place Category I		04.02.1922		Club facilities and recreation, Conference centre, Club facilities and recreation, Hall, Community, Club facilities and recreation, Hall, Community, Memorials, monuments and sites of particular events, Memorial - World War One; Memorials, monuments and sites of particular events, Memorial building (hall, museum, church, school library etc)	Wanganui District Council	Wanganui District Plan Operative 24 February 2004, ID No. 318 in Appendix A: Heritage Resources (Plan Change 15, 2 July 2009, Last Amended: 02 Jul 2009)	Sees 659 & See 528, City of Wanganui

**Appendix B: New Zealand Historic Places
Trust Sustainable Management of Historic
Heritage Guidance Series “Incentives for
Historic Heritage – Toolkit”**

Appendix C: NZHPT's best practice guidance to assessing the impacts of advertising signage on historic heritage



New Zealand
Historic Places Trust *ouhere Taonga*

Sustainable Management of Historic Heritage Guidance Information Sheet 21

Assessing Impacts of Advertising Signs on Historic Heritage

Principles

For many commercial buildings, advertising signs are often essential for the continued economic viability and occupation of the building.

The NZHPT promotes high quality advertising signage that does not compromise the integrity of any historic place and area, including its surroundings.

Checklist for assessing signage proposals:

- The proposed sign should acknowledge and respect the character of the façade.
- The proposed sign should follow historically documented precedents for the locality both in style and in proportion. They should be located in places that would traditionally been used as advertising areas.
- The proposed sign should be appropriate in terms of size and location. Generally they should be discreet and should not cover or obscure any significant views, areas, and heritage features, including shop fronts, verandas and balustrades. They should not necessitate the removal of decorative features or detailing.
- The proposed sign should use appropriate methods of attachment. They should not cause irreversible damage to the original fabric.

Other matters that may be relevant:

- The location of side-wall signs should be carefully considered. They should not dominate the wall or detract from the historic significance of the place.
- Corporate or standardised trademark advertising should be adapted to suit the individual location and building. The branding of buildings in corporate colours by painting should be discouraged and avoided.
- Illuminated signs should be carefully considered. If signs are to be lit, they should preferably be illuminated by external lighting.
- Signs should be limited in number so to avoid unduly visual cluttering effects.

Acknowledgements

The standards adopted in this information sheet were adapted from Heritage Victoria, Australia, *Guidelines for the Assessment of Heritage Planning Applications*, 2000 and were revised for the New Zealand context by the NZHPT with the assistance of the Ministry for the Environment and heritage consultants: Chris Cochran, Michael Kelly, and Karen Greig.

Source: NZHPT, *Sustainable Management of Historic Heritage Guidance Series*, Discussion Paper No.2, *Assessment of Effects on the Historic Environment*, 3 August 2007.

The NZHPT welcomes any feedback and comments on this information sheet.

Comments can be provided to information@historic.org.nz. (Attention: Sustainable Heritage Guidance).

**Submission on Proposed Plan Change No 21: Wanganui District Plan
Central City and Riverfront – Create Objectives, Policies and Methods, including new
Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.**

TO: Wanganui District Council
P O Box 637
Wanganui



D-2009/11

Name: James Leon Ennis

(Please print your full name)

Address: (Full postal address) 24 Hipango Tee

Wanganui

1. The specific provisions of the proposed plan change that my submission relates to:

The reduction of the status of Tampo Quay from
Bates Street to Victoria Avenue to less than Arterial.

Setting a pedestrian controlled environment in Tampo Quay

2. My/our submission is that:

The loss of arterial function in Tampo Quay is
unnecessary and will have a significant detrimental effect on
the traffic flow in alternative routes.

See attached submission.

(Please state in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made. Please give your reasons.) Use additional pages if more room is required.

I/we seek the following decision: (Give precise details):

Retain the current status and function of Tampo Quay

4. I/we do/~~wish~~ wish to be heard in support of this submission.

5. If others make a similar submission I would/~~would not~~ be prepared to consider presenting a joint case with them at any hearing.

6. Address for service of person making submission:

24 Hipango Tee
Wanganui

Signature: [Signature] Telephone No: 3455820

(Person making submission or person authorised to sign on behalf of person making submission)

Date: 20/7/2011 Facsimile No:

Note: Submissions close 5.00pm, Thursday, 21 July 2011.

**Submission by James Leon Ennis to
Wanganui district Council Plan Change No 21.**

This plan change seeks to reduce the arterial status of Taupo Quay from Victoria Avenue to Bates Street to a pedestrian controlled environment with low vehicle speeds.

This proposal, in my opinion, is in conflict with good traffic management and the overall transportation objectives of the city.

It will create unnecessary delay and conflict within other routes and therefore lead to a reduction of safety on those routes.

I object to those parts of the plan change which change or fail to recognise the importance of Taupo Quay as arterial in the overall Road Hierarchy of Wanganui.

The development of the Riverfront can be achieved without changing the status of Taupo Quay.

During the week the arterial function is important and the pedestrian count is low with most pedestrians moving from parking to a specific location.

On Saturday (River Traders Market) or during special functions Taupo Quay could be completely or partially closed to achieve the pedestrian controlled environment without significant impact on the remainder of the transportation network.

The concept of a pedestrian controlled environment in Taupo Quay is in my opinion flawed in that it does not recognise the type of activity that is present. More parking to allow people to park close to their destination is more likely to encourage the development.

I do support the other objectives of the plan change to encourage Riverfront development and use.

Background.

Issue 131 The four wellbeings.

The motor vehicle, including heavy vehicles, is an essential part of our social, economic and cultural life and an efficient and safe transportation system is needed to maintain a vibrant city.

In a city the size of Wanganui, with relatively low traffic volumes, the public expect to be able to travel quickly and safely to a park close to their final destination.

Travel routes that are not obviously the shortest are often ignored in preference to the shortest and if this is not acknowledged in the roading network, congestion and delays will occur.

Taupo Quay and Somme Parade are an obvious arterial connection between the Aramoho/St Johns Hill area and the West and City Bridge.

Somme Parade is an ideal Arterial as it has buildings on one side only.

The other alternatives to this route are long, or add additional traffic to already identified areas with traffic problems e.g the Dublin/Victoria intersection.

The city bridge is the greatest traffic generator in the area. The capacity of this four lane structure is limited by the capacity of the intersections at either end. Changes to Taupo Quay as suggested will further reduce the effectiveness of the bridge and add additional congestion to other routes

Heavy vehicles from Aramoho and part of Central City will be required to use St Hill Street as the shortest route to the City Bridge.

Dublin Street Bridge is not available for heavy vehicles and certainly does not need increased traffic when the city bridge is under capacity.

Taupo Quay between Victoria and Drews Avenues carries some 6500 VPD with the section between Bates and Market some 3800 VPD. To add this number of vehicles to the Dublin Guyton or Ingestre areas is in my opinion, irresponsible. This is in the order of a 20% increase in the vehicle count in Dublin Street which is significant.

In all of the documentation supplied with the Plan Change information I have been unable to find a reference to the impact of the changes on the overall roading network.

Benefit Cost ratios are a common method of comparing the value of projects and are used by the funding agencies to set priorities.

This method can also be used to measure the disbenefit of a project or proposal.

Congestion, delay and anticipated crashes can all be assigned costs.

The proposal is a disbenefit to a significant number of people during weekdays for a small benefit to a lesser number of people on Saturdays and public functions.

It is likely that, under the proposed scheme, during weekdays, Taupo Quay will be empty except for a small number crossing from Ucol etc.

Road Hierarchy

The mix of pedestrians, vehicles and other forms of transport is a problem that faces all communities.

At one end of the scale is the small urban cul-de-sac where vehicle speeds can be low and the environment controlled by local activities such as children playing ball in the street.

At the other end is the Motorway or Freeway where vehicles dominate and pedestrians, stock and cyclists are prohibited. Conflict is avoided by grade separation.

All other roads are a compromise and the level of each activity dictates the road layout and use.

Wanganui has done well with creating a pedestrian environment in the Central City with Victoria Avenue. Other local streets have also been treated with speed hump and other traffic calming techniques.

Victoria Avenue was successful because it created a pedestrian environment in an area where pedestrian traffic up and down the street was high. Alternative parking close by was also provided.

What is also important is to maintain roads where the vehicle is more dominant e.g Arterial. To ignore the public's need to be able to drive efficiently and safely to their destinations will lead to frustration and crashes and is further detrimental to the environment

To encourage pedestrians and cyclists to reduce traffic volumes is an ideal. But for the foreseeable future the motor vehicle will be an important part of our lives.

The objective is to separate the various types of road activity as much as possible.

The pedestrian has a right to be able to responsibly cross a street without being run down but the motorist also has a right to be able to drive without fear of encountering an unexpected pedestrian.

Victoria Avenue was once an arterial route; this function is now provided by St Hill Street, Wilson Street and Bell Street, if this were not so then traffic would continue to use Victoria Avenue.

There is no such alternative to Taupo Quay.

The Roding Hierarchy within the District Plan establishes a network of Roads that attempt to meet the above requirements.

Roads are designed in keeping with status in both layout and strength.

Effective planning and control of the adjacent use should be an integral part of the overall plan.

It is not good planning to permit high pedestrian generators on Arterial roads e.g school. Conversely, high traffic generators on local streets eg supermarket.

In my opinion Wanganui does not have a good record of maintaining limited pedestrian access on to Arterial Roads the norm seems to be to allow the development then try and fix the resulting traffic problem.

Three examples of this are:

- The High School access on to London Street opposite the Splash Centre.
 - High School parking and vehicle movement should be on school ground with one controlled access onto Purnell Street.
- The request for a pedestrian crossing in Parsons Street.
 - The location of the activity that gives rise to a request for a pedestrian crossing in Parsons Street should be questioned.
- The Ucol parking problems.
 - The development of the Ucol site was obviously going to generate the need for increased parking in the area and this should have been addressed before the development was allowed to proceed.

Changes to the Roothing Hierarchy should only be considered as a change to the overall network and not in isolation in a particular area.

My Solution

Development of the Riverbank area is to be encouraged.

The Arterial status and function of Taupo Quay is retained.

Taupo Quay is set up so that it can be fully or partially closed when required.

This can be achieved in a variety of ways including permanently mounted gates illuminated signs etc.

The pedestrian count in Taupo Quay during week days is small and varied along the length of the street.

Unless there is a remarkable increase in Tourist Traffic which is unlikely then the week day pedestrian count across Taupo Quay will remain low.

Additional off street parking is required and would be more beneficial in encouraging development than setting Taupo Quay as a pedestrian environment will be.

Motoua Quay can be used as a servicing street for the river front developments and should be the pedestrian controlled environment.

Traffic improvements to the intersection with Taupo Quay next to the Riverboat centre would be desirable.

Unfortunately the access under the city bridge has been closed – this would have provided a link to the Marina and further parking.

I note there is a lack of suitable parking for caravans or vehicles with trailers near the Information Centre.

I am now retired but I spent most of my working life as a Municipal Engineer with the Wanganui District Council, Professional Engineering Services and Opus International Consultants. Much of that time has been involved with Traffic Engineering in Wanganui.

J L Ennis BE(Civil) FIPENZ.

Submission on Proposed Plan Change No 21: Wanganui District Plan
Central City and Riverfront – Create Objectives, Policies and Methods, including new
Central Edge Commercial Zone, Arts and Commerce Zone, and Riverfront Zone.

TO: Wanganui District Council
P O Box 637
Wanganui



23

D-201021

Name: Andrew and Lynda Deighton
(Please print your full name)
Address: *(Full postal address)* 25 Dravs Ave
Wanganui

1. The specific provisions of the proposed plan change that my submission relates to:
Z20 - Arts and Commerce Zone
R236 - NOISE

2. My/our submission is that:
See Attachment

(Please state in summary the nature of your submission. Clearly indicate whether you support or oppose the specific provisions or wish to have amendments made. Please give your reasons.) Use additional pages if more room is required.

3. We seek the following decision: *(Give precise details):*
By restricting the level and hours of noise
emissions.

4. We do/~~do not~~ wish to be heard in support of this submission.
5. If others make a similar submission I would/~~would not~~ be prepared to consider presenting a joint case with them at any hearing.

6. Address for service of person making submission:
as above

Signature: as Deighton Telephone No: 06 345 0546

(Person making submission or person authorised to sign on behalf of person making submission)
Date: 21/7/2011 Facsimile No: 06 345 0546

Note: Submissions close 5.00pm, Thursday, 21 July 2011.

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Proposed Plan Change 21
Z20- Arts and Commerce Zone
R236 Noise.

We are opposed to the increased sound emissions of 65dBA at All Times.

Reasons:

We want more people to live and work in this area, and we believe that this was what was stated by the Wanganui District Council in its original presentations.

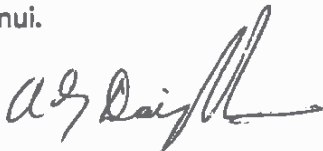
By INCREASING the sound emissions allowed AT ALL TIMES, we believe this is not conducive to residential/apartment living. By restricting the level and hours of noise emissions would be a compromise between vibrancy and quality of lifestyle in this zone.

The present bylaws governing noise emissions in this area are not enforced (as our tenants, a young family moved out after 6 months of complaining to the WDC Noise office, about excessive noise at unreasonable hours).

WDC want vibrancy in this zone. Abuse of alcohol and anti social behaviour already exists in this zone, so increasing the noise emissions and allowable time will only add to this problem and not to the vibrancy.

The new plan says building owners are to soundproof their building/s.
How to you soundproof let alone the cost, of an 1925 Heritage building, the only building of domestic scale in Drews Ave,(number 25) without destroying its heritage features of wooden doors windows that have hand drawn/decorative glass.

Andrew & Lynda Deighton
25 Drews Ave
Wanganui.



23
/2

An amendment to Plan Change 20 and 21

My amendment recognises the right of every citizen to do what he or she wants to do with his or her property. It recommends that every property owner should have that right. The effect of such legislation will be to treat every property as "laissez faire" which means "let alone" and in principle to "allowing things to look after themselves", to enable business to thrive everywhere, which Councils do not seem to understand the ramifications of. Only by treating properties with "laissez faire" rights may business thrive everywhere. This is my submission.

Keith G. Collimore (A.N.Z.I.M)
(ratepayer)

73 Puriri Street, Wanganui.

Phone 344 8362

22nd June, 2011.

