

**Submission from the Rata Trust ( 1029 ) and John Chaplin ( 1030 ) relating to the change in zoning of Ferrymead Business 4 Zone ( in particular the property at 1091 Ferry Rd ) to a Industrial General Zone, and more specifically relating to the following issues:**

- **Industrial Issues 4 and 6 ( recognition and provision for non industrial activities )**
- **Industrial Issue 7 ( reverse sensitivity )**
- **Industrial Issue 9 ( amenity in Industrial Zones )**
- **Industrial Issue 14 ( site specific issues / rezoning )**

### **1 Relief Sort from the proposed rezoning of the Business 4 Zone at 1091 Ferry Rd.**

- 1.1 A mixed commercial zone similar to that proposed for Mandeville Street area is far more appropriate for the current Ferrymead Business 4 zone.
- 1.2 The rules of the Industrial General Zone will lead to further deterioration in the standard and visual appearance of much of the current ( pre earthquake ) and future building stock – refer to below.
- 1.3 The intent and potential outcome of the proposed Industrial General Zone in Ferrymead, and in particular 1091 Ferry Rd and the other high profile sites fronting onto Ferry Rd, is inconsistent with the recommendations of the proposed Ferry Road Master Plan – refer to below.
- 1.4 When compared to the same zoning applied to other less visually and strategically sensitive areas ( eg Maces Rd and Chapmans Rd ), the critical distinction and importance of Ferrymead has been overlooked in the rezoning to Industrial General.

### **2 Background and Reason for these submissions.**

**2.1** I am a registered Architect, have practiced from my office at 1091 Ferry Rd for over 20 years, and am making this submission on my own behalf and also on behalf of the Rata Trust and Body Corporate at 1091 Ferry Rd.

**2.2** I have had an active part in discussions and submissions for the Ferry Road Master plan, and have observed and am concerned about the deteriorating visual appearance and quality of amenities in Ferrymead and in particularly in properties fronting Ferry Rd.

**2.3** Ferry Road is one of the cities busiest and most strategic roads in the city and the Ferry Road Master Plan ( Appendix 6 B11 ) it is stated that *“in Ferrymead in*

*particular, there is an opportunity to create a gateway or threshold feature for the coastal suburbs.”*

**2.4** The current Ferrymead Business 4 zone area has gone through a series of zone changes over the past 20 or more years, resulting in wide mixture of uses, some legally established and others by default have simply evolved.

The building types and variety of uses are very ad hoc and in various stages of deterioration and disrepair.

**2.5** Signage and landscaping has not been well controlled and in particular much of the Ferry Rd frontages are untidy, cluttered and require significant upgrading / improvement. This issue is clearly identified as a concern in the Ferry Road Master Plan. There is ample evidence that the proliferation of poorly conceived signage and landscaping is a consequence of a lower standard of business occupancy and tenancy, which is a direct result of a lower value of building stock.

**2.6** There are limited options for office and retail use under the new Industrial General Zone, especially as the Ferrymead area has significant established office and retail activities which have been established over the past 10 or more years. These businesses will be disadvantaged by the new industrial bias of the new zoning.

**2.7** While still limiting retail and office space, the current uses permitted under the Business 4 zone have worked reasonably well, and now the change to a more industrial use will mean these existing uses may suffer from a general deterioration in the value of the building stock, especially as many of the buildings in the area require major repair of earthquake damage.

**2.8** Many of these damaged buildings were grossly under insured or are still in the process of litigation to obtain adequate settlement to enable appropriate repair. The result of the change to an industrial zone will result in repairs being less commercially viable, and the area deteriorating both visually as well as functionally. Currently many of the buildings remain uninsurable, which adds to the commercial viability.

The same issue also applies to new developments, as the ground conditions require extensive piling or other more expensive foundation solutions, making the commercial viability of rebuilding questionable.

References in the Ferry Road Master Plan to this effect are:

*“Requirements for special foundations or limits on materials used for the rebuild are likely to increase costs for developers and limit design options to some extent.”*

*“Long-term population trends are difficult to predict, but are important for the economic vitality of local businesses. It is too early to tell what the longer-term impacts of the earthquake will be on settlement patterns in this area.”*

**2.9** Other important relevant references in the Ferry Road Master Plan are

7.4.1 Principles

*The intention behind these principles is to promote developments in Ferrymead that integrate well with each other and with the natural environment.*

*provide contemporary developments with architectural and landscape references to the estuarine/maritime environment. References could include the building form, orientation and use of materials, such as expanses of glazing and the provision of open space.*

It is significant that the illustrations on page 63 of the Ferry Road Master Plan show examples of commercial buildings, either offices or retail or hospitality.

2.10 Reverse sensitivity – those already established commercial buildings and tenancies ( eg legal and other professional offices, medical rooms, retail spaces, taverns, residential accommodation ) are at risk of new incompatible industrial type uses.

2.11 The above issues apply especially to the property at 1091 Ferry Rd, which has already suffered from significant damage from the construction and subsequent demolitions of the Edge Water Apartment building, ironically a development that was permitted as a result of an oversight in the previous City Plan rules.

Like the very high profile site at 1091 Ferry Rd, the large adjoining Edge Water apartment and service station sites will be also be very expensive sites to redevelop due to very difficult geotechnical issues. These large combined sites, boarded by Humphreys Rd, Ferry Rd and Tidal view, are reflected in drawings in the Ferry Rd Master Plan as being of a more commercial use. Future development on these sites is visually critical to the whole of the Ferrymead area, and the quality and appearance of buildings will be commercially driven by the permitted uses allowed. The zoning on these highly visible sites then should not be put in the same category as the Industrial General Zone rules being applied to the far less visible areas such as in Bromley and Chapmans Road area.

John Chaplin FNZIA MNZIOB.  
Registered Architect.

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