

# Upper Stebbings and Glenside West Engagement Summary

November 2020



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# Introduction

Wellington City Council is planning new urban areas in Upper Stebbings and Glenside West to provide much needed housing. The Development Concept for these areas is based on a vision and design principles developed with the community. In November 2020, we sought feedback from the community to help us refine the Development Concept.

This report provides an overview of our engagement activities and a summary of the feedback received.



# Previous engagement (2018)

## Vision and principles

Engagement with the community on future development in Upper Stebbings and Glenside West started in 2018 with the development of a vision and design principles.

### Vision

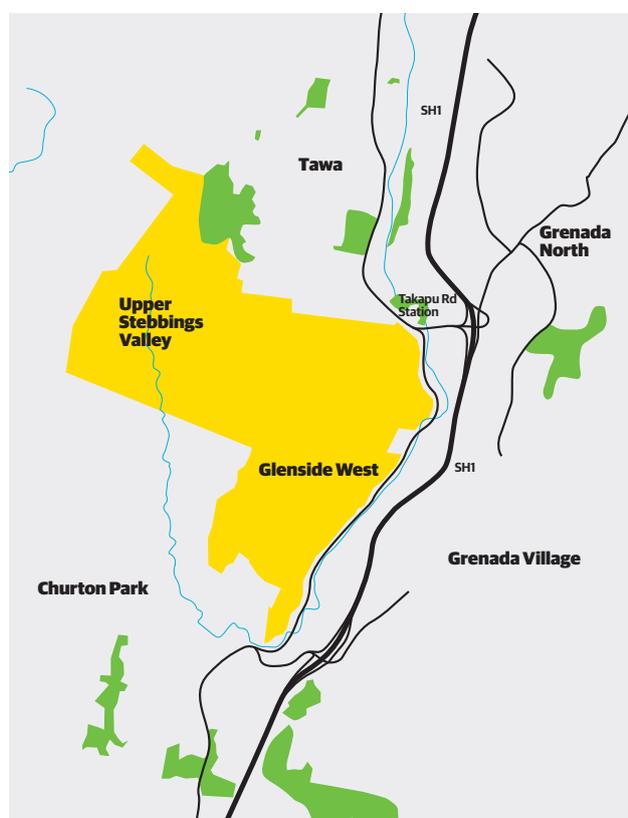
People living in a community unique to Wellington that is an inclusive and diverse urban area with green spaces, quality transport systems, and effective infrastructure.

### Design Principles

- A compact and diverse community with high standards of liveability
- Diverse housing types and styles to meet diverse needs
- A community where you can see, experience and play amongst the native flora and fauna
- A community designed from the start to be environmentally responsible
- A community that embodies Wellington's cultural diversity, friendly people, festivities and creativity
- A well-connected community with facilities and activities so that people can thrive
- Good public and active transport connections
- Green and traditional water infrastructure that works together improving water quality and preventing flooding

## Development Scenarios

The initial engagement led to the creation of three development scenarios. These were the subject of a community survey in November/December 2018.



# Development concept engagement (November 2020)

## Pre-engagement activities

Prior to starting the engagement with the community, WCC staff liaised with local organisations and attended events to raise awareness of the project. This included the following:

- Tawa Community Board informal meetings in August and September.
- Site visit with the Chair of the Glenside Progressive Association in August and attendance at the Association's meeting in September.
- Meeting of the Tawa Residents Association in September.
- Meeting of the Churton Park Community Association in September.
- Meeting of the Friends of Tawa Bush Reserves in October.

## Engagement events

In addition to the survey, the following community engagement activities were conducted:

- Planning officers had a stall at Utsav (community festival) in Churton Park (Amesbury School) on Sunday 8 November.
- A drop-in event was held at Tawa Library on Thursday 12 November.
- A drop-in event was held at Johnsonville Library on Thursday 19 November.

## Survey

Engagement on the proposed development concept ran from 3-30 November 2020.

Views were invited through an online and paper survey, and by e-mail. The survey included seven multiple choice questions related to project objectives, one "yes/no" question related to "lifestyle blocks" development and two open field questions. The "objectives" section gauged the participant's view (strongly disagree to strongly agree) on the following seven topics:

- Housing supply
- Housing choice
- Access to green space
- Natural areas
- Transport
- Walking tracks
- Stormwater management

The last section comprised two questions and a general comment section. These questions related to:

- Whether remaining rural land in Glenside West should be rezoned to lifestyle blocks.
- Whether any considerations were missing from the current planning.

In addition to the survey, the engagement webpage included information on the project; frequently asked questions; links to technical reports (masterplan, transport, cultural values); and information on future steps.

Summary documents and survey forms were distributed to local libraries and community centres.

Extensions to the submission period were granted until 2 December for online submissions. Mailed paper submissions were accepted until Friday 4 December.

# Engagement response

## Overall engagement response

Throughout the consultation period, 137 submissions were received:

- 88 WCC survey submissions
- 35 Generation Zero survey submissions
- 14 other submissions

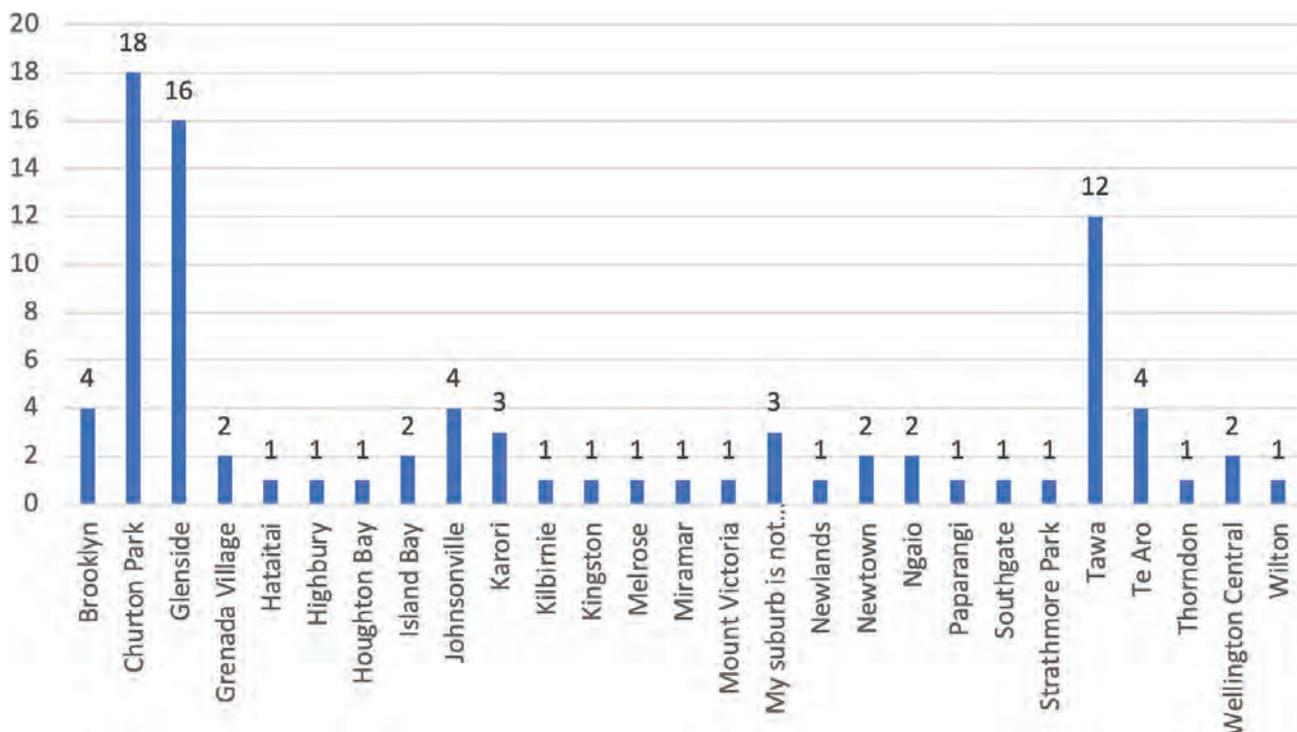
## WCC survey

### Demographic information

#### Who submitted?

- 46 of the 88 WCC survey responses came from residents of the project area i.e. Churton Park, Glenside and Tawa.
- The largest number of submissions were from Churton Park, which accounted for 20% of the total submissions.
- The most represented age group was 30-39 years old, with 28 submitters identifying with this age group.

Diagram 1: Number of submitters by suburb

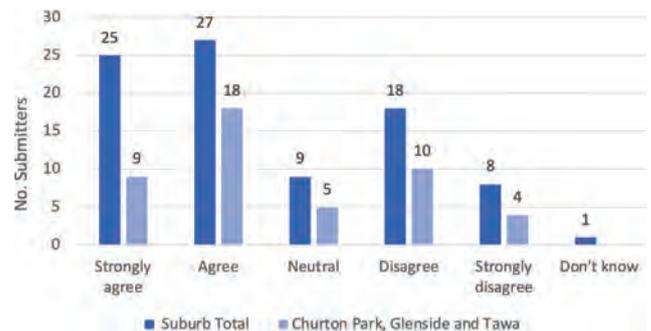


## Multiple choice questions

### Question one: Housing Supply

The development concept increases the housing supply by enabling residential development in areas close to existing communities, infrastructure and services.

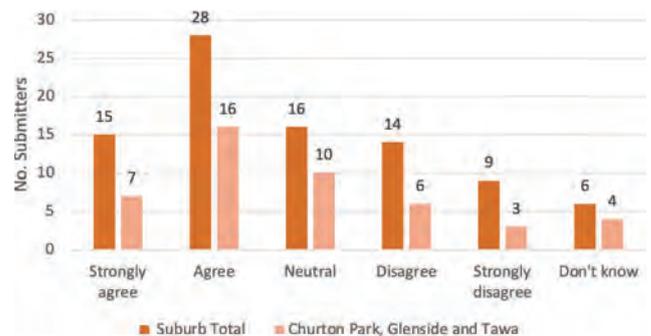
52 respondents (59%) to this question either agree or strongly agree with this statement. Of those respondents who live in the project area (Churton Park, Glenside or Tawa), 27 (58%) either agree or strongly agree with this statement.



### Question two: Housing Choice

The development concept enables a choice of housing types (such as detached houses and townhouses) and sizes (from larger family houses to smaller units suitable for single persons households).

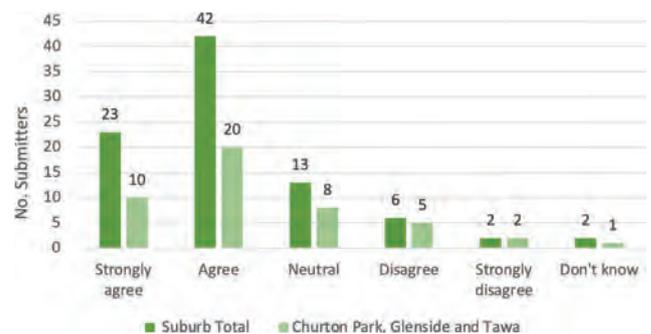
43 respondents (48%) to this question either agree or strongly agree with this statement. Of those respondents who live in the project area (Churton Park, Glenside or Tawa), 23 (50%) either agree or strongly agree with this statement.



### Question three: Access to Green Spaces

The development concept provides residents with varied green spaces, from local parks to larger reserves.

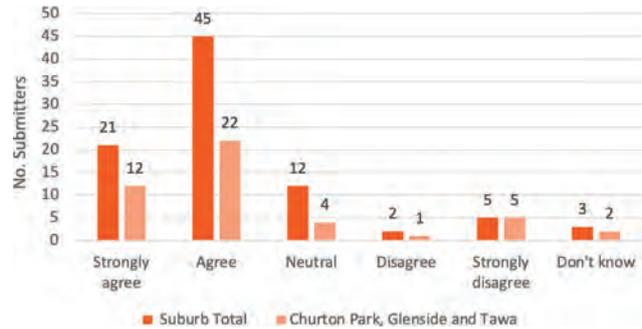
65 respondents (73%) to this question either agree or strongly agree with this statement. Of those respondents who live in the project area (Churton Park, Glenside or Tawa), 30 (53%) either agree or strongly agree with this statement.



### Question four: Natural Areas

The development concept retains existing native bush and streams and incorporates them into the open space network.

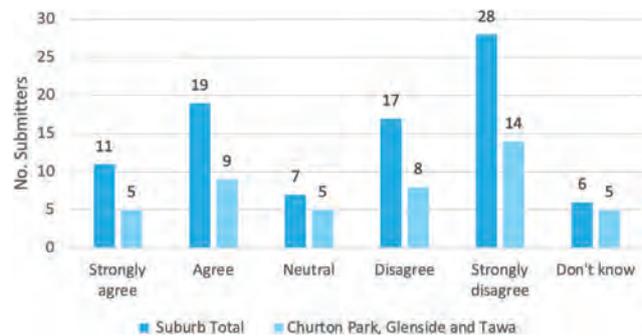
66 respondents (75%) to this question either agree or strongly agree with this statement. Of those respondents who live in the project area (Churton Park, Glenside or Tawa), 34 (73%) either agree or strongly agree with this statement.



### Question five: Transport

The development concept connects the new community with the existing transport network and supports future public transport use.

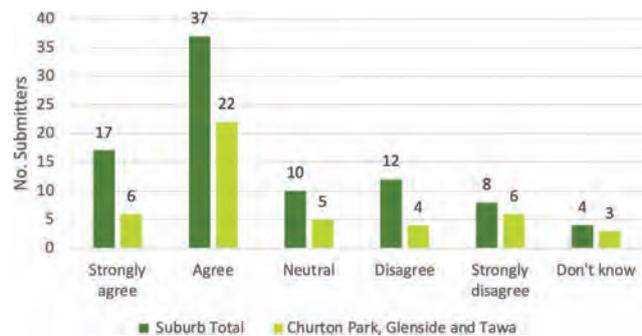
30 respondents (34%) to this question either agree or strongly agree with this statement. Of those respondents who live in the project area (Churton Park, Glenside or Tawa), 14 (30%) either agree or strongly agree with this statement.



### Question six: Walking Tracks

The development concept complements the surrounding network of walking tracks.

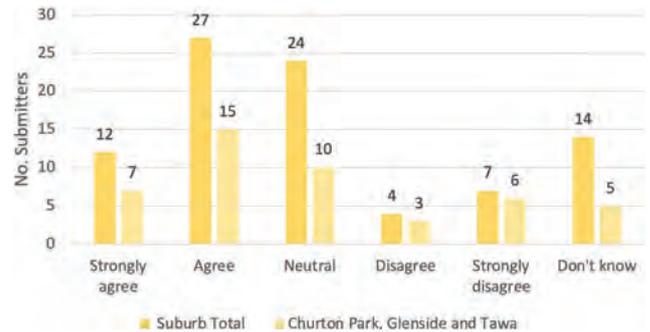
54 respondents (61%) to this question either agree or strongly agree with this statement. Of those respondents who live in the project area (Churton Park, Glenside or Tawa), 28 (60%) either agree or strongly agree with this statement.



### Question seven: Stormwater Management

The development concept makes room for rainwater in green corridors in order to improve water quality and prevent flooding.

39 respondents (44%) to this question either agree or strongly agree with this statement. Of those respondents who live in the project area (Churton Park, Glenside or Tawa), 22 (47%) either agree or strongly agree with this statement.



### Question eight: Lifestyle Blocks

Do you think the remaining rural land in the Glenside West (i.e. land not identified for residential, open space or Department of Corrections use) should be rezoned to enable the development of “lifestyle blocks”? These are usually larger than normal residential lots, have rural character and may use rainwater collection and septic tanks.

Respondents from all suburbs were 44% in opposition, 36% in support and 19% unsure about the proposal to rezone remaining rural land in Glenside West to enable lifestyle blocks.

Respondents who live in the project area (Churton Park, Glenside or Tawa), were divided on this question with 19 responses in opposition (41%), 18 in support (39%) and 9 unsure (19%).

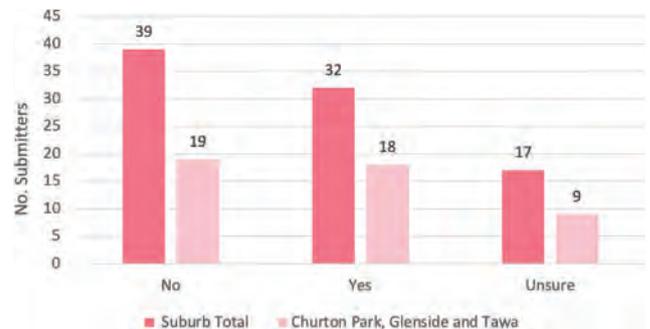
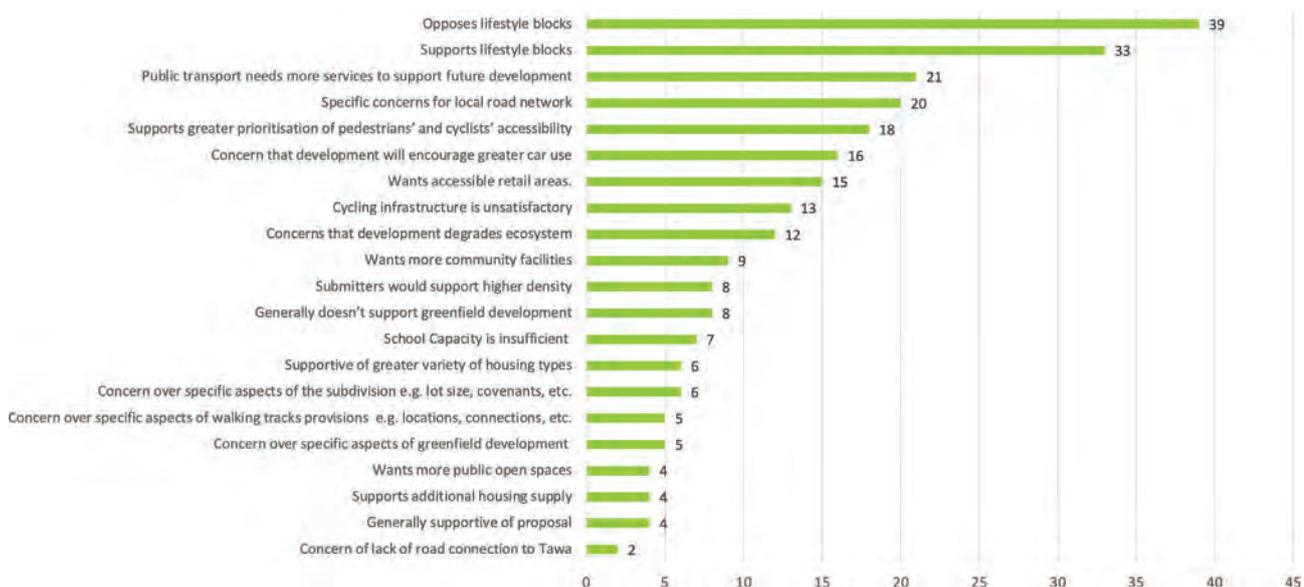


Diagram 2: Most common themes in response to question nine

**Question nine: Is there anything else we should take into consideration when planning for the Upper Stebbings and Glenside West area?**



**Open field questions**

There were two open field questions at the end of the survey:

- **Question Nine: Is there anything else we should take into consideration when planning for the Upper Stebbings and Glenside West area?**
- **Question Ten: Do you have any other comments?**

Not every participant submitted comments for questions nine and ten. There were 76 responses to question nine, and 47 responses to question ten.

Diagram 2 shows the most common themes in response to question nine.

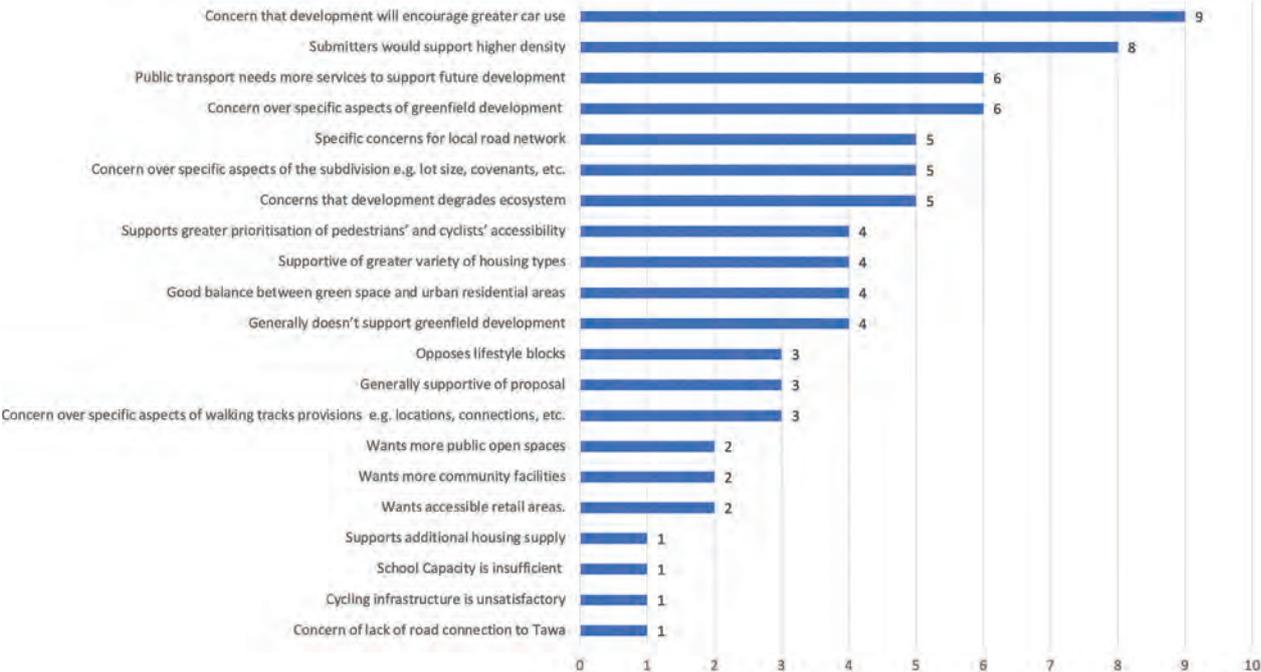
One theme was lifestyle blocks with 39 comments in opposition and 33 in support. This is similar to the results for question eight.

**The next most common theme relates to transport:**

- 21 respondents mentioning the need for more public transport services.
- 20 respondents stating specific concerns about the local roading network.
- 18 respondents supporting greater prioritisation of pedestrians' and cyclists' accessibility and 13 respondents considering cycling infrastructure unsatisfactory.
- 16 respondents concerned the development will encourage greater car usage.

Diagram 3: Most common themes in response to question ten

**Question ten: Do you have any other comments?**



**Below are some examples of the comments received:**

- “The roads in the new Upper Stebbings area should be built with cycle lanes. Kids will ride to school if they feel safe, but the big wide roads currently planned for will encourage speeding.”
- “Despite living on the other side of Wellington, this really does affect me as the city is clogged with cars from all over including satellite suburbs which have no good option of getting to town other than driving.”
- “I’d be satisfied if as part of the development it were redesigned with a more appropriate speed limit and speed bumps to ensure compliance.”

Diagram 3 shows the most common themes in response to question ten. The themes overlap with those of question nine.

The most common themes are transport-related eg 9 respondents expressed ‘concern that development will encourage greater car use’; 6 stating that more public transport services will be required to support future development; 5 commenting on specific aspects of the local road network; and 4 commenting on accessibility for pedestrians and cyclists.

The other popular themes include support for greater housing density (8 comments), and concerns over specific aspects of greenfield development (5 comments) and subdivision (5 comments).

## Generation Zero survey

There were 35 submissions from the Generation Zero survey. This survey consisted in a pre-filled form with an option to tick or untick which statement to support.

### The statements were:

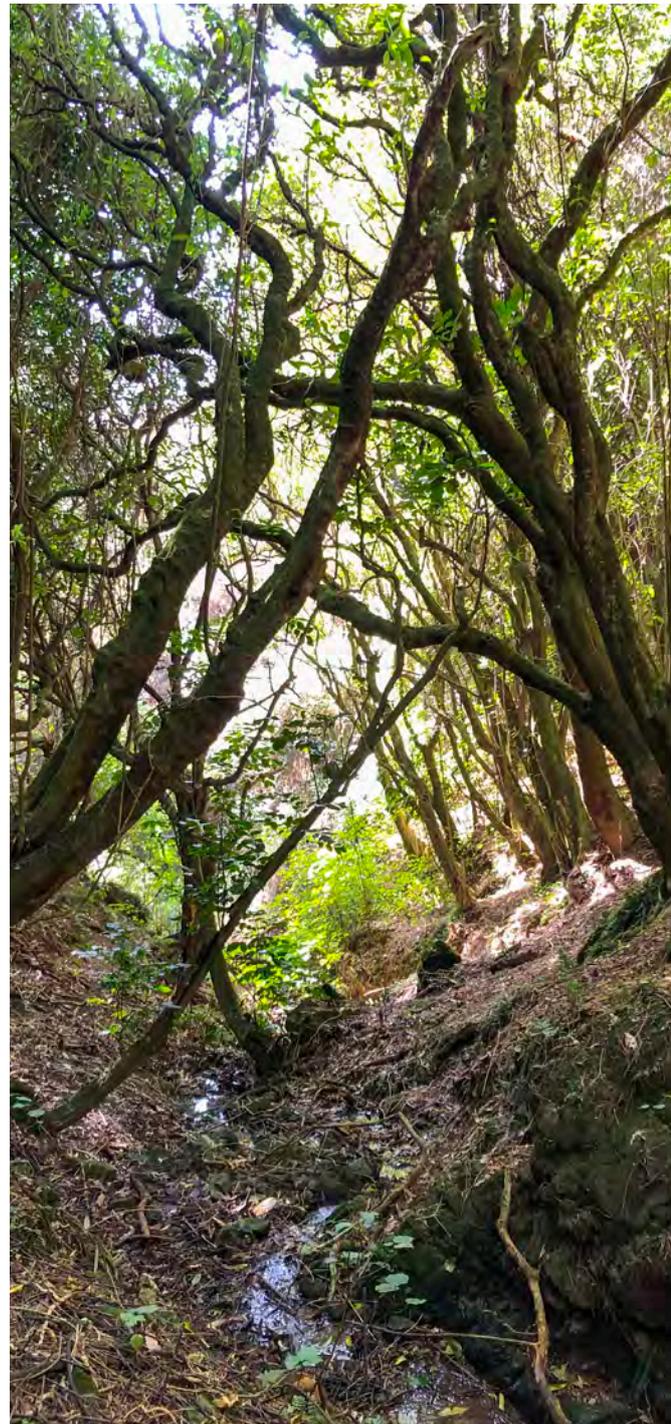
- Upper Stebbings Valley needs to be designed as a low-emissions suburb and should not be developed in place of densifying the CBD and inner suburbs.
- I do not support the Glenside West development going ahead. There is no bus route provision, very little walkability or connections to non-car transport options.
- I disagree that this plan provides for adequate housing supply. There should be denser urban form with more houses, closer to infrastructure and facilities.
- I strongly disagree that this plan provides enough housing choice. There is a very small number of apartment buildings and terraced housing. The large majority of new dwellings will be stand-alones or duplexes. More housing choice drives affordability, liveable streets and community.
- Protected cycleways and bike parking should be provided on the main road from the start. Younger and less confident cyclists are unlikely to want to ride on busier roads where they need to mix with general traffic and buses.
- I disagree that this plan provides well for transport. The extension of the number 1 bus should come with a plan to increase the frequency of the Churton Park branch so that it can be used for non-commuter trips as well. Local train stations are not equipped to cope with an increase in Park and Ride commuters without bike facilities and pricing.
- I strongly agree that this plan provides adequate access to greenspace. Redwood Bush Reserve is close by and there are other pockets of greenspace within.
- I agree that this plan provides for natural areas. Streams are kept mostly above ground, and it appears significant natural areas have been well considered and preserved.
- I strongly agree that this plan provides enough walking tracks.
- I agree that this plan provides for stormwater management.
- This plan does not provide enough community facilities. There should be more provision for shops and community “third-places”, vege gardens, composting and pocket parks/playgrounds.

This was followed by an open field question (any other considerations?).

The majority of participants (26) submitted the pre-filled survey as is. Only nine participants unticked (ie disagreed with) at least one statement.

**Below are some examples of the open field comments received:**

- “I love how the plans include retaining the natural water ways and native bush and green space. This is a very beautiful region and I would never wish to see that disappear.”
- “Very pleased with the protections provided for the existing water ways being the head of the Porirua Stream catchment, and for the bush areas, particularly those bush areas adjoining areas of the Outer Green Belt and Redwood Bush to allow contiguous expansion of these ecosystems and associated walkway access.”
- “WCC needs to continue unlocking land for development at pace to address the housing crisis which is getting exponentially worse in the city. This is a good start. Kia kaha”
- “We need more schools in the area. Churton Park and Amesbury (as well as all the Newlands ones) are already massively overpopulated. Newlands and Onslow Colleges are stretched too.”
- “Wellington has a severe lack of housing supply and we need more homes to solve the acute housing crisis in the city”



## Other submissions

We received fourteen submissions by email from individuals (5) and organisations (9) outside the survey format.

### Submissions from individuals

Table 1 below highlights the key themes in the submissions from individuals.

Table 1: Themes in submissions from individuals

Theme	Number of submissions mentioning this theme
Public transport needs more services to support future development	5
Concerns that development may degrade ecosystem	4
Concern over specific aspects of greenfield development	3
Concern over specific aspects of the subdivision e.g. lot size, covenants, etc.	3
Supports greater prioritisation of pedestrians' and cyclists' accessibility	3
Submitters would support higher density	2
Concern of lack of road connection to Tawa	2
Specific concerns for local road network	2
Opposes lifestyle blocks	2
School capacity is insufficient	2
Supportive of greater variety of housing types	1
Good balance between green space and urban residential areas	1
Supports lifestyle blocks	1
Wants more community facilities	1

**Below are some examples of the comments received:**

- “Park and ride needs to be considered as there is already pressure on Johnsonville and Tawa railway stations. With government starting to think about hubs in surrounding cities, we need more transport options for example from Churton Park to Porirua. Especially since car parking is now going to be at a premium in city centres. Should there be another station in Middleton Rd near the tunnel?”
- “A crossing would be good on Melksham just over the hill (after passing the Mauldeth turning) so children can cross safely to get to Amesbury school when they are walking from Crompton or Farnworh or Rochdale. Big trucks and builders rip down the roads sometimes and its worrying when little ones need to cross. It needs to be positioned between Rochdale and the peak of Melksham hill so there is good visibility.”
- “As a long term Wellington resident, would be home buyer, and active commuter, I find it disappointing that this proposed development does not encourage cycle / active commuting or include basic standards which would make it liveable for people who prefer to not rely on private vehicles.”
- “The extension of the present #1 route, which runs from Island Bay to the end of Melksham Drive will have significant impacts. The present half-hourly timetable will probably have to be changed extensively unless Regional Council is prepared to add additional buses.”
- “A number of the walkways cross private land which means there is no certainty they will be formed as the owner is not obliged to allow that to happen.”
- “I generally support the development proposal as a whole. Wellington needs more housing supply as quickly as possible, and use of this land is part of the equation.”
- “The distance of this area from services means that residents will still rely on private transport to get in and out. Public transport might be used for commuting, but as a resident of this area I can say for sure that probably everyone living in this development will want/need a car to go about day to day business/weekend trips etc.”
- “Simply ‘enabling’ the development through a plan change without forcing development will simply provide windfall capital gain for the existing landowners when the land is rezoned residential, but not do anything to make housing more affordable, or provide for integrated community development (as land parcels are released slowly to maximise the gain for the current owners). This market failure needs addressing if any of the houses that ultimately get built will be within reach financially for first home buyers, and available quickly (noting Wellington’s housing shortfall exists now!)”
- “I suggest Wellington City Council work with Kainga Ora, to apply the new powers to acquire land for development under Part 5 (specifically section 253) of the new Urban Development Act 2020 to address land banking in this area and make sure housing is affordable.”
- “The Council should lobby the Minister of Corrections to free up land for housing to allow for more efficient use of space / integrated development next to Upper Stebbings development. The Arohata block has huge development potential.”

## Submissions from organisations

Table 2 below summarises the submissions from organisations.

Generation Zero, Talk Wellington and Cycle Wellington featured the development concept on their website.

**Table 2: Summary of submissions from organisations**

Organisation	
Churton Park Community Association	<ul style="list-style-type: none"> <li>• Concerned that a primary school will not be provided for - suggests that this needs to be done within the first stage of development.</li> <li>• More playgrounds are needed.</li> <li>• Concerned that a pavilion (as shown on the Development Concept) will not meet community needs - an indoor community space is needed.</li> <li>• Would like provisions for bus turnaround.</li> </ul> <ul style="list-style-type: none"> <li>• Suggestion that the use of the land under the pylons needs to be defined to ensure a ‘best for community’ outcome.</li> <li>• Concerned about potential road link to Tawa - influx of heavy traffic through residential areas, concerned over effects of constructing such a road (for example, visual effects on ridgeline).</li> </ul>
Churton Park Community Walkers	<ul style="list-style-type: none"> <li>• Concerned about absence of road link to Tawa (either via Sunrise Boulevard or Greyfriars Crescent). This link road is considered useful for emergency access following a major earthquake and to support community connectivity.</li> <li>• Suggestion that a pedestrian and cycle connection be provided to Greyfriars Crescent.</li> <li>• Question around the future status of land identified as open space in the Development Concept, the vesting of reserves and revegetation of land not used for housing.</li> <li>• Question around publicly accessible walking tracks over private land.</li> <li>• Suggestion that a good walking track be provided to connect to Te Araroa Walkway (west of Stebbings Valley).</li> </ul> <ul style="list-style-type: none"> <li>• Suggestion that walking tracks through lifestyle blocks should be a condition of the subdivision consent.</li> <li>• Concerned about the intersection of Westchester Drive with Lakewood Avenue and Melksham Drive - present traffic concerns will become worse with future development.</li> <li>• Suggestion that the Westchester Drive intersection with Lakewood Avenue and Melksham Drive be upgraded.</li> <li>• Concerned about road connection from the Reedy block to Westchester Drive - not clear what the timing for construction is and safety aspects.</li> </ul>

## Organisation

### Churton Park Revegetation Group

- Concerned about absence of road link to Tawa (either via Sunrise Boulevard, Greyfriars Crescent or directly to Willowbank Road). This link road is considered useful for emergency vehicle access, to support community connectivity, for public transport services, as an alternative route to Willowbank / Middleton Road, as a walking and cycling route and to support Tawa businesses.
- Question around the future status of land identified as open space in the Development Concept, the vesting of reserves and revegetation of land not used for housing.
- Concerns around lack of provision for playing fields and school.
- Suggestion that water-sensitive design principles be adopted.
- Suggestion to work more with the natural contours and natural features (eg avoid earthworks and retaining walls to create flat sections).
- Suggestion that private off-street car parking needs to be provided.
- Question around publicly accessible walking tracks over private land.
- Suggestion to connect cul-de-sacs with walkways.
- Suggestion that a pedestrian and cycle connection be provided to Greyfriars Crescent.
- Suggestion that good walking track be provided to connect to Te Araroa Walkway (west of Stebbings Valley).
- Concerned about road connection from the Reedy block to Westchester Drive.
- Suggestion that the use of the land under the pylons needs to be better defined.
- Suggestion that the road layout does not preclude a future connection to the Crown land.
- A public toilet should be provided to support bus drivers at end-of-route.
- Concerned about the intersection of Westchester Drive with Lakewood Avenue and Melksham Drive - present traffic concerns will become worse with future development.
- The existing Churton Park Community Centre is inadequate - a new purpose-built community facility is needed.

### Cycle Wellington

- Disagree the concept will increase supply close to existing community and will increase housing choice.
- Agrees that the green spaces, natural areas, walking tracks and stormwater management have been integrated well into the proposal.
- Disagrees that transport provisions have been addressed by the development; wants further cycling and walking infrastructure, as well as further integration of the public transport network.
- General lack of consideration for cycling / erroneous assumptions around cycling needs in Transport Report.
- Do not think that lifestyle blocks should be enabled as they restrict future development potential of the land.
- Suggestions:
  - Set speed limit at 30km/h
  - Provide separate cycleways from the outset
  - Provide cycling connections to schools, suburban centres, train stations
  - Provide new train station at Glenside

## Organisation

<p>Generation Zero</p>	<ul style="list-style-type: none"> <li>• Agree with access to green space, natural areas, and walking areas.</li> <li>• Disagree with housing supply, housing choice, and transport.</li> <li>• Want bus stops to have shelters, traffic calming mechanisms, and further active transport routes.</li> </ul>	<ul style="list-style-type: none"> <li>• Generally, disagree with greenfield development as a solution to housing demand:             <ul style="list-style-type: none"> <li>– Needs greater density, which will help support facilities such as bus services.</li> <li>– Needs greater “third spaces” for the community, and accessible retail areas.</li> </ul> </li> </ul>
<p>Glenside Progressive Association</p>	<ul style="list-style-type: none"> <li>• Support proposed density with higher density developments closer to public transport stops.</li> <li>• Agree with protection proposed for ridgelines, native bush remnants and major streams; suggests that pocket parks or pocket spaces may be an appropriate mechanism to protect minor streams.</li> <li>• Supportive of walkway provisions.</li> <li>• Against future infill housing, would like provisions to prohibit this type of future intensification.</li> </ul>	<ul style="list-style-type: none"> <li>• Urge Council to commit to enforcing the principles inherent in the development concept, especially regarding overall density, the protection of streams, bush and ridgelines, and minimisation of earthworks.</li> <li>• Would support a road connecting Tawa to Upper Stebbings; proposes this runs through the upper half of Arohata Prison land.</li> </ul>
<p>Mana Cycle Group</p>	<ul style="list-style-type: none"> <li>• Agree the Development Concept addresses the objectives of housing supply, access to green space, natural areas, walking tracks and storm water management.</li> <li>• Do not support enabling lifestyle blocks.</li> <li>• Neutral towards housing choice.</li> </ul>	<ul style="list-style-type: none"> <li>• Want a shared cycle and walkway link to Tawa.</li> <li>• Want rezone of rural land to open space and reserve.</li> <li>• Want well thought out trails within the open space/green spaces.</li> </ul>

## Organisation

### Onslow Residents' Community Association

- Strongly support the development of this area for new housing.
- Suggest including more higher density housing.
- Suggest expanding area proposed for development (eg include more of Glenside West).
- Question whether the housing in this development will be affordable.
- Ask whether the Council or private developers will deliver this development.
- Suggest upgrading Takapu and Johnsonville train station park and ride facilities.
- Concerned about the effects of future development on Middleton Rd, which has high car volumes but is also used by cyclists as the main route between Porirua/Tawa and Wellington.
- Question about capacity of water and sewerage network to accommodate this growth.
- Concerned about linkage from the development to existing track network.
- Recommend increasing the opportunities for apartments and terraced housing in the plan to provide more affordable housing.
- Oppose the future rezoning of remaining land to lifestyle blocks.
- Recommend consulting with the property development community.

### Tawa Community Board

- Support the protection to the natural waterways and existing indigenous vegetation. These will in time enhance the Outer Green Belt, provide recreation opportunities and protect the valued green landscape outlook from Tawa residences.
- Thank the project team for their work investigating a potential through road to Tawa. This has provided certainty for residents of those adjoining streets.
- Support a good quality waking / ebike / cycle track connection between Stebbings Valley and Tawa as an alternative non-vehicular route, either via Brasenose Park (to reach Redwood School) or via Arohata Block (to reach Takapu station and Countdown shops area).
- Given the location, do not consider dense housing appropriate.
- Consider the provision of a bus service important for Upper Stebbings residents.
- Supports the rezoning of some rural land to lifestyle blocks while protecting the majority of the remaining green space as this would increase the supply and diversity of housing.

## Next steps

The submissions contain specific suggestions for improvement to the Development Concept and the surrounding transport network. Council officers will consider these carefully and may integrate them in this project and other programmes, where possible.

The next step will be to start preparing Draft District Plan provisions for the project area. The outcome of this engagement will inform this work.

Engagement on the Draft District Plan is expected to start mid-2021.



# Appendices

## 1. Generation Zero's Submission Introduction - screenshot of webpage

Age

Select all that apply to you:

- Upper Stebbings Valley needs to be designed as a low-emissions suburb and should not be developed in place of densifying the CBD and inner suburbs.
- I do not support the Glenside West development going ahead. There is no bus route provision, very little walkability or connections to non-car transport options.
- I disagree that this plan provides for adequate housing supply. There should be denser urban form with more houses, closer to infrastructure and facilities.
- I strongly disagree that this plan provides enough housing choice. There is a very small number of apartment buildings and terraced housing. The large majority of new dwellings will be stand-alones or duplexes. More housing choice drives affordability, liveable streets and community.
- Protected cycleways and bike parking should be provided on the main road from the start. Younger and less confident cyclists are unlikely to want to ride on busier roads where they need to mix with general traffic and buses.
- I disagree that this plan provides well for transport. The extension of the number 1 bus should come with a plan to increase the frequency of the Churton Park branch so that it can be used for non-commuter trips as well. Local train stations are not equipped to cope with an increase in Park and Ride commuters without bike facilities and pricing.
- I strongly agree that this plan provides adequate access to greenspace. Redwood Bush Reserve is close by and there are other pockets of greenspace within.
- I agree that this plan provides for natural areas. Streams are kept mostly above ground, and it appears significant natural areas have been well considered and preserved.
- I strongly agree that this plan provides enough walking tracks.
- I agree that this plan provides for stormwater management.
- This plan does not provide enough community facilities. There should be more provision for shops and community "third-places", vege gardens, composting and pocket parks/playgrounds.
- other:

Is there anything else the council should take into consideration when planning for the Upper Stebbings and Glenside West area? (Optional)

Sign

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[https://www.generationzero.org/upper\\_stebbing\\_and\\_glenside\\_west\\_quick\\_submit](https://www.generationzero.org/upper_stebbing_and_glenside_west_quick_submit)

## 2. Talk Wellington submission guide - screenshot of webpage

### How to submit

So with all that said, get cracking on some feedback for council (and make sure you submit it by 5pm Monday 30th November!). Here's a breakdown of my responses to their feedback questions which can be found at <https://wellington.govt.nz/have-your-say/public-inputs/consultations/open/upper-stebbins-and-glenside-west>

If you vibe with communities to live in, not sleep in, and found yourself nodding at the above points, feel free to copy whatever bits you want!

Feedback form:

Housing supply:

Weird question, but I'm gonna have to go with disagree, not that many houses are being supplied, and not that near to infrastructure and facilities

Housing choice:

From my rough calculations, there is likely to be one small apartment building, less than a dozen terraced housing blocks, and the other 86% of new dwellings will be stand alones or duplexes. Doesn't sound like an awful lot of choice to me! Also doesn't sound very affordable. Strongly disagree

Access to green space:

This much I'm happy to give the plan, not much of a greenfield without the green, and on that they have delivered. Redwood Bush Reserve close by, and other pockets of greenspace within. Agree

Natural areas:

Sounds like this has been a big focus of the revisions. Streams are kept mostly above ground, and it appears significant natural areas have been well considered and preserved. However, if the design is kept car dependent not sure how healthy those streams will be once they start experiencing the runoff from the roads. Plans to zone Glenside West for lifestyle blocks are also unlikely to do the streams many favours. Agree

Transport:

There is a proposed extension of the number 1 bus to serve the new community, however it appears local train stations are not equipped to cope with an increase in Park and Ride commuters. In general, doesn't feel like transport was a focus here. Disagree

Walking tracks:

On a similar vein to green space, not too shabby. Agree/Strongly agree

Stormwater management:

There is a decent amount of green space to absorb stormwater, but keep in mind any stormwater going out pipes is also going into the highly culturally valued Te Awarua-o-Porirua.

Lifestyle blocks:

No thank you! Lifestyle blocks tend to be all round poor uses of land. Happy to [leave farming to farmers thank you](#). If you're not gonna put good, healthy, affordable, dense housing on it, at least grow some food for the nearby areas. Also **\*MAY** use rainwater collection and septic tanks" has me a little concerned we might end up stretching our already very small infrastructure budget even further.

Is there anything else we should take into consideration when planning for the Upper Stebbings and Glenside West area?:

I'll leave this up to you to speak to your individual views and priorities. From my perspective, I think they have *considered* all the important things, unfortunately they've also chosen to *ignore* a lot of them. Maybe remind them that we want a community, not a catalogue for Bog-Standard Suburban Home Development Services™ with no services or decent car alternatives.

Other comments?

Much the same as above, we're looking for affordability, density, accessibility, healthy homes, [healthy streets](#), [15 minute villages](#), and the freedom to not own a big rapidly depreciating, emission creating hunk of metal.

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<https://talkwellington.org.nz/2020/stebbins-valley-2-oh-no/>



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