

Summary of Consultation and Feedback on Discussion Paper

***'Promoting quality of place – a targeted approach
to infill housing in Wellington City'***

June/July 2007

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Summary of Consultation

Throughout May/June 2007, Wellington City Council requested feedback from the public on the discussion paper – ‘Promoting Quality of Place – A Targeted Approach to Infill Housing in Wellington City’.

Consultation is summarised in the table below.

Date	Details
Tuesday 1 May	SPC Briefing – Paul Kos, Elizabeth Moncrieff and Sarah Nelson. Paper on Proposed Plan Change 56 and Discussion Document – “Promoting quality of place – a targeted approach to infill housing in Wellington City”
Tuesday 1 May	Radio interviews with Council Officers and press release
Thursday 3 May	SPC Meeting – unanimous votes to consult on both documents
Friday 4 May	Mail out to 58 000– all Wellington City ratepayers receiving copy of: <ul style="list-style-type: none"> ■ Infill housing brochure ■ Public Notice – proposed Plan Change 56 ■ Letter explaining two sets of consultation
Friday 4 May	Packs to internal/external stakeholders/libraries/service centres
Friday 4 May	Presentation at Urban Design Protocol conference
Friday 4 May	www.Wellington.govt.nz go-live webpage on “Have your say – infill housing”
Saturday 5 May	Public Notice in Dominion Post (proposed Plan Change 56)
Monday 7 May	Southern Ward Meeting, 7pm – 8.30pm, Newtown School
Thursday 10 May	Our Wellington Page, editorial on infill housing
Thursday 10 May	Tawa Community Board meeting, 7pm – 10.30pm
Tuesday 15 May	Eastern Ward Meeting, 7pm – 8.30pm, 27 Chelsea St, Miramar
Wednesday 16 May	Northern Ward Meeting, 7pm – 8.30pm, Johnsonville Community Centre
Tuesday 22 May	Federation of Residents Association Meeting, 7.30pm – 8.30pm, Committee Room 1
Thursday 21 June	Our Wellington Page, reminder article
Monday 2 July	Feedback and submissions close
Next steps	<ul style="list-style-type: none"> ■ Feedback analysed and summary of feedback available on project page www.Wellington.govt.nz ■ Internal Council workshops to decide on the way forward for targeted infill housing.

A total of **263** feedback forms and letters were received by Friday 6 July.

Break down of feedback received

Type	Number
Post	105
Hard copy (via email)	35
Online	123
TOTAL	263

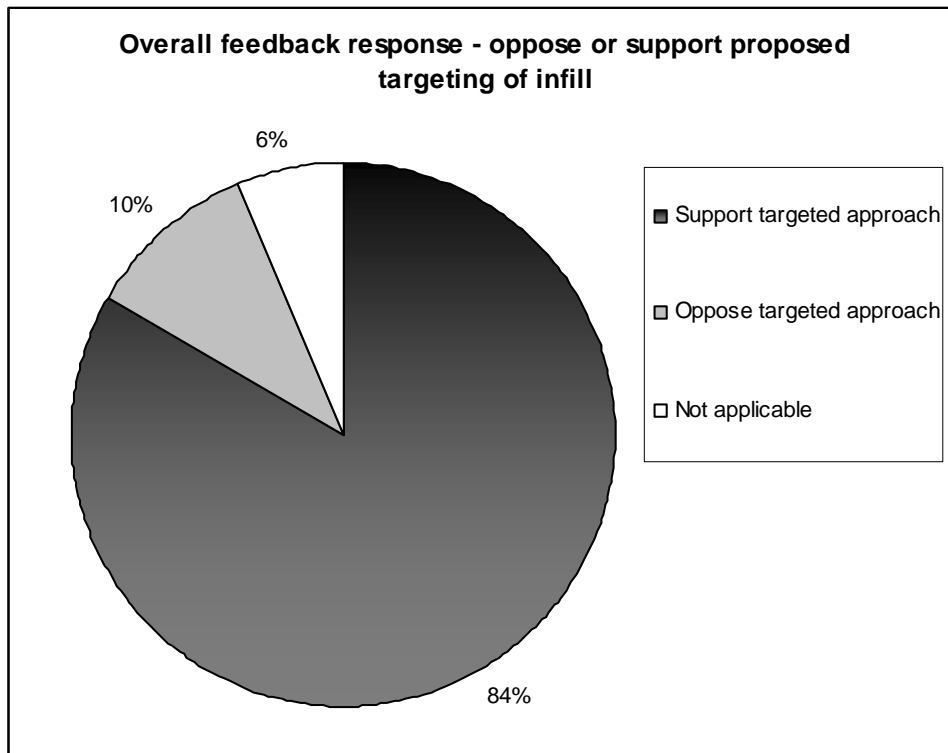
Note: Stats taken based on feedback received up to Friday 6 July.

Overall feedback response

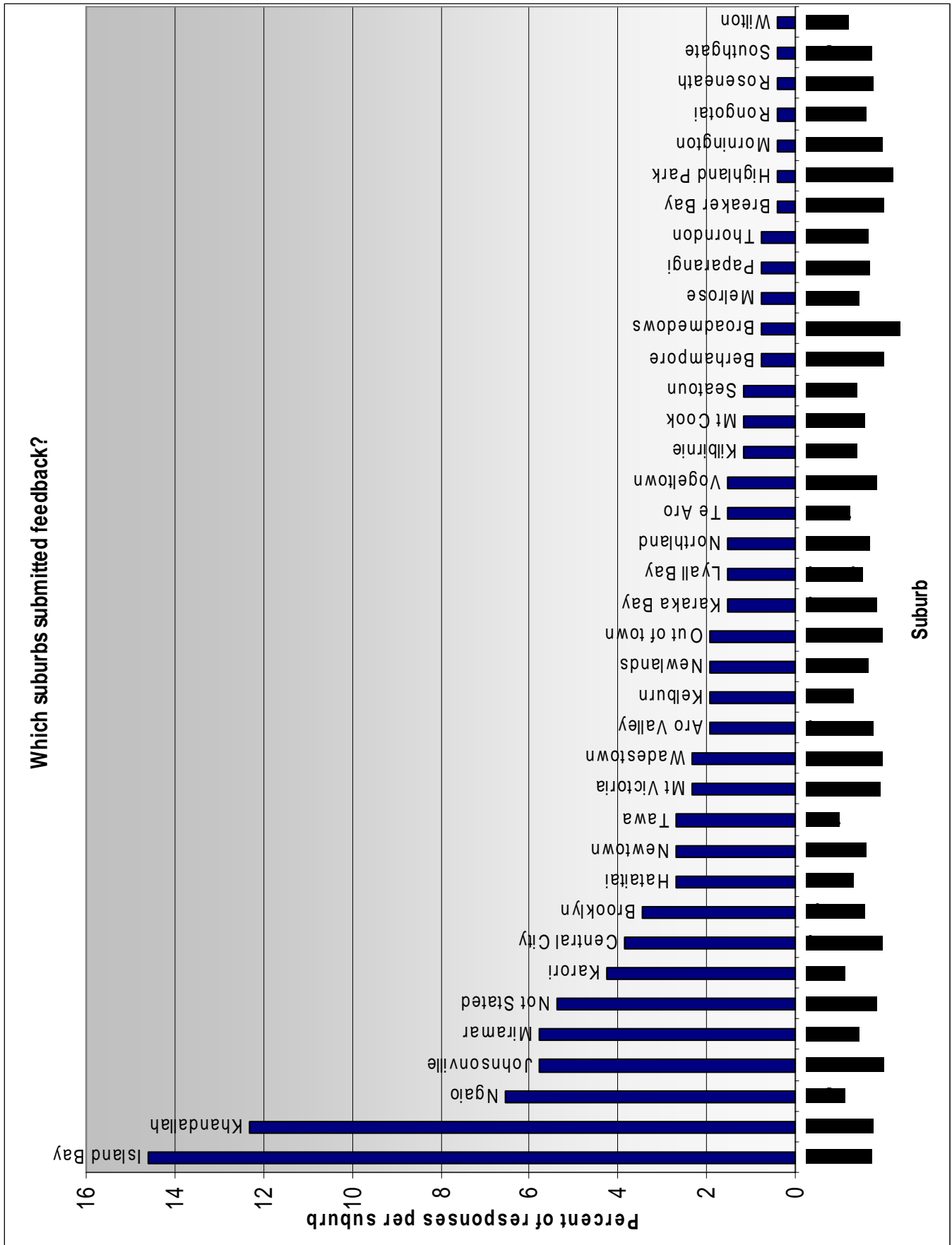
View point	Percentage
Support targeted approach	83.3%
Oppose targeted approach	10.3%
N/A	6.5%

Note: "N/A" applied to feedback received that was more generally related to their personal circumstances about another issue, and those that were part of Proposed Plan Change 56 that were put on the database to be kept informed.)

Graph 1: Overall Feedback Response – oppose or support proposed targeting of infill



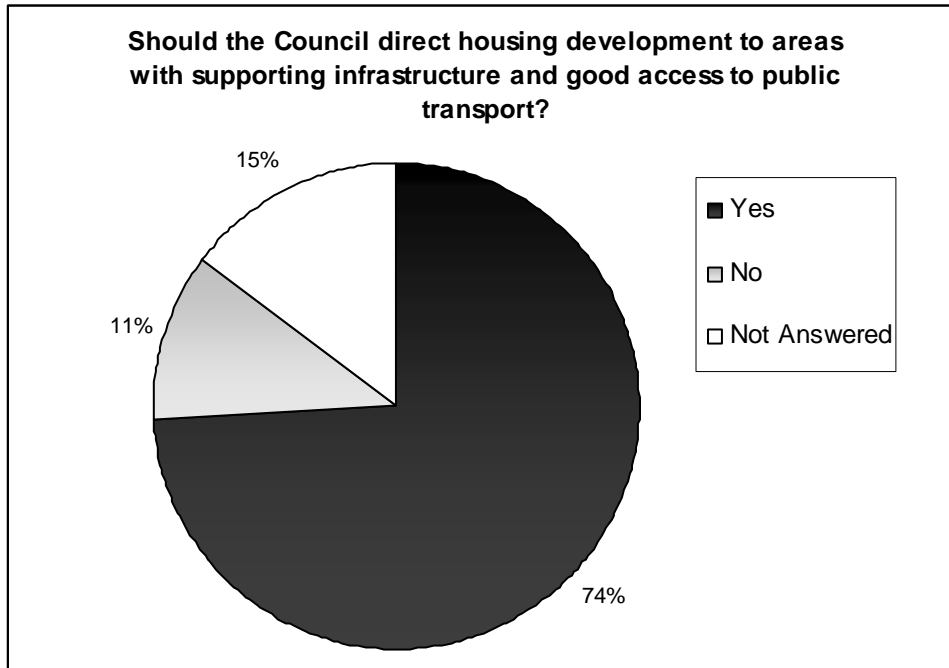
Graph 2: Which suburb were submitters who supplied feedback from?



The majority of feedback was received from Island Bay (14.4%) and Kilbirnie (12.2%) respectively.

1. Should the Council direct development to areas with supporting infrastructure and good access to public transport?

Graph 3



74% of feedback agreed that Council should direct housing development to areas with supporting infrastructure and good access to public transport.

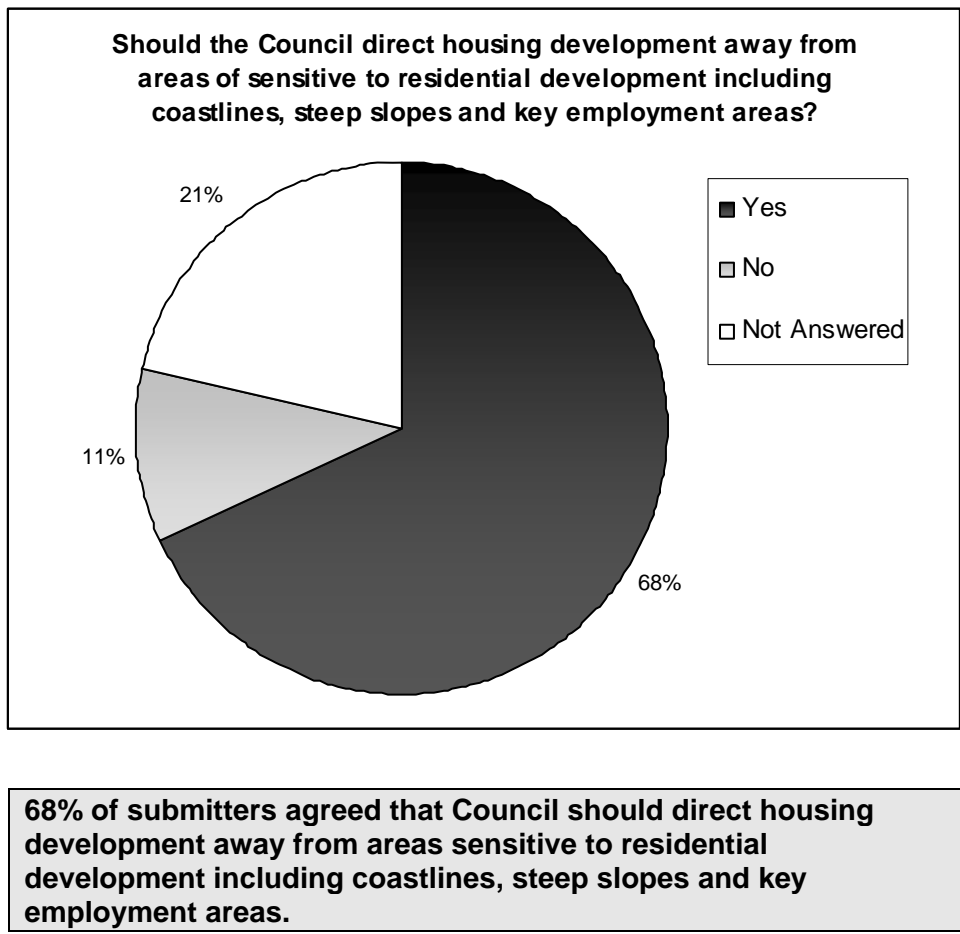
Summarised Comments:

- This is the right way to do things to manage traffic flows.
- Makes no sense to see new medium-density subdivisions going into locations such as up in the northern hills – far away from existing transport or retail hubs, therefore ensuring that all residents have to use their cars.
- If more people live close to transport networks, there will be more justification for upgrading them.
- Strongly support this proposal so that facilities already in place get more concentrated use and the community is enriched in every way.
- Generally the reason areas have good infrastructure and public transport is because they are already heavily developed with a high population density. To direct further housing development to these areas will cause them to become overcrowded and less desirable areas in which to live.
- Off street parking needs to be considered when building new developments.
- Additional housing in areas with less supporting structure may encourage additional infrastructure to these areas to the benefit of existing housing.
- If there is good infrastructure, development can be anywhere.
- Don't over saturate communities.
- While some guidance to better areas would be of some assistance, there should not be a definitive exclusion of all infill development in any particular area.
- Some infill in areas with lower supporting infrastructure can be good value. There needs to be discretion available to Council officers.
- People should have the right to decide on what, and where they want to create development, so long as design guidelines are followed.

- Apartment developments, townhouses, and infill housing is critical to ensure Wellington remains a vibrant city we can be proud of showing off to our visitors.
- Need to determine what areas of the City have adequate infrastructure, and how existing infrastructure has been affected by development e.g. in the eastern suburbs – traffic congestion has been significantly worse with the activity created at the airport and the residential development occurring, along with increased car ownership.

2. Should the Council direct housing development away from areas sensitive to residential development including coastlines, steep slopes and key employment areas?

Graph 4



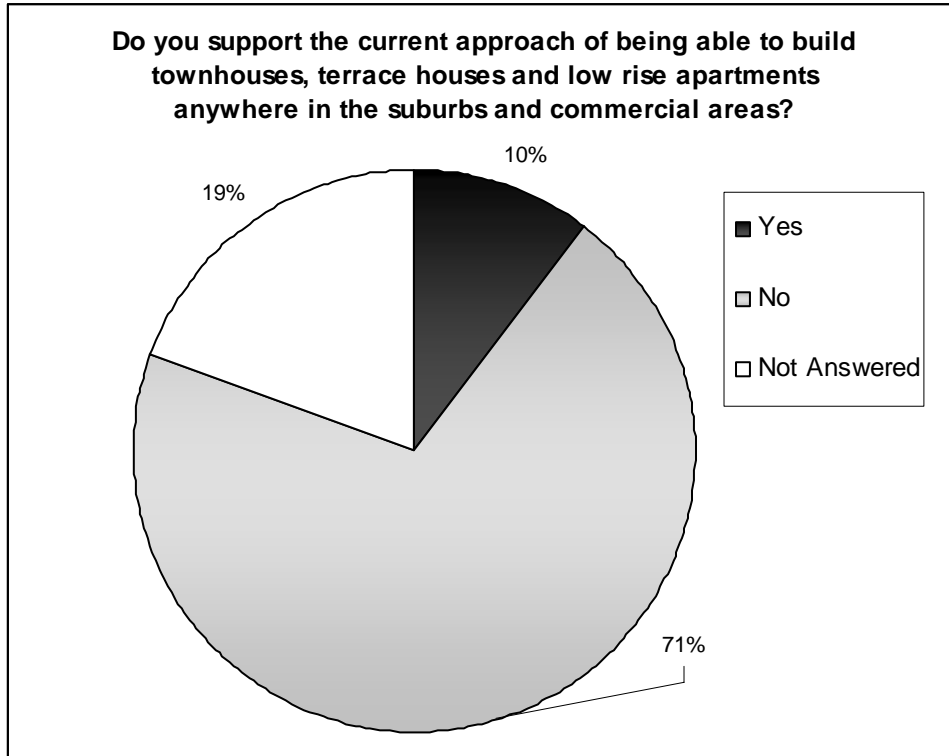
Summarised Comments:

- Placing apartments and townhouses in coastal areas has damaged the character and value of those areas.
- Large scale developments on steep slopes has already resulted in damage to the surrounding areas and other properties e.g. Eden Roc subdivision in Seatoun Heights.
- Direct development away from the town belt.
- Wellington has a significant issue with erosion and this needs to be taken into account.
- More people should have the opportunity to enjoy things such as coastal living, and the Council should not try to dictate where people should live.
- No point building houses at the expense of job opportunities.
- Housing close to key employment areas will be good to reduce the need for transport to work, and therefore be better on the environment/lower pollution.

- It is good to target such developments to sympathetic areas. The Residential Design Guide seems to be eminently sensible, and should be able to provide the necessary guidance to developers.
- People with financial resources require a high standard of lifestyle and living environment. If the Council are going to restrict building in some of these more desirable locations, they have to provide access to new desirable locations close to town. Such as allowing more development in Ohariu Valley or making land available in areas such as the South Coast or the end of Eastbourne.
- Some exceptions could be made where sites slope steeply from the road and adding a third level below the road has little or no effect on neighbours.
- Sensible with the onset of global warming.
- Areas should be assessed on a case-by-case basis and treated accordingly. The suitability and sensitivity of steep slopes is influenced by orientation (to the sun), visual prominence and landscape values. Good engineering practice allows construction on steep slopes, and often, high quality design may allow infill to address visual sensitivities.
- There may be instances where, because of a unique set of circumstances, infill development will be appropriate in some of these areas. Oriental Bay (and Roseneath behind) for example are both coastline and steeply sloped, yet high intensity housing both exists and is appropriate. The Terrace is another example where significant development, including housing, is compatible with steep slopes.
- Mixed use including residential in key employment areas is crucial to the vitality and safety of these areas. Victoria University for example is actively seeking to establish student housing on its Kelburn campus. While this is to meet an identified need, it is also intended to add to the vitality and safety of the campus that is otherwise relatively quiet outside working hours. Such housing will also be highly convenient for student occupants, eliminating commuting demands with consequent cost savings for students and environmental, and congestion-avoidance benefits.
- The issue here is achieving an appropriate balance of uses. Where an employment area is failing due to an over-proliferation of residential activity, then consideration might be given to restricting residential particularly at ground level, or establishing parameters for its location – possibly above commercial uses.

3. Do you support the current approach of being able to build townhouses, terrace houses and low rise apartments anywhere in the suburbs and commercial areas?

Graph 5



71% of submitters don't support the current approach of building townhouses, terrace houses and low rise apartments anywhere in the suburbs and commercial areas.

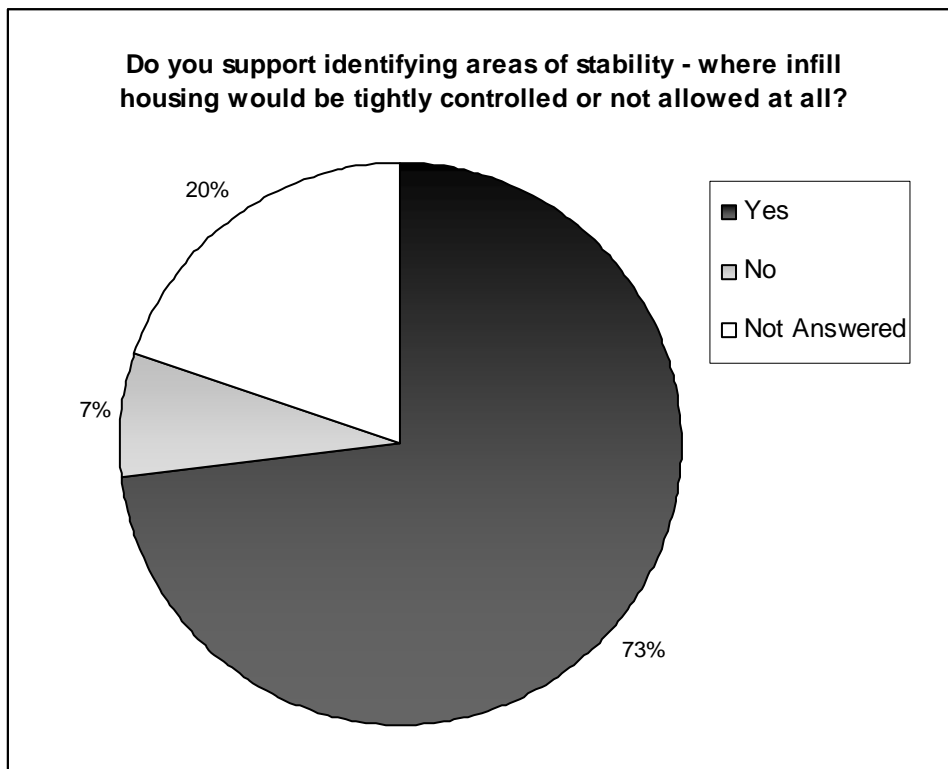
Summarised Comments:

- There are too many cheap, tall, nasty looking townhouses being put up just anywhere.
- Townhouses at present seem to end up on the edge of existing suburbs, out of place with the houses around them, and isolated from transport hubs.
- The variety of the community is better encouraged when the areas already with supporting infrastructure and public transport access have the primary focus for infill development. This means that other areas keep their specific identity better.
- The current approach is extremely detrimental to the development and growth of the city.
- A lot of pressure is put onto on-street parking when infill occurs.
- Loss of views by neighbours of infill.
- Slopes in Wellington are prone to erosion.
- Much of the development has been done without thought for parking, drainage capacity, or visual appeal.
- Different neighbourhoods have different characters and people have chosen to buy homes in those areas based on that. Not everyone wants the same thing, so it would make sense to have zones for single-dwellings, apartments etc.
- There should be no infill housing at all.

- Don't agree with current approach as the community is excluded from input into infill housing developments.
- Victoria University of Wellington does not support intensification of residential development in unserved peripheral areas. Lacking local amenities, these are a poor form of development, increasing vehicle dependence. The corollary of restriction in these peripheral areas is that increased intensification must be permitted in inner and well-served areas to compensate. This may require reassessing height and site coverage limits and the breadth of application of character controls.
- Some areas that are currently lacking infrastructure and access to public transport might, with installation of both infrastructure and the population which would result from high density infill, become attractive for public transport. Where an area is close to an important activity centre or regional infrastructure, future change and development including high intensity infill housing, may be able to redress deficiencies and provide a means of achieving sustainable development. Furthermore, high intensity development on any site that is well placed but relatively undeveloped, may allow maximisation of development intensity without compromise to existing neighbourhood character or amenity.

4. Do you support identifying areas of stability – where infill housing would be tightly controlled or not allowed at all? (provide examples)

Graph 6



73% of submitters support identifying areas of stability – where infill housing would be tightly controlled or not allowed at all.

Summarised Comments:

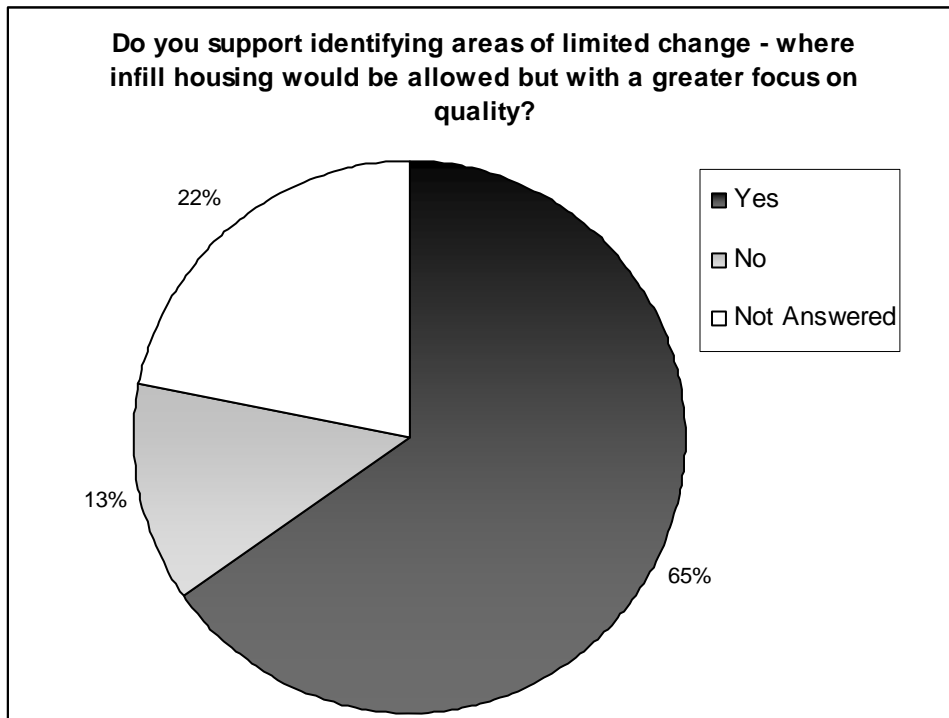
- Areas more than 500 metres from local shops and bus routes.
- Needs to be a lot of consideration given to issues around hillside views, and sunlight.
- It shouldn't be acceptable for people to be "built out".
- Some suburbs are now full, and should be able to retain their heritage character.

- Places distant from utility support lines (sewers, electricity, telephone, cables, roads) should not have infill housing. This makes for a better respect for the green environment while still encouraging closer metropolitan life.
- Areas with a heritage value in the form of a predominance of family homes dating from the 1930s and earlier should not lose their character through hotch-potch unsympathetic developments of incomparable housing styles.
- All areas with pre-1935 housing.
- The criteria for areas of stability needs to be well understood.
- Coastal areas.
- There should be no such area. If social demands and patterns mean that infill housing is a good idea, then that should not be constrained by Council bylaws. However, such development should be in line with the Residential Design Guide.
- Areas of stability will just cause beurocracy.
- Areas of stability will force house prices up further.
- Council should regulate, not control development.
- Stability areas will lead to less choice for present and future Wellingtonians.
- Infill should be tightly controlled everywhere.
- Site by site analysis and a fine-grained approach is important to identify and protect important heritage and character elements, and also to allow change where it is appropriate.
- Should infill housing be precluded from the Central Area of the city and substantial parts of inner residential areas, the potential to achieve the intensification associated with sustainability will be lost. Development in these central locations reduces the need for motorised travel to central destinations, and enhance the potential for sustainable development that is important for the ongoing vitality and success of the city.
- Over restriction on well-placed inner areas is likely to perpetuate vehicle dependent sprawl. It is also likely to lead to increased housing cost, compromising activity and growth in Wellington, particularly for those on low-incomes. This group includes university students.
- Katherine Mansfield Birthplace supports stricter rules governing infill and requests that there be no infill permitted in sites adjoining listed heritage sites, registered historic areas (unless it confirms to the style, materials, bulk and site coverage of neighbouring properties), and that all proposals for infill housing within 500m of a listed heritage site be notified.
- NZ Heavy Haulage Association Inc concerned about areas of stability as property owners will be constrained in their ability to redevelop their properties through infill. Consider that any concerns with regard to local amenity and the new building could be covered by attention to the quality and regard for their environment through the consent process. Suggest the District Plan should distinguish between intensification of houses and renewal of housing.

<p>Examples of specific suburbs</p>	<ul style="list-style-type: none"> ■ Oriental Bay, Hataitai, Seatoun Heights, Vogeltown, Karori, Aro Valley, Adelaide Road, Greta Point waterfront, Thorndon, Wadestown, Mt. Victoria, Mt. Cook, central Brooklyn, Newtown, Paparangi, Johnsonville, Berhampore, Hataitai, Melrose, Lyall Bay, Worser Bay, Scorching Bay, Seatoun, Roseneath, Hataitai, Wadestown, Sydney Street West, Glenbervie Terrace, Ascot Terrace, Johnsonville. ■ Tarikaka Settlement of old railway houses – stabilise the area to retain the character. ■ Hilly areas where access to sites is poor e.g. Strathmore, Beacon Hill area, Miramar Heights, Karori West, Maupuia and Seatoun Heights.
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5. Do you support identifying areas of limited change – where infill housing would be allowed but with a greater focus on quality? (provide examples)

Graph 7



65% of feedback supported identifying areas of limited change – where infill housing would be allowed but with a greater focus on quality.

Summarised Comments:

- Areas less than 500 metres from local shops and bus routes.
- Quality would mean taking into account the nature of the suburb, facilities available, and size of the sections. E.g. there may be room for four townhouses on the back of someone's large section, but is this appropriate when they are surrounded by single houses and have a single narrow driveway to reach the street. Perhaps two townhouses with larger sections would suit better.
- Quality needs to be defined. It should consider the physical character of the area being developed.
- Rules governing consents must be tightened so that neighbours are protected.
- Everywhere there is a historical value of the existing houses/landscape.
- Who is the judge of quality?
- Need to avoid the situation that has occurred in Auckland.
- The discussion paper indicates that areas of limited change are intended to protect character and heritage. As with areas of stability, should any areas of limited change proliferate to cover the majority of the older and inner residential areas of the city, this focus on cultural values may undermine the economic, social and environmental sustainability of the city.
- Irrespective of location, there should be a focus on quality. This would require good site planning and design decisions that optimise amenity both for residents and neighbours. However, quality concerns should be related not just to character and heritage values.

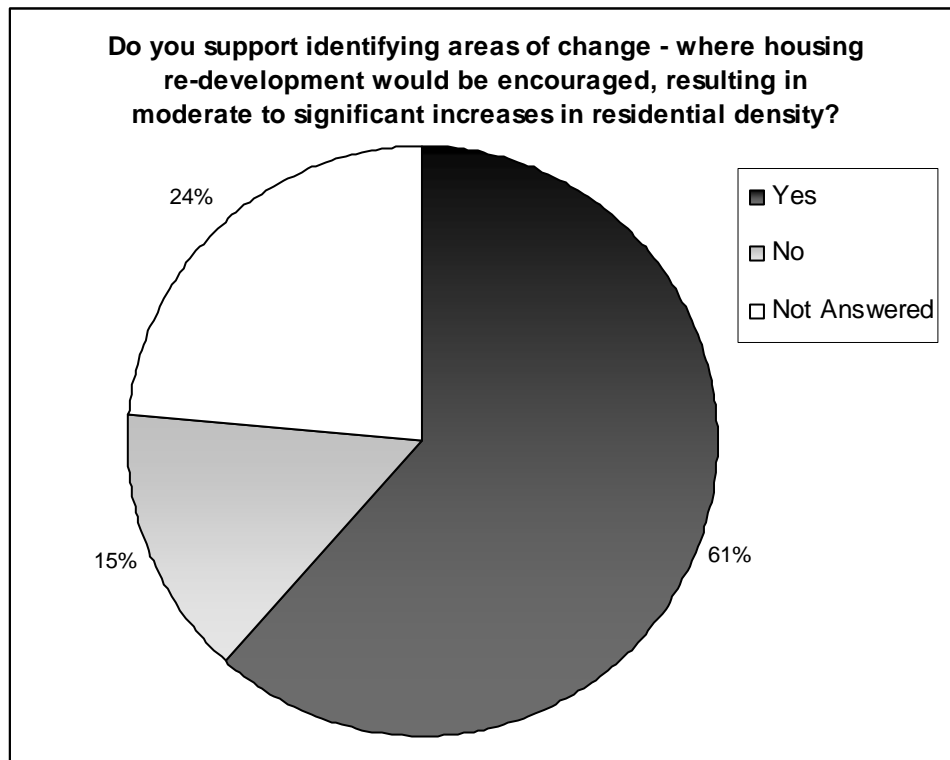
Examples	■ Khandallah, Seatoun, Marine Parade, Karaka and Scorching Bays, Evans Bay
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Parade, Oriental Parade, Petone esplanade, Mt. Victoria, Thorndon, Kilbirnie, Strathmore, Miramar, Tawa.

- Strong controls on areas of heritage and character e.g. Aro Valley, Thorndon, Mt. Victoria.

6. Do you support identifying areas of change – where housing re-development would be encouraged, resulting in moderate to significant increases in residential density? (provide examples)

Graph 8



61% of feedback supported identifying areas of change – where housing re-development would be encouraged, resulting in moderate to significant increases in residential density. 24% of people did not answer this question.

Summarised Comments:

- Around local shopping areas.
- Along frequent trolley bus routes.
- Close to public transport.
- Every city needs areas where there must be room for further development.
- A lot of people these days do not want grass lawns as they don't wish to look after them.
- Must be identified on a site-by-site basis.
- A continuation of current policy in the central area is generally supported. Other areas of change would include those areas close to infrastructure and suburban centres.

Examples

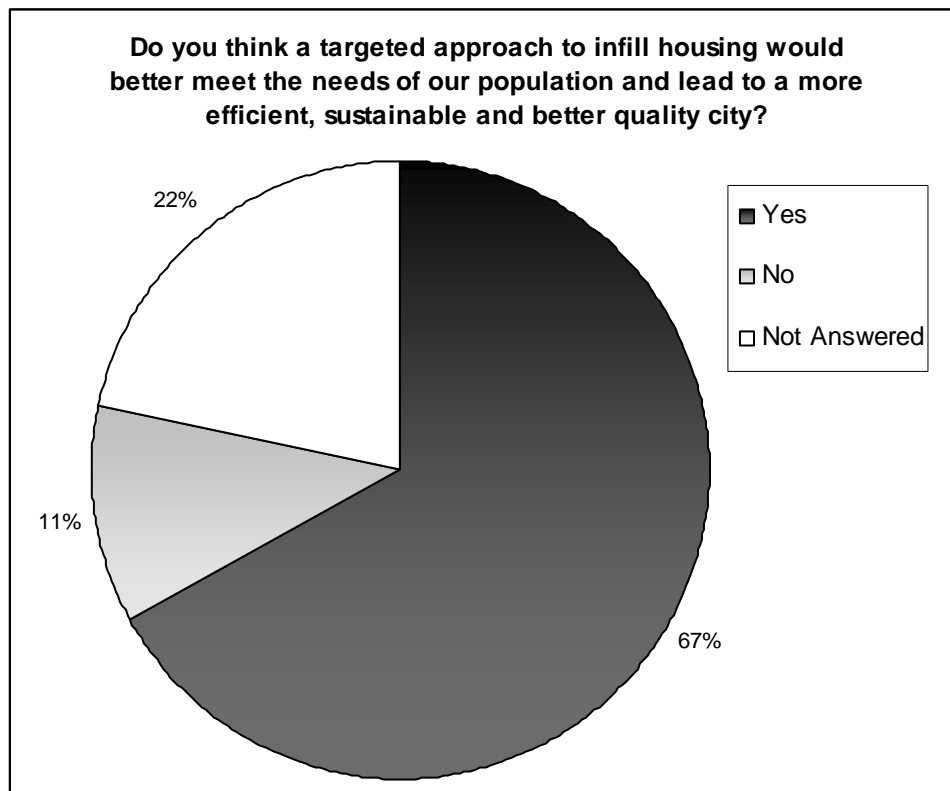
- Johnsonville – transport hub, retail hub and relatively well serviced. However

the existing infill housing seems to end up in Churton Park or on the hills away from the centre. Would make more sense to concentrate housing closer to the town centre.

- Central city – high rise apartments, as these would be in character here. E.g. Courtenay Place/Thorndon.
- Happy Valley, Karori, Kelburn, Khandallah, Newlands, Crofton Downes, Strathmore Heights,
- Mt Victoria and Newtown – it has the worst condition housing stock in Wellington.
- More land needs to be rezoned on the City fringes e.g. Berhampore, Ohariu Valley, Mapuia.
- Areas of old University land that could be developed more intensively such as Adams Terrace.
- University catchments.
- Develop in new suburbs e.g. Northern Growth area – new suburbs, new infrastructure, new communities.
- Harbour Quays

7. Do you think a targeted approach to infill housing would better meet the needs of our population and lead to a more efficient, sustainable and better quality city?

Graph 9



67% of feedback thought a targeted approach to infill housing would better meet the needs of our population and lead to a more efficient, sustainable and better quality city. Once again, 22% of feedback submitters chose not to respond to this question.

Summarised Comments:

- Higher residential densities concentrated in corridors such as along main trolley bus routes could allow those routes to eventually justify upgrading to light rail/tramway.
- The current approach to infill lends itself to building cheap, ugly, buildings at the expense of the surrounding residents. This will create poor communities.
- Quality of living of residents, over profit of developers.
- Don't believe that infill housing can be left to individual property owners and developers. Good, well thought out guidelines from Council should help direct growth to the parts of the city that can best support it and away from sensitive areas.
- The risk is that you end up with ghettos of overcrowded space.
- Supply and demand should be allowed to dictate.
- The current legislation is very effective and allows individuals to make the decision on developments based on their own merits. The proposed changes will create "hot spots" for development, as well as forcing house prices up in areas closer to town, and rental properties will become scarcer, driving investors, students and overseas dignitaries out of the Wellington region. The proposed change is only a political one, to suit the benefit of a few but penalise the capabilities of the many. This change should not be allowed, and the current housing guidelines should remain.
- Area boundaries and criteria for inclusion within these will be critical for success.
- The targeted approach needs to allow for area for children to play within sections.

8. Additional Comments

<p>General consultation feedback</p>	<ul style="list-style-type: none"> ■ This is the most clear, concise, comprehensive and well-integrated communication about a matter of significant public interest that I have ever seen from either a local or central government organisation. ■ Glad that this discussion paper is out for consultation and that people are thinking about the long-term future of Wellington city. ■ Would like to see an audit of public facilities and infrastructure, with a timeline for implementing the recommendations of any such audit, before any changes to the district plan with regards to infill housing takes place. ■ Consult on areas identified for change, limited change and stability when they are decided. ■ Clarification in further documentation needs to include: “How will ‘areas’ be defined and how extensive or constrained will these be – a few sections, or whole suburbs?”, “Do Council and residents share a common understanding of the meaning of “quality” in associated with areas of limited infill?”, and “What sort of ‘facilitation’ will be offered to developers in ‘areas of change’”? ■ Any further documentation should provide clear maps with explanatory text. ■ Develop realistic transport solutions for Karori and Northland before targeting these areas for infill or intensification. ■ What is a key employment area? ■ Who decides what ‘local character is special’?
<p>Requirements of new infill</p>	<ul style="list-style-type: none"> ■ Should be high standards of energy efficiency and water-tightness built into new developments. ■ Each individual residence should be required to provide 2 off-street car parks. ■ A requirement of infill housing should be that a minimum land area of 400m² result for each section following subdivision, and that no building be allowed any section of less than 400m². The same rule should apply to cross lease and unit title developments, requiring each separate residence to have its own 400m² section. ■ Infill housing should be allowed, but with strict limitations on quality and architectural style of the new home being constructed. It must also take into consideration privacy and ease of access. ■ Educate developers. ■ Multi-unit terrace houses should be allowed but only if they provide some outside space, even communal outside space. ■ Increased ground cover should be allowed if developments are kept low-rise. ■ Adequate services available to support the infill – infrastructure, schools, transport. ■ Height restrictions to enable existing surrounding property dwellers to continue enjoying privacy and views. ■ Noise restrictions if a workplace forms part of the infill development. ■ Dangerous area restrictions e.g. a block of flats cannot be built in an area where there are surrounding dwellings that are not fenced. ■ Restrictions on the number of tenants that can occupy a multi-tenant dwelling to avoid over-crowding. ■ Walls directly outside windows must not be allowed. The principle of due

	<p>regard for existing quality of life, light, and views must be available to all.</p> <ul style="list-style-type: none"> ■ Building a 'granny' flat should be encouraged as a way of permitting families to live more closely and economically together, should they wish. With an ageing population, a rest home may not be the best option. ■ Design of development should be sensitive to the physical characteristics of the area to preserve amenity values and green space. ■ High density should be high quality. More emphasis needs to be placed on aesthetics. ■ Apartment blocks need public green spaces and parks around them. ■ High rise should be away from northern boundaries. ■ Scale and bulk of apartment block should relate to the surrounding buildings. ■ If a development is of such poor quality that it is going to devalue the surrounding area, then it should not be built. ■ Double glazing in new infill developments should be made mandatory to avoid noise pollution. ■ Log burners should need a permit when infill housing is built on the level lower to the neighbouring houses as the smoke can cause a nuisance. ■ Take into account earthquake risks of infill on steep slopes and ground shaking areas e.g. Breaker Bay. ■ GWRC suggests that all areas targeted for infill and other forms of intensification should provide easy access to passenger transport services (i.e. be within five minutes walk of a bus stop, train station or ferry terminal). This should not preclude areas where future passenger transport services could be introduced but are currently not feasible due to insufficient patronage. ■ Biodiversity must be retained.
Effect on neighbours/residents	<ul style="list-style-type: none"> ■ Views in Khandallah being affected by infill housing. ■ Quality of life for residents is the most important thing to consider. ■ Infilling should always be done with building a stronger community as the main objective. ■ People's homes have been destroyed by neighbours infilling. They experience loss of privacy and sunlight. ■ Noise pollution from infill being developed too close to the adjoining property. ■ Reduction in street parking available. ■ All neighbours should be notified about consents and given the opportunity to be heard. ■ Infill in Island Bay has put pressure on the school roll and means local children are having to go to school outside of the area. ■ Wellington International Airport Limited concerned about the increase in infill around the airport, that could potentially lead to more complaints about noise levels. The area within the air noise boundary should be one of stability.
Quality	<ul style="list-style-type: none"> ■ At present, the rules in the District Plan can be manipulated to allow large-scale infill housing. ■ Value the open spaces created by people having large gardens and especially value the trees. Dislike infill housing because mature trees are nearly always removed for development. The green areas enhance the

	<p>city.</p> <ul style="list-style-type: none"> ■ Should be quality rather than quantity of infill. ■ The Architectural Centre Inc suggests the Council combine the following to achieve quality: <ul style="list-style-type: none"> - an urban design panel - peer review - charette development - more notified resource consents - WCC to set the standard and stick to it (rather than taking the approach of simply facilitating development, such that any improvement of dire schemes makes them acceptable) - Widely publishing proposals that are approved to become models for future development.
Affordable housing	<ul style="list-style-type: none"> ■ Concerned that this will mean creating more state and Council housing, and the social issues that come with it. ■ Victoria University of Wellington is conscious of ensuring appropriate student accommodation is provided. Low cost accommodation, conveniently close to teaching facilities is important for students, and the potential for staff to find housing reasonably close to the University is also desirable. This is convenient, environmentally responsible and reduces impacts on infrastructure. <p>Housing New Zealand Corporation feedback:</p> <ul style="list-style-type: none"> ■ HNZN's homes in the region don't appropriately match current and projected housing demand in terms of location. Regional demand is highest in Wellington City where HNZN has fewer homes and lower in Porirua and Hutt Valley, where HNZN has more homes. HNZN views a targeted approach to infill housing as important strategy to better balance the over-supply of social housing in some areas and the under-provision in others. ■ HNZN supports the concept of the 'growth spine' proposed as part of the targeted approach and supports the enabling of appropriate intensification to better meet housing needs and provide more opportunity for affordable, well-located housing. HNZN owns a significant number of residential properties in Wellington, including clusters of properties in Strathmore Park, Karori West, Ngaio, and Johnsonville. Clusters of properties held in the same ownership have excellent potential for comprehensive redevelopment and targeted intensification. ■ The added significance of HNZN properties to the targeted approach is that their specific purpose is to provide good-quality affordable social housing. Good quality is a key principle of HNZN new residential developments, as set out in the HNZN Design Guides. ■ HNZN's homes in the region don't appropriately match current and projected housing demand in terms of size. In general, there is an under-supply of smaller one of two-bedroom homes and an under-supply of larger four-plus bedroom homes. Wellington is experiencing a change in housing demand, like most metropolitan areas of New Zealand. The key drivers for changing housing need are summarised below: ■ HNZN views a targeted approach to infill housing as important strategy to better meet the needs of a changing population in terms of housing requirements: <ul style="list-style-type: none"> ➤ <u>Change:</u> ageing Population

- Housing requirement: smaller homes and supported housing
 - Change: De-institutionalisation of mental health patients
 - Housing requirement: supported housing
 - Change: smaller households due to later household formation or family break-up
 - Housing requirement: smaller homes
 - Change: Larger ethnic households
 - Housing requirement: larger homes
 - Change: Housing for released prisoners
 - Housing requirement: increased demand for homes, including supported housing on release
- HNZC supports the key principle of the targeted approach to provide more opportunity for good quality, affordable housing in the city. There is currently a significant under-supply of affordable homes in Wellington.
 - HNZC supports the proposal for Council to work with government agencies and private developers to ensure a percentage of affordable (but high quality) housing is included in major development schemes.

Examples

Good infill examples:

- Good and bad infill in Agra Crescent.
- Aro Street
- Mitchell Street, Brooklyn – recent development of four to five detached family-sized houses on surplus water reservoir land are very successful. They are well integrated and of an appropriate quality and density for this area.
- CAS residential development in Kilbirnie near Placemakers – good infill.
- Infill housing in Oriental Bay.

Bad infill examples:

- Old Coach Road, Johnsonville – lack of planting.
- Cockayne Road – issues with on-street parking. Difficult for bus drivers.
- Mitchell Street development has destroyed privacy and quality of life of neighbours. They have pushed Council development restrictions to the extreme.
- Kipling Street – no grass or garden around new town houses.
- New high-rise apartments in Oriental Bay an example of infill where emergency services will be unable to get access to the properties at the side of them. E.g. a fire could seriously impact the neighbours.
- Brooklyn subdivision
- Recent infill in Miramar doesn't take into account character of the surrounding houses.
- Onslow Road – has created a scorched earth zone on a steep hillside which looks in danger of collapse.
- Cortina Avenue, Johnsonville – building on steep cliff face.

- Camperdown Road, Miramar
- Park Road, Miramar
- Developments on small sections in Berhampore
- Infill on Helston Road, Johnsonville
- Breaker Bay – people have removed/altered existing dwellings in order to gain short term financial advantage. Little consideration given to terrain stability, underwater springs, maintaining the unique character of each community, and the flow on effects of the increase of population in the area.
- Removal of useable housing in Seatoun/Miramar area (Falkirk Street/Ira Street) and replaced with 3 storey town houses or multi storey buildings having no concern on the effect on neighbouring properties.
- Greta Point – poor transport and infrastructure access and will be difficult to maintain long-term due to the close proximity to the sea.
- Onslow Road townhouses.
- Ngaio – a lot of infill recently, some good and some not good.
- Everest Street, Khandallah – three large dwellings on on a section originally designed for one dwelling.
- Khandallah – infill in Omar Street has put pressure on infrastructure – footpath, street, wooden one-way bridge, road signs, and drains. Little additional parking in the new developments has lead to people parking on the footpath.
- Nicholson Road, Khandallah – developments are causing run-off and erosion.
- Hobart Street and Ellesmere Ave – development is out of context with the neighbouring properties.
- John Sims Drive, Broadmeadows – built on a steep slope leading down to Burma Road. Poor example of what a community needs. Off street parking is a hazard to both traffic and pedestrians.
- Cooper Street, Karori.
- Stoke Street West – poor infill.
- Hanson Street and the former Boys' Home in Mt Cook are examples of bad infill practices.
- Brooklyn Rise: Todman Street and Mornington Road.
- Hawker Street, Mt. Victoria.
- Simpla Crescent, Khandallah.
- Ira Street, Miramar.