

Appendix One: Questionnaire

Scenario 1

1. What aspects of this scenario do you like? (open text)
2. What don't you like? (open text)
3. What changes would you make? (open text)
4. To what extent do you agree or disagree that scenario one meets the following objectives?
(strongly disagree/disagree/neither agree nor disagree/agree/strongly agree)
 - A compact and liveable community
 - A community where you can access native flora and fauna
 - A well connected community with facilities and activities to suit a range of needs
 - Good public transport connections
 - Good active transport connections
 - Housing types that meet a diverse range of needs
 - A community designed to be environmentally responsible
 - Natural and traditional (stormwater) infrastructure
5. Please add here any further comments you would like to make about scenario one (open text)

Scenario 2

6. What aspects of this scenario do you like? (open text)
7. What don't you like? (open text)
8. What changes would you make? (open text)
9. To what extent do you agree or disagree that scenario two meets the following objectives?
(strongly disagree/disagree/neither agree nor disagree/agree/strongly agree)
 - A compact and liveable community
 - A community where you can access native flora and fauna
 - A well connected community with facilities and activities to suit a range of needs
 - Good public transport connections
 - Good active transport connections
 - Housing types that meet a diverse range of needs
 - A community designed to be environmentally responsible
 - Natural and traditional (stormwater) infrastructure
10. Please add here any further comments you would like to make about scenario two (open text)

Scenario 3

11. What aspects of this scenario do you like? (open text)
12. What don't you like? (open text)
13. What changes would you make? (open text)
14. To what extent do you agree or disagree that scenario three meets the following objectives?
(strongly disagree/disagree/neither agree nor disagree/agree/strongly agree)
 - A compact and liveable community
 - A community where you can access native flora and fauna

- A well connected community with facilities and activities to suit a range of needs
 - Good public transport connections
 - Good active transport connections
 - Housing types that meet a diverse range of needs
 - A community designed to be environmentally responsible
 - Natural and traditional (stormwater) infrastructure
15. Please add here any further comments you would like to make about scenario three (open text)

Demographic questions

Which of the following age groups do you fall into?

- Under 18
- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75+
- Prefer not to say

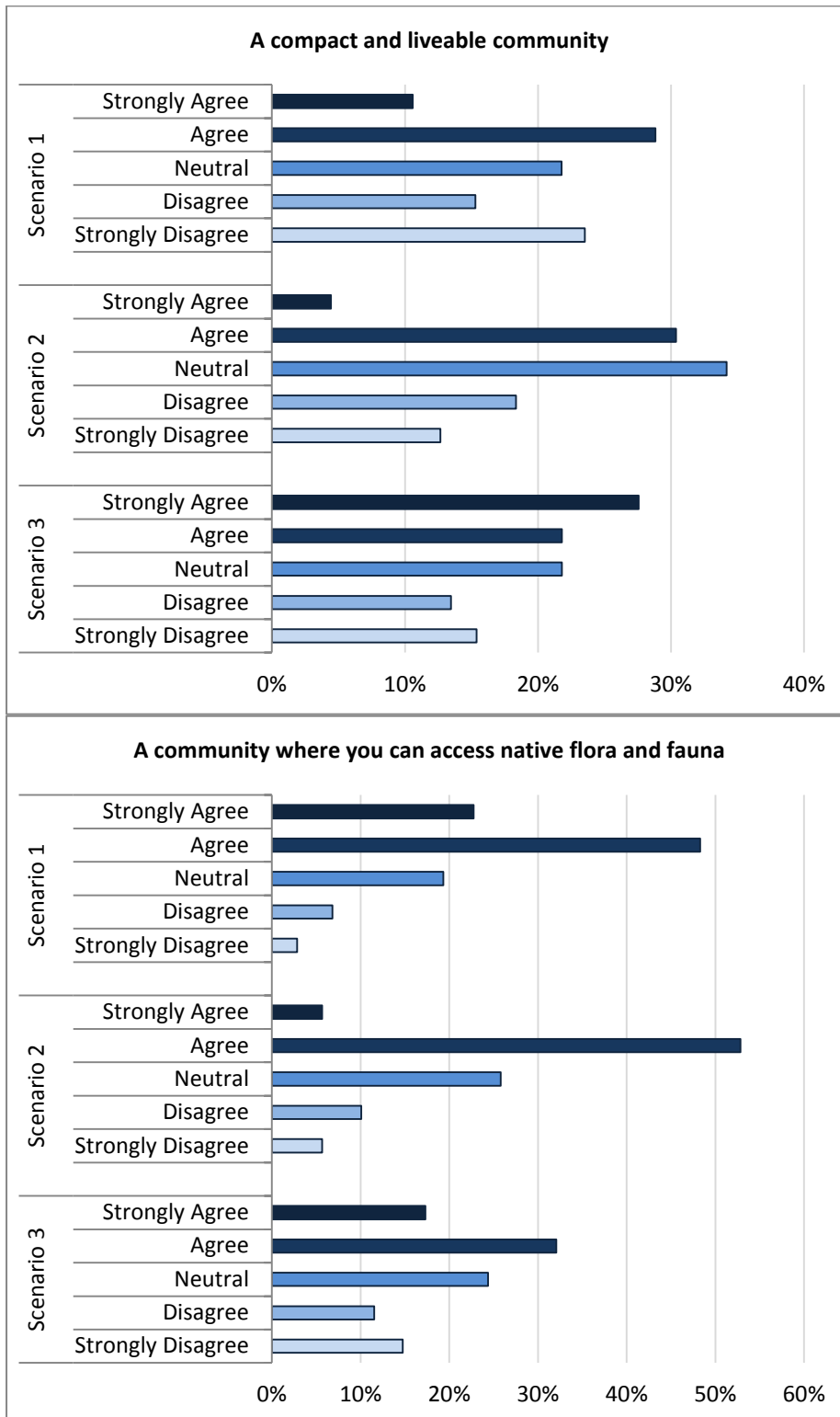
Which of the following best describes your household?

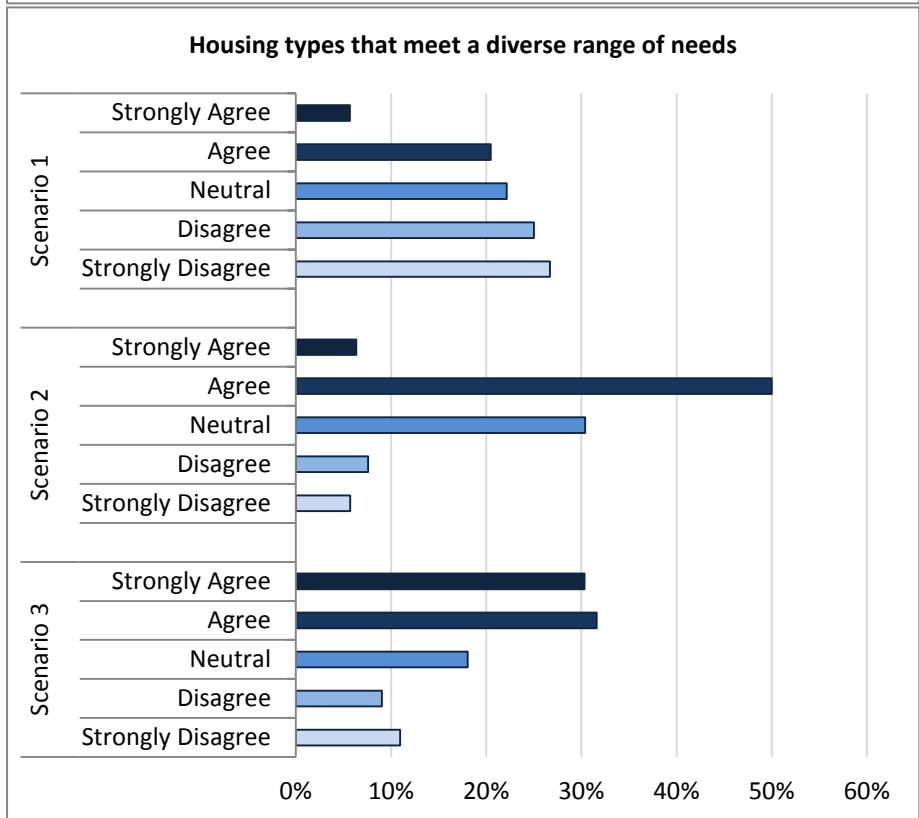
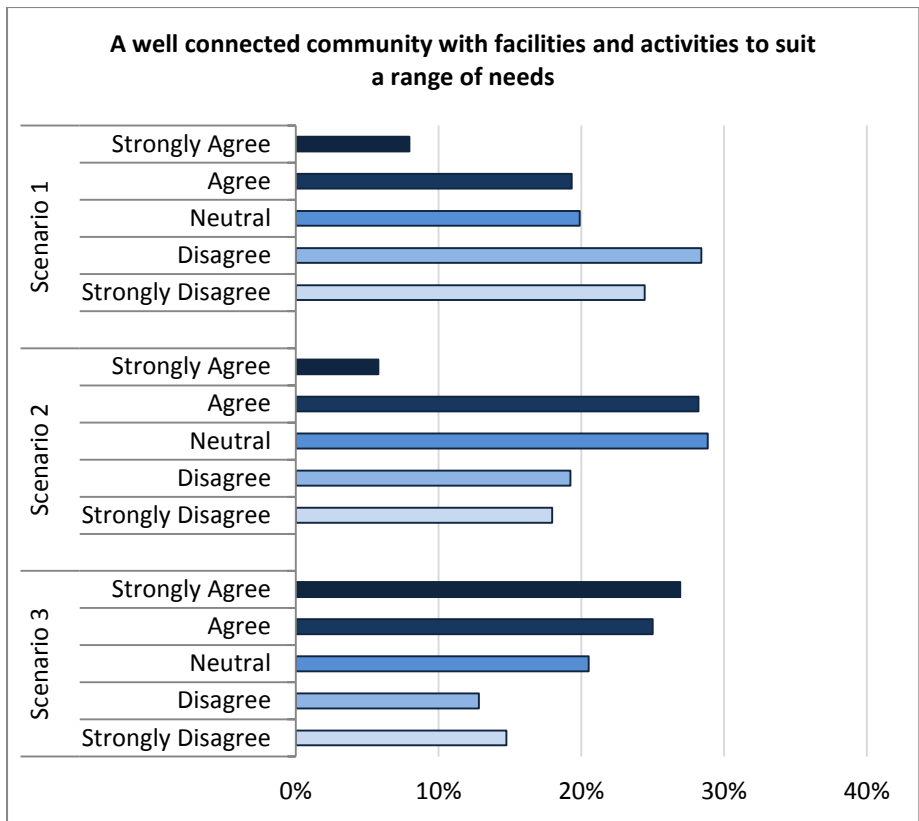
- Couple without children
- Household with youngest child under 5
- Household with youngest child 5 to 13
- Household with youngest child 14 or over
- Couple with children who are no longer living at home
- Single/one person household
- Flat - not a family home
- Other (please specify)

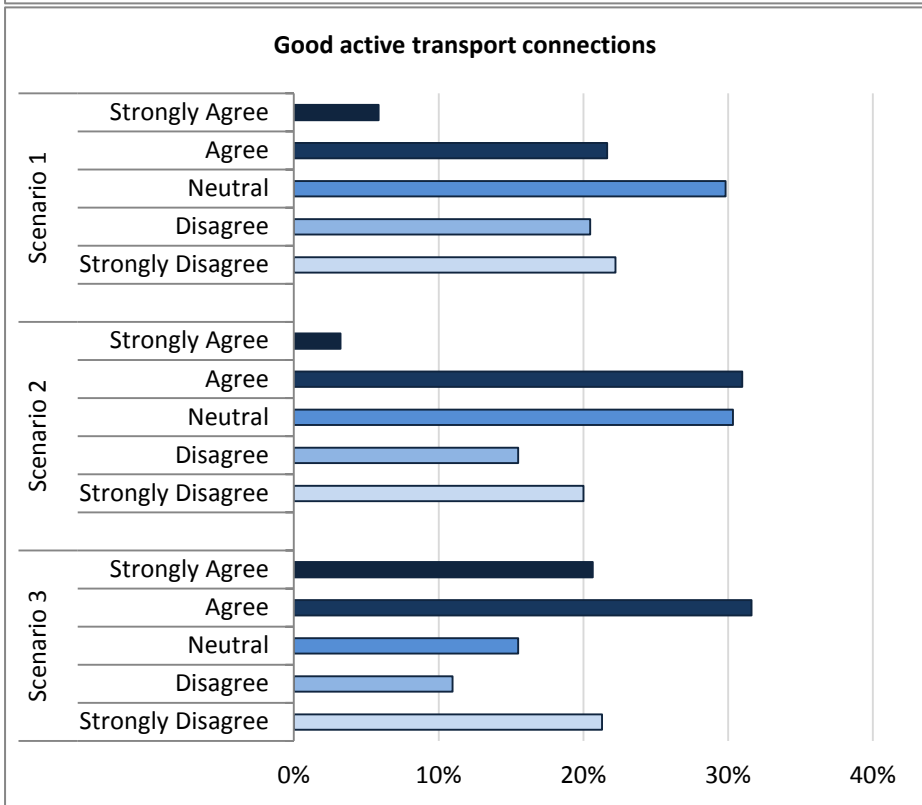
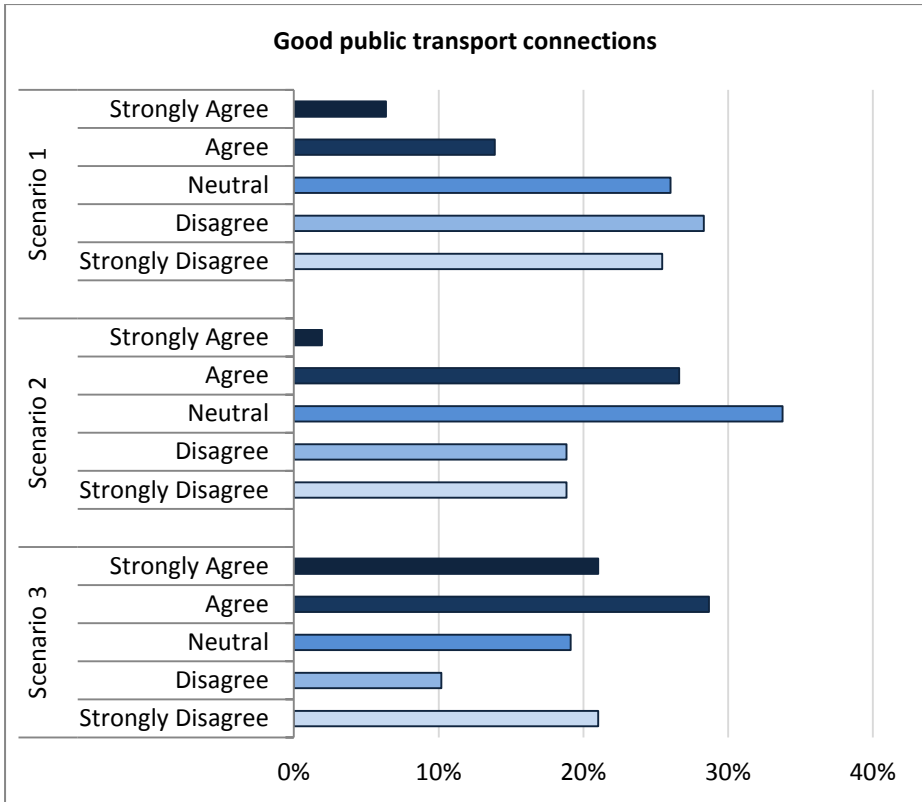
Which suburb do you live in?

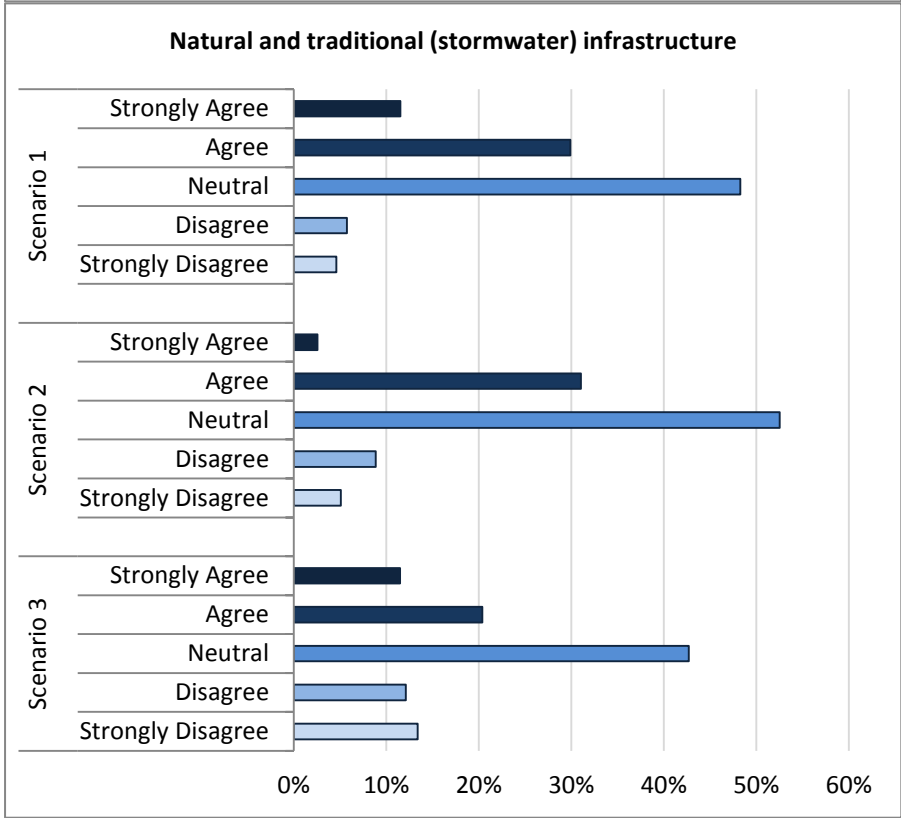
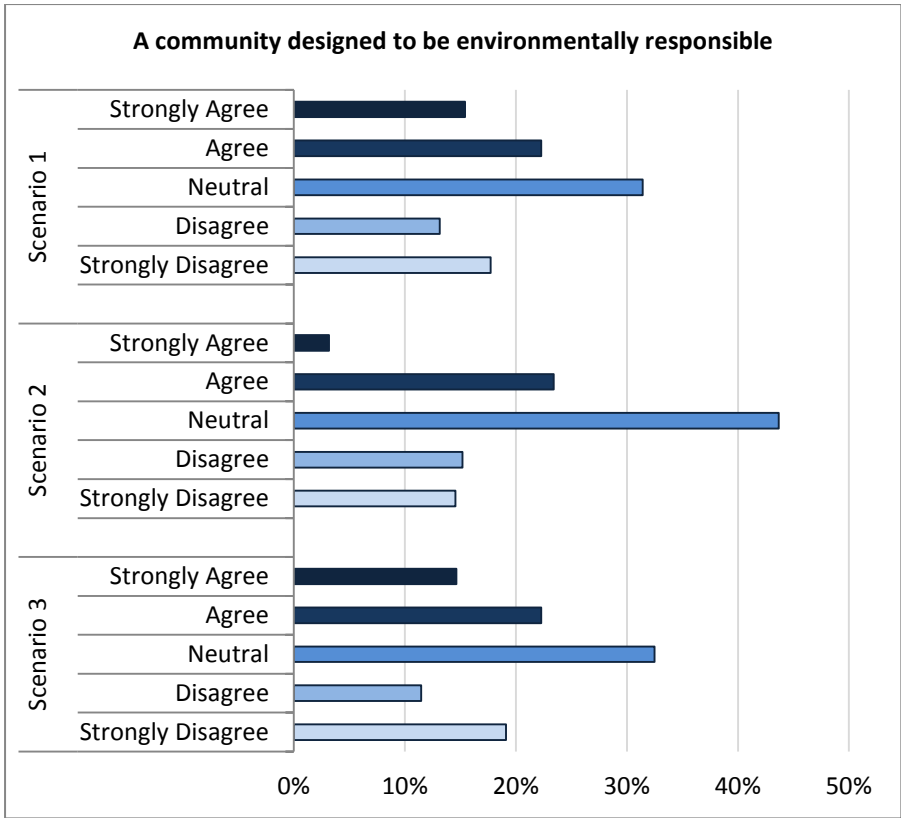
Aro Valley	Berhampore	Breaker Bay	Broadmeadows
Brooklyn	Churton Park	Crofton Downs	Glenside
Grenada North	Grenada Village	Hataitai	Highbury
Horokiwi	Houghton Bay	Island Bay	Johnsonville
Kaiwharawhara	Karaka Bays	Karori	Kelburn
Khandallah	Kilbirnie	Kingston	Lyll Bay
Makara	Makara Beach	Maupuia	Melrose
Miramar	Moa Point	Mornington	Mount Cook
Mount Victoria	Newlands	Newtown	Ngaio
Ngauranga	Northland	Ohariu	Oriental Bay
Owhiro Bay	Paparangi	Pipitea	Rongotai
Roseneath	Seatoun	Southgate	Strathmore Park
Takapu Valley	Tawa	Te Aro	Thorndon
Vogeltown	Wadestown	Wellington Central	Wilton
Woodridge	Other (please specify)		

Appendix Two: Full results for criteria questions



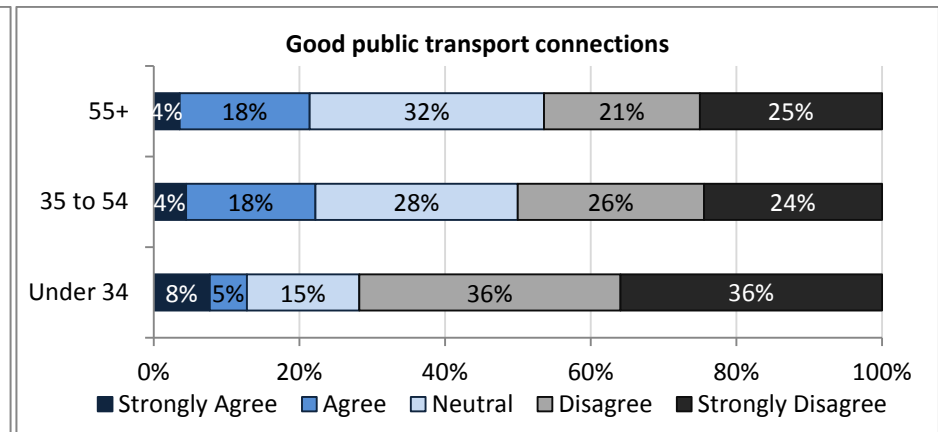
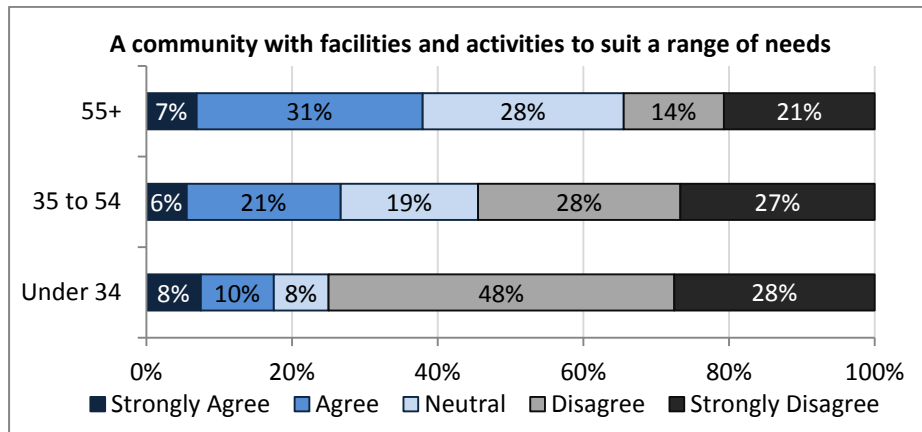
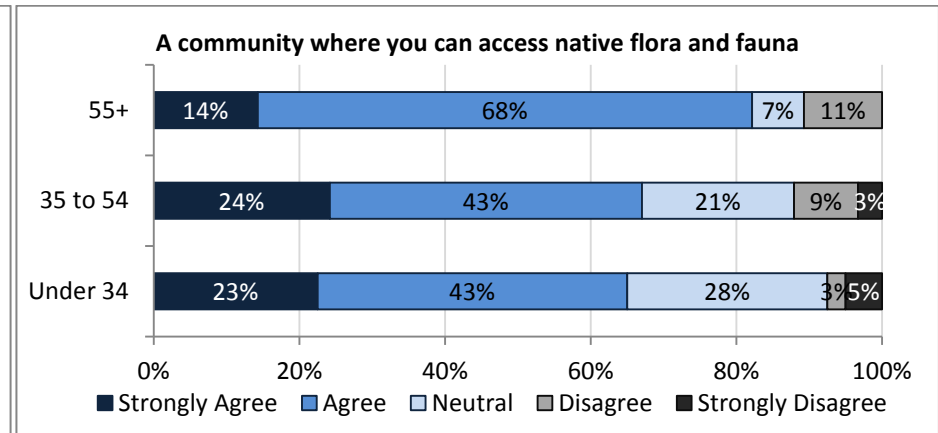
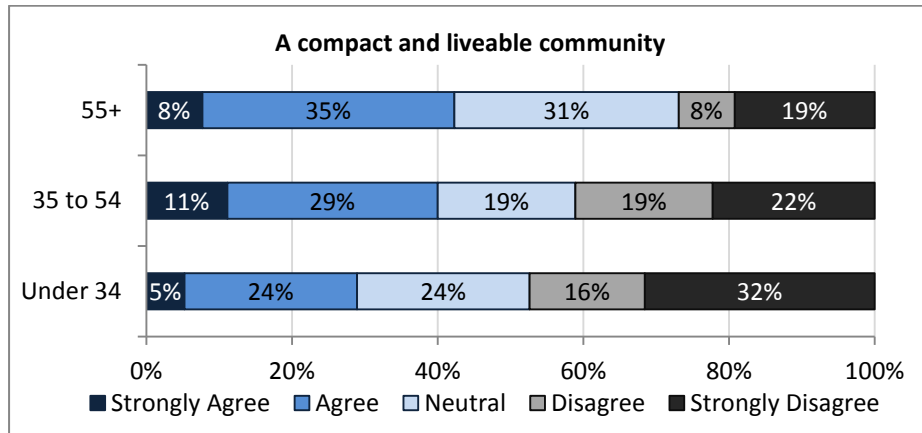




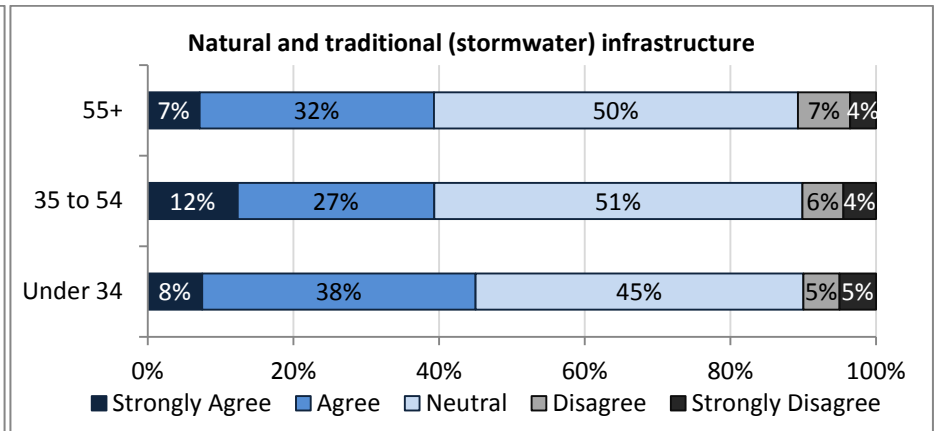
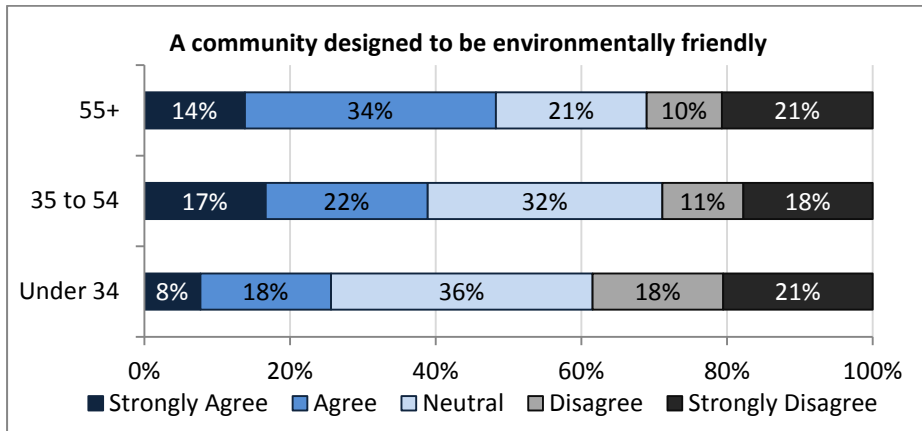
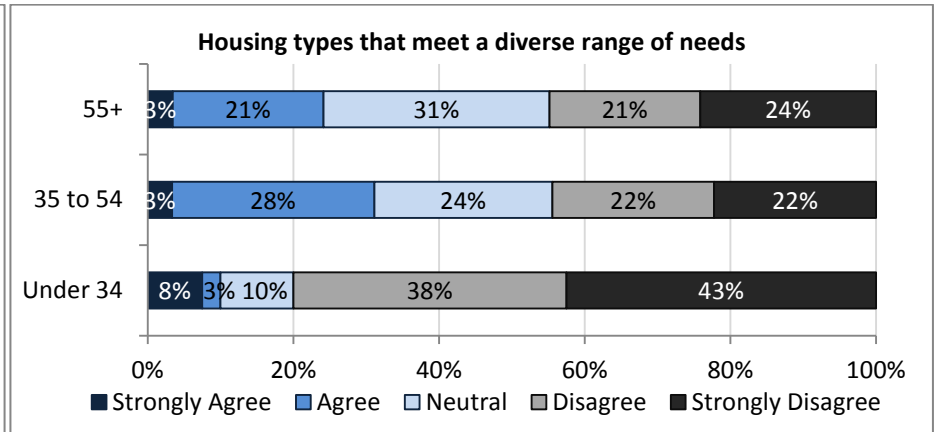
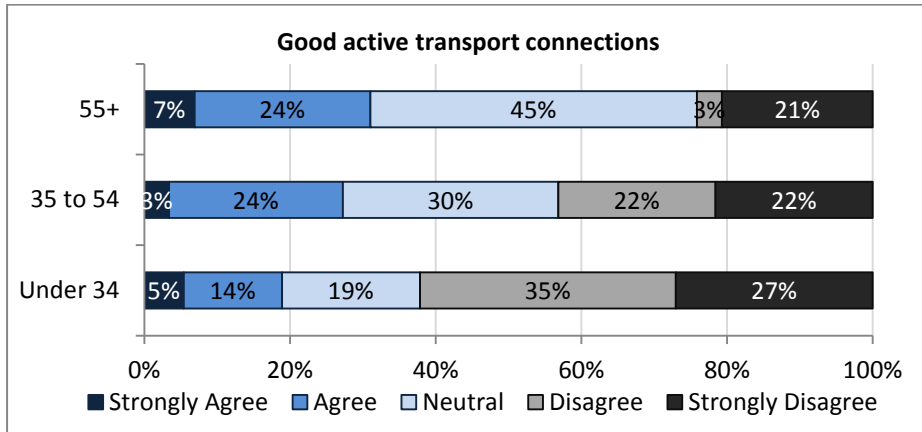


Appendix 3: Details of responses by age and scenario

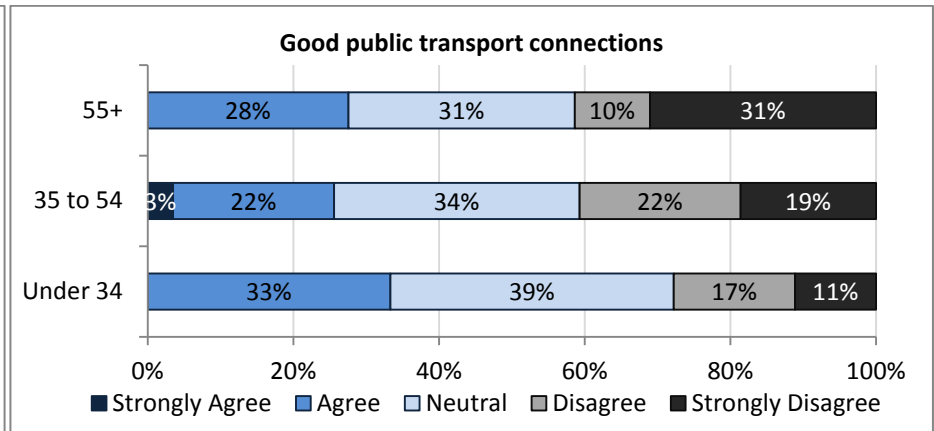
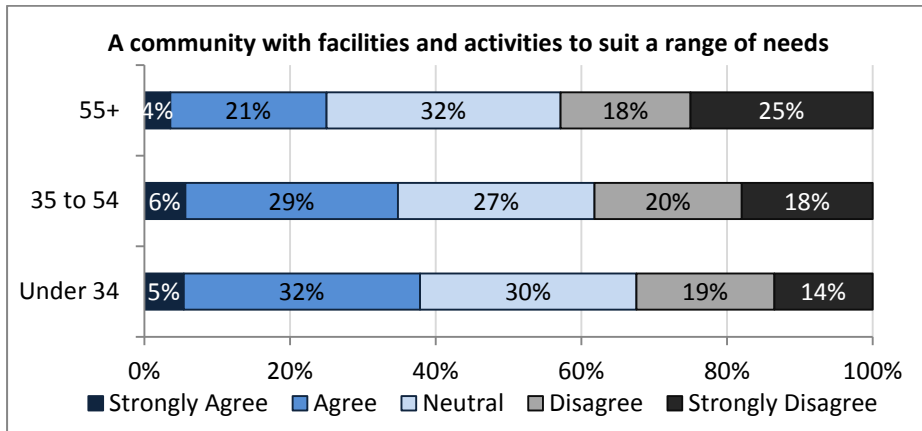
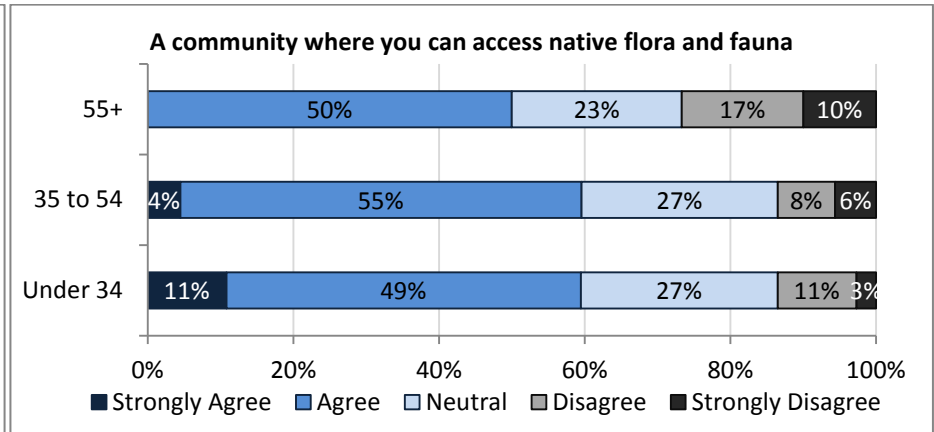
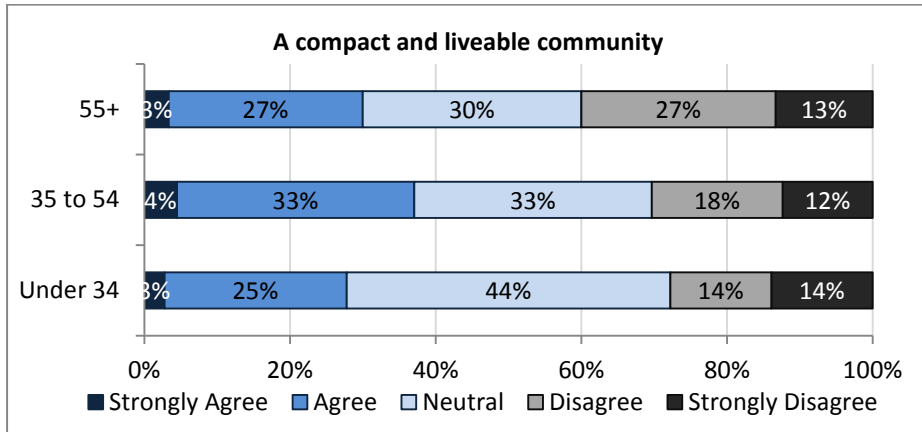
Scenario 1



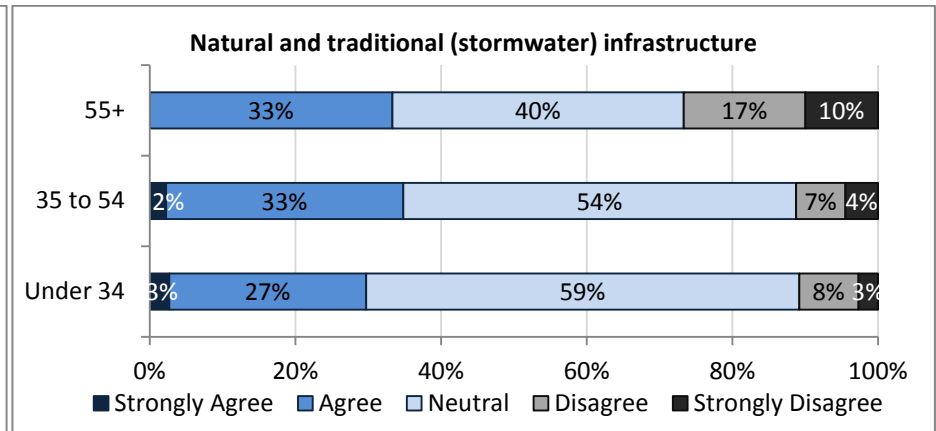
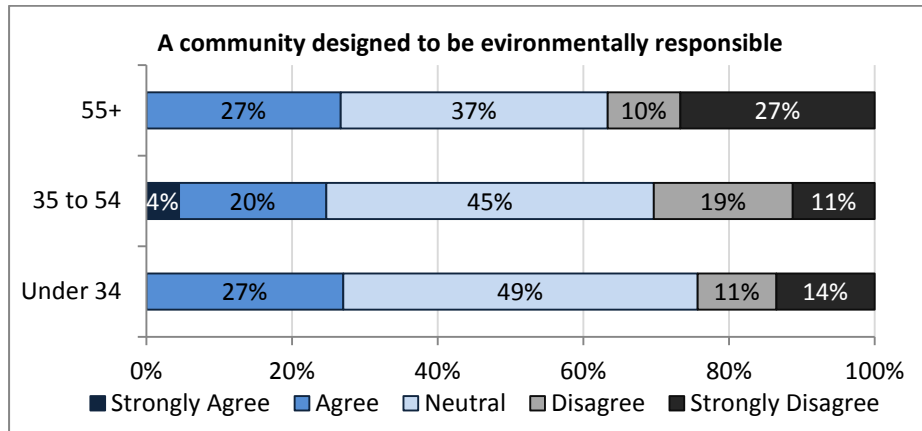
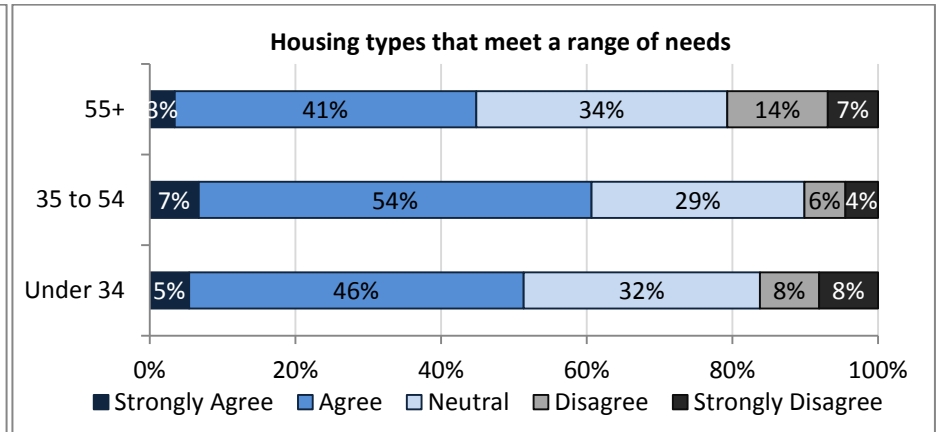
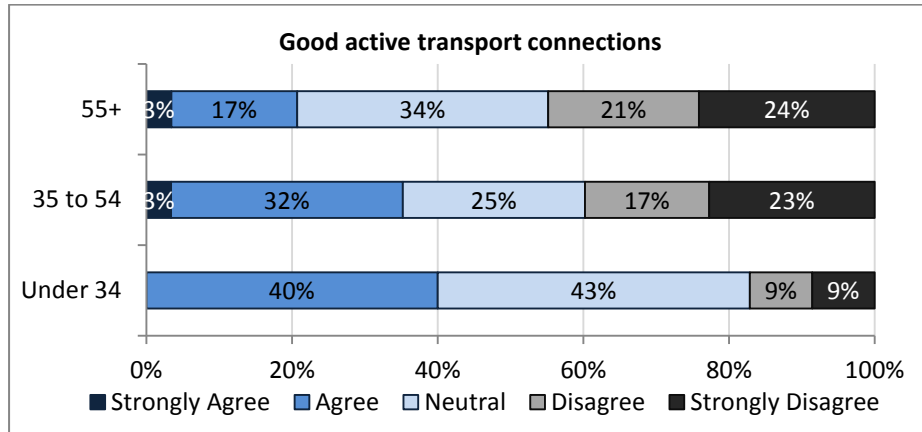
Scenario 1 continued



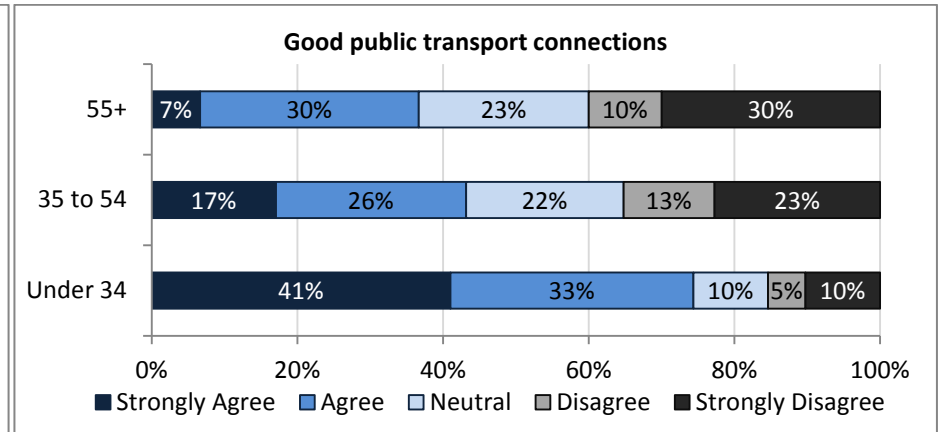
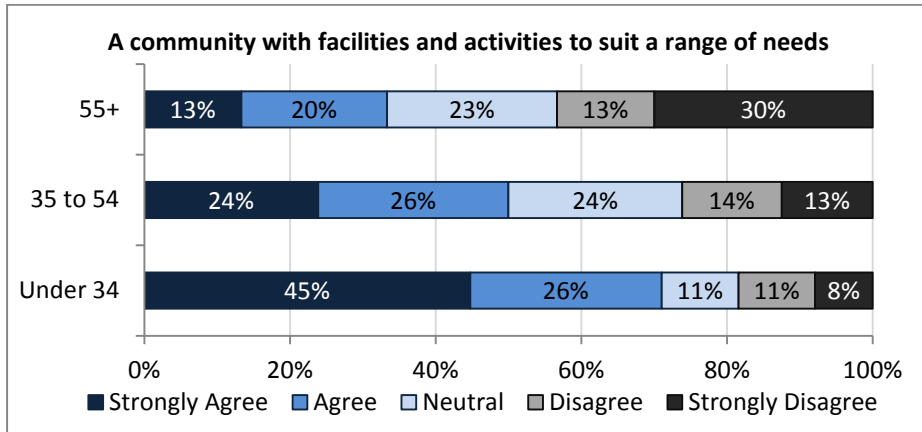
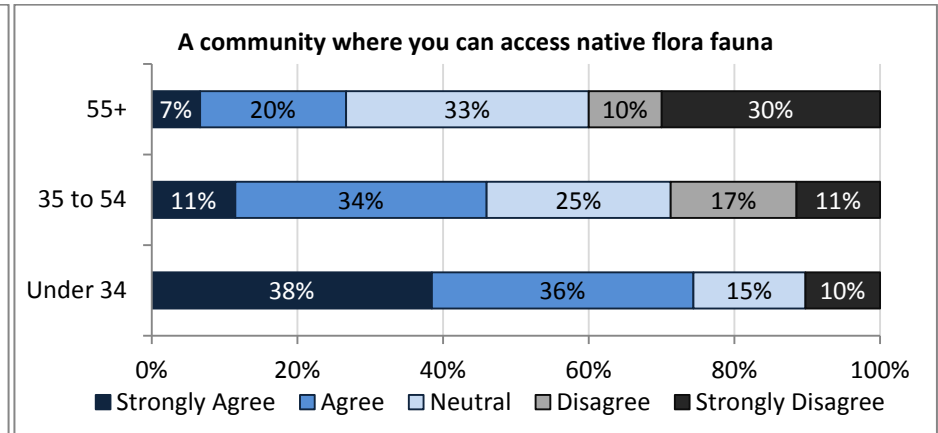
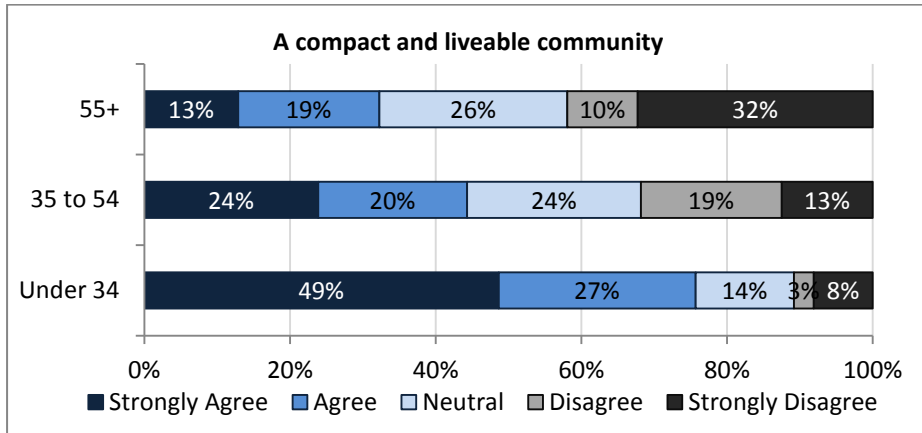
Scenario 2



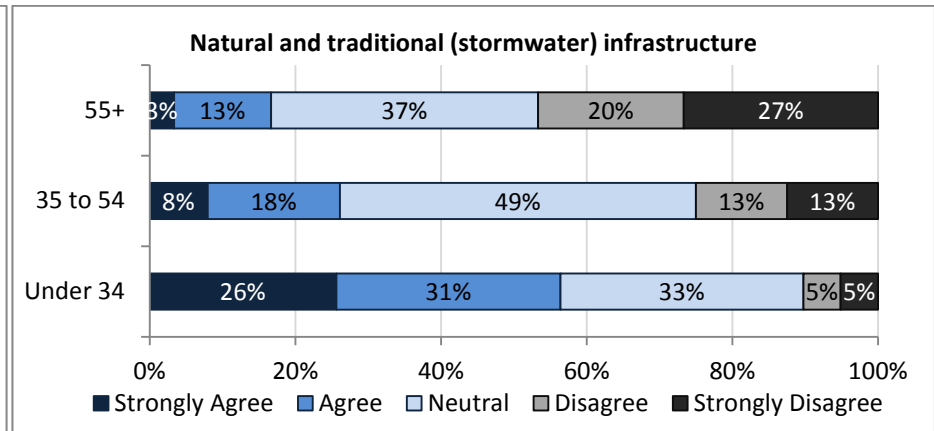
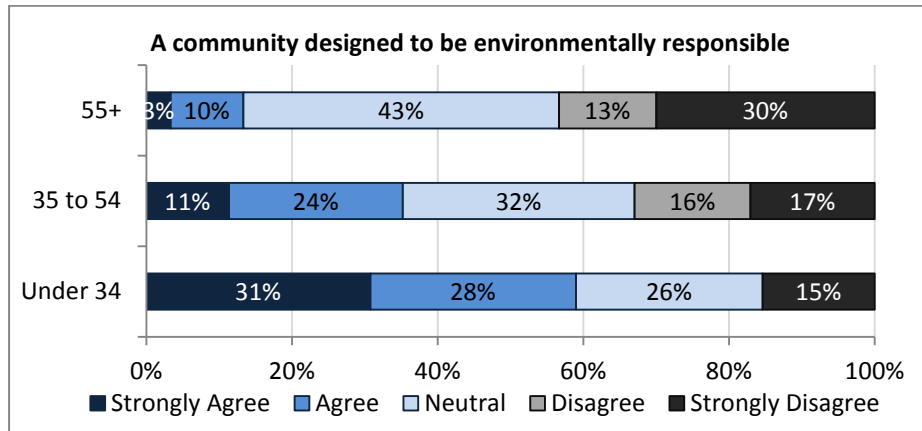
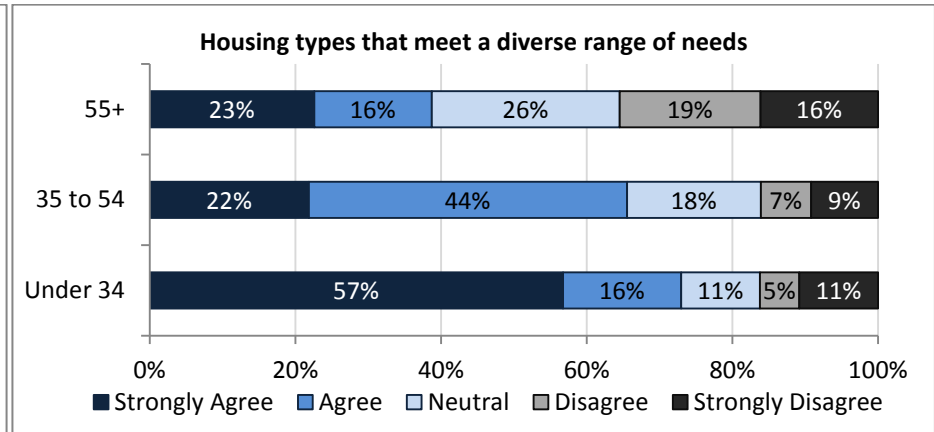
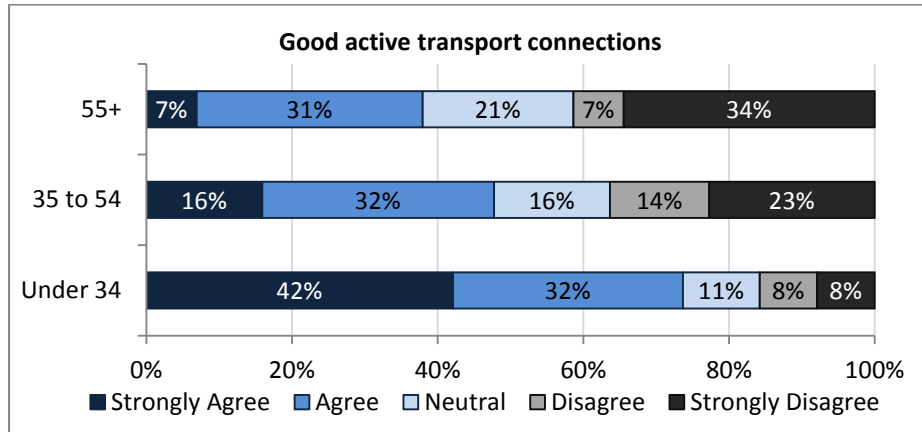
Scenario 2 continued



Scenario 3



Scenario 3 continued



Appendix Four: Verbatim comments by scenario, sentiment (like/dislike/suggested change/other) and theme.

Scenario 1 - Like

Housing

- *(That there is...)* less housing.
- More houses that are needed
- Can't be done soon enough, housing is under pressure in the capital
- Low density is great, as thought will need to be put into the impact on the gradient of the site, and access and egress from the development in normal day to day use and in emergency situations.
- That those unused spaces will be of use and the thought of affordable/available homes for families.
- The simple fact of more homes.
- The inclusion of apartments in the plan - not everyone wants or needs a garden
- More standalone homes
- Fewer houses
- The low density housing. There is no need for high density housing in this area without quick access to rail networks, otherwise it is just too many more cars on the road.
- Like the idea of mainly standalone houses with some terraced. Purely from the traditional 'like the space' argument.
- It is similar to housing nearby, everyone knows what this looks like and a lot of people aspire to own this kind of new home
- The terraced and duplex housing option
- I like the space each house gets!
- Fewer houses over the other scenarios
- The fact that the number of houses is low.
- I like that it has fewer houses instead of trying to pack in as much housing as possible.
- Mix of housing options available
- The overall plan for Stebbings Valley under the Northern Growth Management Framework is creditable as a solution to Wellington City's continued expansion northwards. Alternative housing types mean that new settlers will be able to choose from the range of options available to them in the first instance while subsequent buyers will have an established quality market which is affordable and workable because the infrastructure is already in place. Wellington's physical conditions are not conducive to low-cost housing developments but the Council is to be commended for making all the right decisions when planning this attractive new housing project.
- That the housing is low density.
- Lower number of houses. That there is more housing.
- Low density of housing.
- That there will be more houses in Wellington area
- More housing

- This is my preferred option. The housing is less dense and the valley has a lower population giving the residents a feeling of privacy and space. Larger sections.
- Individual houses rather than connected.
- Lower number of houses.
- Adds capacity to existing suburbs/areas without creating a new suburb.
- Larger sections
- The low density which means less impact on the hillside, and surrounding suburbs; Ohariu Valley and Tawa.
- I accept that development of the Upper Stebbing's land is inevitable. I like the low density.
- There are not too many new homes as we don't want the place turning into a ghetto crushed full of people with no green areas.
- Housing in Wellington will always be a good thing.
- I like the idea of scenario 1 as the best option because the large standalone houses which will create the best community environment. There will be families living there permanently. Stacked units and apartments will possibly have more rental people who are generally transient and who might not have the communities' values at heart especially if slum lords move in and a ghetto type scenario might happen.
- This is nice because of the very low amount of new development.
- Whilst this will be short of where WCC want to be in being able to house people, this could be considered stage one of a two stage development, where additional housing is created later in the development process.
- Small and contained.
- It has low impact on the community as a smaller number of houses are built.
- Only like the large and small lot standalone structures.
- Some well managed building is needed so our kids can one day aspire to afford a home in Wellington.
- Everyone gets their private backyard
- Housing density and types of houses are similar to neighbouring areas.
- Few houses.
- Provides additional housing that is essential to remain affordability in the Wellington region.
- It is logical to build houses around Churton Park as roads have already been built.
- Low density housing.
- The best development option re housing - needs to stay in keeping with the area. Churton Park and Tawa are areas with lots of open space, nature, and new development shouldn't change this. Lowest number of houses
- The new land for a small number of new sections.
- The houses are clustered together to create a community.
- I like that houses wouldn't be squished in

Parks and Nature

Natural environment

- Large amounts of green space.
- Reserves protected
- Maintaining natural landscape and features.
- I like the preservation of natural features.
- Green space.
- There's a large amount of green space and relatively low-density housing.
- Large nature areas are preserved.
- That the existing nature is being protected.
- The respect for nature and keeping as many aspects as practical.
- Protection of natural habitat and streams.
- The existing natural environment protections - natural habitats and streams are protected.
- Protected natural habitat
- Leaving the hills as green public reserve space to run from Tawa across to Glenside and through to Churton Park. Public reserves are vital for quality of life, healthy residents and ecosystem. Allowing the hills as protected restoration and recreation land is a very sensible and respectable thing to do to ensure sustainability and liveability for future generations. I also like the idea of leaving the stream be, it is always sad seeing streams culvert for developments. The connections through the reserve corridor are a great idea. Hopefully these can be in the form of good quality natural surface trails.
- Space and natural greenery
- I like that it preserves some of the parks, and other natural features.
- Lots of reserve land.
- Plenty of open space
- This allows for keeping some green space in Wellington. Less change for mother-earth.
- I like the idea that it leaves more green space
- Amount of park and green space
- That the natural habitat, ridgeline, hilltops and streams are protected.
- It doesn't have a massive impact on nature - trees/streams/wildlife.
- A large amount of the existing trees may be kept
- That this is the best for the environment. There are wide spaces between the native bush and the houses. These spaces can be re-forested over time with benefits for a) increased CO2 absorption b) habitat restoration for birds, lizards, insects etc. Areas around streams leave space for riparian planting and restoration and for the preservation of fish. That the pines, with small exceptions are retained. These are important for absorption of CO2. There can be longer term planning for more reforestation and increased native tree planting among the pines.
- Green spaces
- Having more green space and reserved areas.
- More green areas and parks. Provides good environmental protection.
- Protection of environment.
- The large amount of green area and low amount of homes. The focus on parks and reserves.

- Protect natural systems
- Protection of natural features
- I like that it preserves the natural habitat/environment.
- The green space
- The amount of green space.
- Green backdrop is maintained. Views from Tawa and motorway are not compromised.
- Protection of natural features and water systems.
- Green space is key for people's wellbeing. This needs to be preserved.
- There would still be some privacy and the natural habitat is protected. Great to hear there would be some community green spaces too.
- I like the large amount of greenspace that is designed in.
- I like the preservation of the natural features.
- Lots of green space. Development on private property to protect and enhance the natural system. Existing natural habitat protected.
- The green space available for the community
- This would be a great outcome with vision to see Wellington City implement a connected outer green belt just as the town belt and sections surrounding the likes of Karori and western suburbs. Currently there is a major gap in the northern suburbs and this would see a big chunk of that filled. Great to see planned network of trails planned as well. I hope these are natural surface trails. Any paved paths should be kept close to the road corridor so and those commuting can safely and efficiently but not so that it takes away from those who want to get into the green belt away from paved paths onto more natural terrain.
- Keeping it green. It's great to have nature surrounding people .
- I love the balance of green space to development space.
- It's a nice option with all the green space
- We really like all the green space allocated and believe this helps towards keeping us a liveable city; residents need recreation and nature close to their door for quality of life and healthy living. We believe natural surface trails between Spicer Forest, Sunrise Blvd, Glenside and Churton Park would allow residents to connect with nature, travel between communities and recreate from their door. Hopefully a predator free and restoration project such as many other reserves have around the city will establish. Having this Green space aligns with the ultimate "Outer Green Belt Concept Plan" We support a continuous green belt around the suburbs of Wellington.
- Scenario one is the better of the two options and enables the existing bush line to be preserved with access via walking to a number of areas
- Green space
- Green space
- Natural areas available and not too crowded.
- This scenario leaves a green belt between Tawa and Churton Park. I believe this is important for everyone's mental health.
- A lot of green space and reserves.
- If Option One is adopted exactly as it's depicted on the map, the green belt ought to remain intact.
- Wellington's green belt is a thing to be treasured.

- Preserves more of the nature environment
- Lower impact on the environment.
- It has the lowest environmental load on the valley and hills.
- This will benefit the community spirit which in turn should create good decisions about what they see is best for their environment. I.e. planting trees to enhance the bird life enhance the aesthetics of the entire subdivision, protecting the creeks, creating reserves and other values.
- Protection of the environment.
- No native bush is harmed in the development. There is a boundary (bush between communities - no urban sprawl).
- Working with the topography where possible and maintaining the natural waterways and valleys.
- This option also keeps the "ringed by trees" hilltops of the Tawa valley which are a part of its distinct visual identity. I like that there is a large amount of land set aside for preserving and enhancing the local ecology.
- I like that so much land is left for parks and reserves.
- Doesn't affect current natural habitats
- A large portion of the area is untouched, preserving the natural beauty of the area.
- Protection of the ridge line
- The plan does not encroach on the ridge line. There is space for Native bush to expand and encourage more bird life and bush walks for the community
- The existing ridgeline, hilltop, natural habitat and streams are protected.
- Protection of ridgeline, hilltop, natural habitat and streams.
- Development of ridgeline tracks. No encroachment of road / housing on to ridgeline.
- The existing ridgeline, hilltop, natural habitat and streams are protected.
- Protecting the existing ridgeline, hilltop, natural habitat and streams.
- Protection of ridges, natural habitats, etc.
- Protection of ridgelines and streams
- Protecting the ridgelines and the natural environment
- The protection of the existing ridgeline between Tawa and the proposed development.
- The ridges are free of houses.
- I like that the existing ridgeline, hilltop, natural habitat and streams are protected.
- The existing ridgeline, hilltop, natural habitat and streams are protected.
- That the existing ridgeline, hilltop, natural habitat and streams are protected.
- Keeps housing away from ridges and allows more bush/reserve area
- Protection of the ridgeline, natural habitat and streams
- No ridge line is impacted. Native bush is not touched, native nesting birds are not impacted.
- I like that the ridgelines are protected, particularly Marshall Ridge. There are good areas of bush coming up from the Tawa side of this ridge and this Scenario 1 gives the best protection to the recreation and ecological values currently present. Scenario 1 also provides the best opportunity to enhance the green corridor. Leaving a buffer zone between any development and the top of the ridge could allow new recreation tracks or planting of new native bush areas. The existing ecological corridor from Porirua southwards would be enhanced. Scenario 1 leaves a nice outlook of open/green space around the ridgelines. It is

apparent in most other parts of Churton Park that building houses up to the ridgelines and hilltops is a little ugly (mainly beige/grey ugly). Scenario 1 provides for the landscape views for Churton Park, Tawa and Grenada North residents.

- No building on the ridgeline.
- That the scenario build is away from the ridge line, and your build must be kept that way. Do not change the council policy on no ridgeline development.
- My main concern being the preservation of the existing green belt, what I like about this option is the proposed road depicted runs well below the green belt ridgeline
- The fact that the ridge lines and green spaces are protected for further generations.
- Ridgeline protected.
- The existing ridge line has to stay - it will change the whole suburbs of Churton Park and Tawa for them to be removed.

Active transport

- The amount of green space and walking or biking tracks.
- Good protection of nature, good walking/cycle paths
- The amount of green space, walking and cycle tracks- especially linking from Tawa over to Ohariu Valley.
- The proposed cycle and walking tracks.
- Walking and cycle tracks.
- Good walking tracks provided.
- More cycle / walkway
- Extended cycling and walking tracks.
- Maintenance of natural habitats, provision of walk-ways and cycle tracks
- A lot of cycle and walking track
- It protects the amenity value of the hills and introduces walk and cycleways which is something Wellington does well and should be enhanced.
- I like the inclusion of walking and cycling tracks.
- I like that active travel i.e. walking and cycling have been taken into account.

Community and resilience

Impact on Tawa and Churton Park

- The lack of impact on my home! No link through Tawa!
- Lack of impact in Tawa.
- I like that that the two distinct identities of Tawa and Churton Park/Stebbing's Valley areas are kept intact.
- That it doesn't encroach into Tawa. The primary schools in Tawa, especially at Redwood are already heavily subscribed within the local community to the point where they have implemented zoning. In addition, the development at Churton Park is already putting a strain on public transport and on traffic in to Tawa for public transport.
- Not so much impact on surrounding suburbs.
- No impacts on the infrastructure and community of Tawa

- Enables Tawa to preserve its identity ultimately.
- Tawa has its own community identity and we don't want that negatively impacted by urban sprawl from Upper Stebbings.
- Also maintains identity of Tawa as a separate community.
- Of all these three scenarios, this is the least intrusive, and has the lowest impact on Tawa (which is of course not part of Stebbings Valley).
- It doesn't have a massive impact on nearby property owners in Tawa and Churton Park.
- May be the new community can utilize Churton Park facilities and schools if this option is chosen.
- Boosts existing facilities in Churton Park
- No school requirements and no direct link to Tawa it would appear, although the lower construction appears to have a road that goes nowhere from Sunrise Boulevard
- I like this scenario as it is a continuation of the current structure in Churton Park which appears to work.
- Like how the majority of the development is contained in Churton Park/Upper Stebbings area.
- That it won't overcrowd existing facilities like schools.

Transport

- No roads into an already congested road system in Tawa.
- Less traffic in that area
- It looks like there may be walkable connections between side streets (which is a major omission in the 'design' of Churton Park). The main road loop looks like it would be well suited to public transport.
- Not so much pressure on transport etc.
- I support the link road in and out of Churton Park where there is already adequate roading to accommodate increased vehicles.
- Doesn't tax too much the existing infrastructure
- Good access onto the motorway from Churton Park - allows easy travel into Wellington City, or Tawa.
- Does not introduce transit into/via Tawa suburban areas which won't be able to cope without major changes that would be detrimental to residents.
- This option doesn't negatively impact Tawa and increase traffic down Sunrise Boulevard and surrounding roads.
- The lack of a car connection through to Tawa, which already struggles to accommodate "park and riders". Car parking is already under pressure in the Tawa town centre. It doesn't put high density housing where people have to get in their cars to go to shops. It keeps Stebbings Valley connected solely to Churton Park, so will support the viability of the Churton Park shopping area. The Westchester extension is close enough for access in and out. The only viable way for these new residents to walk to public transport is for an extended bus route around their loop. If they want to catch the train through Tawa they will take their cars and have to compete with everyone else for a park somewhere near the station. Therefore it is good that this option 1 does not have a car link to Tawa.

- You say that this stage is a loop road feeding back to Churton Park.
- Too many houses will cause traffic.
- No road access to Tawa.
- Less traffic problems.
- The fact it is linked from Churton Park and not Tawa
- The lower impact on already overloaded public transport and roads through Tawa which struggle already
- Traffic congestion will be less
- Less need to look at update grading public transport
- Linking back to Churton Park (by road) is sufficient and if anything this would enable the establishment of (previously considered) Glenside railway station concept at the northern end of NIMT tunnel two. A park n ride facility for this railway station should be able to be avoided as the distance from Churton Park walking wise is considered approx. 10 mins.
- No impact on the Tawa roading network which is getting increasingly congested particularly at the Redwood end.

Other

- I like how there is only a small amount of land that is being developed.
- The least intrusive
- Low impact on the terrain.
- A smaller initial development gives time to assess the impact on environment, transport systems and neighbouring communities before considering a more extensive development.
- Small and contained.
- Less light pollution.
- This also limits light pollution on the night sky and limits negative impacts on native birds and fauna
- Location is nice for people to connect to Wellington and to Porirua.
- Community gardens and play area.
- Communal gardens are a great thing to have.
- Community gardens and play areas - something which is lacking in previous developments
- That the neighbourhood will be more quiet and private.
- The part of this that is contained in the Upper Stebbings Valley.

Scenario 1 - Dislike

Housing

- No category listing for the surrounding land (could be built on without notifying the surround suburbs).
- I think it's far too few houses for the area and the development we need.
- Denser housing required, large homes are a waste of land and resources.
- Another bastion for the upper middle-class with no affordable housing for anyone under 40
- Density is too low and no community services.
- Developing with large lot single family homes, which is inefficient given the housing need in the city and the fact that this site remains one of the largest tracks of land marked for development within the city. If we're going to develop on it, let's do it in a way that maximises housing.
- Do we really need more, larger houses?
- Does not maximise the number of houses.
- Don't like the ugly duplex and terrace housing designs as they are not aesthetically pleasing to the eye or to the environment. We do not want streets looking like what they have built in Woodridge in Newlands and will ruin the nice housing already prominent in Churton Park
- Don't offer enough options of houses and will probably only have too high prices houses.
- Lack of density - too many expensive standalone villas won't help matters
- Houses on the Tawa side of the hill above Arohata.
- Housing density is far too low, and of a type very likely to be too expensive for first home buyers and those who only need smaller homes. The people who really need better options!
- I don't like to think that only the most well-off people could afford a home here if they are all large and free standing. It might not take a lot of pressure off the Wellington housing market.
- It may be unaffordable and there are no specific provisions for community housing in the proposal
- I don't like that it's mainly large, standalone homes. This is not the type of housing most needed; the community needs more affordable housing. Recent development in this area has been mainly large houses, for instance all the large "McMansion" style houses in the new portion of Churton Park.
- The space isn't most effectively used for housing.
- Not enough density, houses and land is too large. Too much focus on children and family, what about young professionals, elderly.
- Not enough homes, not great enough use of the potential.
- Not enough housing
- Not enough housing.
- Not enough housing.
- Not enough variety
- Not much housing
- Not sufficient housing density to solve Wellington's housing issues
- Only large expensive housing
- Only large standalone homes

- Not a lot of new homes.
- Not dense enough; doesn't respond to the city's housing needs; generally wasteful development
- Not dense or affordable enough
- What I don't like is the stacked units and apartments. This does not say community to me. The thought of slum lords buying these types of housing and turning them in to ghettos is a real possibility. Transient people won't have the buy in to the community that long term families who own their own houses have. Once you have this type of housing it is permanent and this could have a very negative effect on the residents. Take a long hard look at what you are proposing here. Why do we need such dense housing? Your lovely pictures of these buildings don't show the 20 cars outside blocking the foot path or up the sides of the buildings. I for one would not like to live next door to that.
- I think all the places would be too big for the environment and due to the limited number of places less people to pay for the infrastructure that is needed
- I prefer the options that include more homes.
- If housing is what we need, this scenario doesn't provide a lot.
- Inefficient use of land; the houses are likely to be relatively costly to build and expensive to buy.
- It is exclusive, too few houses to make a real community, or a real difference in the number of houses needed.
- It will impact on the house cost and rates as people will tend to fight over limited houses and will have bigger shares in rates.
- It will just be an extension of the million-dollar homes in Churton Park, and become an exclusive luxury home area that many will not be able to afford. As Wellington is desperately in need of more affordable homes, this option is not going to address the needs of Wellington's citizens. The ratio of housing to green space is also unbalanced.
- It's not making the most of the space and opportunity. Need more housing than being offered under this option especially given the population growth in the city and region. Large sections are a thing of the past.
- It's just not appropriate to have such low density suburbs as it creates isolation and poor quality of living
- Likely to become an area populated by larger homes so not alleviating the housing shortage at the entry level of the market.
- Lack of housing types
- Lack of adequate housing provision
- Land wasted on large sections when land for housing is scarce.
- Large standalone houses! Churton park is an awful suburb with no character and we don't need another! Large standalone houses make poor use of space, and will have high carbon footprints with more constructions material needed, harder to heat etc.
- Large standalone houses are a waste of a limited resource- land - and discourage investment in public amenities.
- Large standalone houses are going to become an overwhelming burden in the future, they demand enormous amounts of space, are hard to heat, are time consuming and costly to maintain and were cataclysmic in their depreciation during the financial crisis.

- Large standalone properties
- Not enough housing
- Dislike the lower number of houses
- Dislike entirely. Need more housing in Wellington and this does not provide enough in this area
- There's not much to like about this 'business as usual' housing plan in the middle of a housing crisis.
- Limited houses built
- Low density - fewer homes and less affordable
- Low density housing. It doesn't make sense to impact a large area that close to a major mass transit route and not produce a lot of housing.
- Low density meaning fewer dwellings available
- May be very expensive houses.
- More expensive houses.
- More houses are needed in Wellington, and this option doesn't include as many houses as could be put in this area.
- Not enough affordable housing for people. Too many big houses. Not everyone wants a big house anymore, note the tiny house movement. Most people can't afford big houses and those that can often have the ability to live with family for a year, have inherited money or have really high paying jobs.
- Size of houses, number of houses, type of houses.
- Small number of large homes. (Inefficient use of resources).
- Standalone houses, no facilities,
- Terraced houses = low decile area = crime = poor health both families and environment
- That it alleviates the housing problem. This will impact my ability as a landlord to price gouge young couples.
- That the housing is large and standalone. It should be higher density and smaller.
- That the large standalone properties will make it more difficult for people with a low income to get such a house. It would aggravate the gap between poor and rich, which shouldn't even exist.
- The big standalone houses, not enough houses, no soul, not a community minded place to live
- The fact there are only that many houses going in
- The focus on standalone houses. Wellington needs a diverse range of housing and sticking with the current style that has put us into the situation of a housing shortage is a missed opportunity.
- The homes are mainly large standalone properties with some terraced and duplex housing.
- The homes that this encourages are not the size that is needed by young professionals and families. Large standalone houses on large lots are going to be way out of the price range of younger people. Thus not helping actually build communities.
- The housing is only targeting rich people and the area would become a private park for the elite.
- The housing numbers are too low. It seems a waste of time going through this process to generate that low a number of housing. Not many opportunities left in Wellington City for

greenfield development such as this. This is a unique opportunity so we should look to use the land in the most sensible way possible - this does not seem sensible.

- The lack of density and building typology/site size variety within the development.
- The lack of terrace/duplex/apartment housing and how there is a very small number of houses being built.
- The proportion of large standalone houses when we really need to be thinking about dense sustainable development.
- There is a housing shortage in Wellington. This scenario provides only a modest increase in houses.
- This is far too low density and will create a lifestyle block type of development that is only afforded by the wealthy and cost of servicing will be a burden to ratepayers
- This scenario does not respond well to the housing pressure that Wellington is facing. The density lacks aspiration and it is highly likely under this scenario that we will continue to get more of the same – cul-de-sacs and identical housing typologies.
- This size development will come at a cost no doubt so each section will be bigger and thus cost more (only so much land) so will be only for the select few unless the sections are cut down and stage two development dove tails into stage one development.
- Too few house, sections are too large - if this amount of land is to be used it needs to be used effectively.
- Too few houses, far too few to meet the growing demand for housing in greater Wellington.
- Too few houses
- Too focused on low density, high land area housing
- Too low density - only for high income people who live as individuals, and live with their cars
- Too many big houses
- Typical subdivision pattern in Wellington. Dislike the low intensity of the housing and. We need more variety of housing typologies in Wellington to allow more choice for home buyers.
- Wasted space to have suburban housing.
- We don't need huge houses
- Why are you looking at building 1-3 stories high; looks like in-fill housing
- The type of housing could have a little more mix to have the house count up. As much as I don't like developments taking over our natural land that we won't get back, some more housing is needed. In theory the more dense these sections can be, the more green space we should be able to protect and safe guard for these communities to be able to explore by foot or bike and hopefully bringing great projects such as predator free and a reserve restoration project to bring back the birds and native trees.

Parks and Nature

Natural environment

- Possible pollution of the nearby streams from housing run-off (sprays, paint etc.). That WCC don't see the work the Tawa community has put in to keep the bush alive with native birds.
- I don't like the loss of green space.
- I don't see any details on where water runoff will be too. If the storm water runoff is in to the Porirua stream then measures will need to be put in place to protect those downstream from flooding. Tawa flat has already been identified by council as an area in danger of flooding from the stream. 31 hectares of water running in minutes to the stream instead of hours and days as at present is a lot of additional water
- The proposed development at the back of a Sunrise Blvd. This would dramatically affect the green feel of the area, which has a variety of native birds living in it.
- I would like to know just what plans you have to protect the Porirua Stream from flooding. With the additional houses and roading there is going to be a much greater "run off" and this will all end up in the stream.
- Increase in carbon footprint; that the community will be out of balance such as more pollution.
- That some areas of the pines are removed.
- The 2 blocks in NE of map of scenario 1 - labelled 1.9 ha and 2.2 ha. These are obviously not part of Stebbings Valley (they are clearly over the white-dotted ridgeline). In fact are in the Tawa Valley, right next to Arohata prison on area that is now forest and grassland. The loss of that forest would be a severe setback to the many native birds that nest there - Tui, Bellbird, Wood Pigeon and Morepork. That loss would impact the entire area.
- No mention of monitoring environment, run off from housing into streams (chemicals etc.).
- The destruction of the ecological landscape. In particular the habitat and nesting ground of many native birds including Tui, Kereru, Kingfisher, Morepork, NZ Falcon, Hihi, Fantails and more.
- I am also concerned about the light pollution from this high-density build it will impact flora and fauna in the protected green belt. Birds who are diurnal and nocturnal are used to the current sky glow from Tawa, restrictions on outdoor lighting will need to be made this will have a drastic impact This will not represent this new community as "environmentally friendly".
- The type of housing could have a little more mix to have the house count up. As much as I don't like developments taking over our natural land that we won't get back, some more housing is needed. In theory the more dense these sections can be, the more green space we should be able to protect and safe guard for these communities to be able to explore by foot or bike and hopefully bringing great projects such as predator free and a reserve restoration project to bring back the birds and native trees.

Community and Resilience

Community facilities

- Far too few residents to encourage a critical mass for local amenities and public transport
- Few community facilities
- I don't like that the suburb remains disconnected from amenities at Tawa
- I don't like that you aren't planning on putting in a school with this option. It almost seems like you're trying to get people to select the more high density option by not offering a school with the 'Extend' version.
- Lack of community services is limiting
- Lack of amenities
- Up to five hundred houses will yield a population of around 1200 - 1500 people. This is similar to the population of many small towns in New Zealand which all have amenities like schools, petrol stations and shops. It is also just under the population of Crofton Downs (2013 census), which boasts a school, supermarket, pharmacy, petrol station, hardware store and vet.
- Lack of Primary school Provision.
- Is there any school there?
- No community facilities for anywhere up to 3000 people is not acceptable
- No shops or school
- Not many community facilities
- Small population meaning not much money or need for developing a community hub, and less demand for good public transport that would be used.
- The schools in Tawa, primary, intermediate and college would not be able to support a new community who have children and teenagers. They would be more willing to go to Tawa for schools because it is closer to them than schools in Johnsonville region. I can personally say that there are no more spaces in Tawa school's classrooms because I have personally experienced it.
- Again with the Churton Park development there are very limited community facilities apart from a too small community centre that needs to be five times the size that it is. The promised pub never eventuated, so we gave up and moved to a suburb that has facilities and infrastructure to support the residential houses.
- Lack of community facilities.
- Limited amount of community facilities.
- Limited community facilities
- The limited community services (playing fields, community facilities, shops etc.)
- Insufficient community facilities
- Relies on Tawa and other local schools having capacity
- Lack of facilities for residents.

Transport

- Any road connecting to Tawa. No mention of improving the Takapu Station road bridge
- A loop road with Churton Park? No, how about a link road between Churton Park and Tawa? Makes sense to me. Transport options to work would then be better for me.
- Bringing more traffic into the Tawa/Glenside region. The traffic is bad enough these days let alone bringing more in.
- Roundabouts at Tawa are choked as is in the mornings and afternoons.
- Public transport likely to be bad (due to low density). Will likely cause congestion issues with people having to travel (probably by car) to go to school/cafe/shop.
- There is a housing shortage and we need to be able to serve our residents with public transport. This option only encourages more car dependency.
- Far too few residents to encourage a critical mass for local amenities and public transport
- Car-centric.
- I am not satisfied that this plan caters to provide proper convenient public transport links to both Wellington and Porirua. In this current day in age it sickens me to think we are still planning suburbs where having a car is necessary. Strong thought needs to be put into how to make public transport the most convenient method of transport.
- Unlikely to be well served by public transport - so people will rely on cars
- Lack of specific public transport information
- Lack of transport
- Insufficient public transit access
- Lack of other facilities or transport options
- Building a suburb without sufficient amenities puts pressure on transport systems and is not environmentally sustainable - forcing people to travel.
- Lack of connection for the communities.
- Loading an additional 3,500 residents on existing roading and transport routes will have a serious impact on Johnsonville and Tawa communities insofar as easy connectivity is concerned. Extra rail station will be needed on Middleton Road and expanded Park and Ride facilities at Takapu Road and Johnsonville.
- Locks residents into the kind of car-dependent 1950's lifestyle that we need to be moving away from.
- No public transport
- Cars are the main mode of transport.
- Poor transport options
- Not strong enough connection to public transport
- Not a carefully thought out access. Amesbury isn't adequate for the number of cars that would be travelling it.
- Small population meaning not much money or need for developing a community hub, and less demand for good public transport that would be used.
- The section release needs to be fairer & more transparent.
- There need to be better public transport access and motorway access
- Poor connectivity of road network which makes it less efficient to provide good public transport services - car dependent sprawl.
- We don't need more car dependent sub-divisions without community facilities or transport

- Add more public parking at Takapu Road.
- Add more focus on walking, cycling and public transport.
- More focus on public transport for connection outside the area
- Any possibility of rail connection would be added advantage
- Extra commuter rail station on Middleton Road is considered essential while enlargement of the existing Park and Ride facilities at Takapu Road and Johnsonville is desirable. Full-width roading access from Stebbings Valley to Tawa South/Takapu Road is seen to be particularly important to cope with peak traffic flows which includes not only cars and cycles but large 40-tonne delivery trucks accessing the Churton Park shopping centre and new double-decker Metlink buses transporting commuters/shoppers/university students, the aged and school children to closest transport hubs. These residents depend on Council-led transport initiatives which must not be left for the "next generation" to fix. An extra Metlink rail station is essential.
- Factor in public transport.
- Have its own access road to Glenside
- No direct road links to Tawa facilities.
- Lack of through road to Tawa
- Less connected roads to hubs around
- No mention about how road link between Melksham drive intersection from Westchestor Drive. This is a very congested area even now.
- No through road to Tawa.
- Traffic in Tawa will become worse too, especially since new houses are being built in Kenepuru.
- Roads leading into Tawa (Tawa streets are already narrow).
- The loop road seems a bit disconnected from the main roads, Johnsonville, Tawa shopping centres etc.
- There is already a bottle neck at the south end of Tawa- more north bound traffic would mean backups to the motorway causing potential accidents. The southbound trains are usually full by the time they reach Takapu Rd so how will it cope with more passengers? Where will the extra car parks be located?
- If Council goes with this option, it doesn't take much imagination to realise that it's only a matter of time before another road or two will branch off the proposed road, in all likelihood to the east and north of the road depicted on the map, in order to extend the suburb. Road extensions would invariably encroach into the existing green belt, which makes this option unacceptable to me. Also, there is no indication in Option One of where an access road to Tawa would be built, something that cannot be ignored.
- Too car-dependent.
- The 2 blocks in NE of map of scenario 1 - labelled 1.9 ha and 2.2 ha are not connected with the Stebbings Valley roads
- Car-dependence
- The reliance on using a car
- Does not connect to Tawa
- I would prefer to see a connection through to Tawa

- There is a lack of information on whether the major roads will have tree planting or decent verges.
- No discussion on how you will feed extra commuters into an already overcrowded system
- Limited access in and out
- This new area should have its own access to the motorway and a new train station near the tunnel in Churton Park.
- This scenario lacks connection

Other

- The location is too close to Tawa. Because most houses will be two levelled structures they will be seen over the ridge and trees, this will take away from Tawa being a community.
- Could go further. I think somewhere between Scenario 1 & 2 is the right balance.
- Does not maximise the use of land available
- No community feel at all, just a place to park.
- I don't like that this option just provides more of the same unaffordable auto-dependant suburban hell. This option just creates another "blah" Churton Park.
- Yet another dormitory suburb. Not future proofed. NZ has moved on
- It doesn't really utilize the space effectively and will ultimately be further extended.
- It seems like a lot of effort for minimal gain!
- Lack of Tawa development. Tawa is a severely underdeveloped part of Wellington
- Not utilising the land
- With the current challenges I'd like to see more options provided for the community to choose from. This option would suit one income group.
- The section release needs to be fairer & more transparent.

Scenario 1 - Suggested Changes

Housing

- Allow for higher density housing
- I'd consider higher density housing (at least small lot homes).
- Build more and maximize dwelling on the land.
- Housing - Keep well below ridge line.
- Build with higher density
- More housing
- Choose more housing-intensive options
- Denser housing where you put houses. Same green spaces, just put apartments in instead of sprawling standalones everywhere.
- Densify.
- Disallow large lots and encourage construction of more affordable housing for younger families.
- Expand the number of houses.
- A wider range of housing to reflect changes in households over time.
- Get rid of the houses on the Tawa side of the hill - we do not want more traffic on Sunrise Boulevard. Put more housing in Churton Park / Glenside to make up the difference.
- Greater focus on multi dwelling buildings
- Having more affordable houses beside shops, schools and community centre.
- Higher density and a greater mix of dwelling types
- Higher density housing
- Higher density housing
- Higher density living
- I think we need more building and site size variety and less large standalone homes. Smaller sites and a greater variety of building typology.
- I would go for smaller houses and one of the more intensive options to allow more community facilities
- More high density housing. Do we really have enough space for the quarter-acre section anymore?
- More homes, more intensive development to draw in a larger population to make it more worthwhile.
- More houses, more affordable housing
- More houses.
- More houses.
- More housing
- More housing
- I would like to see low and medium density housing only in this suburb. The argument against this is the cost of housing and that new residents particularly first home buyers cannot afford house prices. The government however are working to address this with Kiwibuild and other initiatives and you don't want to create in the long term ghettos.
- I would increase the density. There is no reason as to why this plan should be limited to single dwellings. Why can't we have a dense walkable neighbourhood with reliable and

frequent feeder buses to either an enhanced Takapu Rd train station or a new Glenside train station? There should be a mandate that a large portion of the dwellings be actually affordable 350-450k.

- I'd definitely remove almost all standalone low density housing here and would build duplexes and terraces instead to maximize the number of people living in the area.
- I'd make them more affordable and a bit smaller. We don't need large houses.
- I'd prefer this size development, but with duplexes, and smaller houses.
- No gated, ugly 'MacMansion' development; a range of housing types to choose from, that are available and in reach of less affluent families.
- Increase number of houses.
- Build houses from sustainable, recycled and recyclable materials to reduce the prices of the houses and to protect our environment.
- Maybe make it a little more varied; have some large properties for larger families but also small homes for families who want to buy but cannot afford to buy in town or don't have a need for three plus bedrooms. It would be lovely to have a mix of properties that anyone will benefit from.
- Maximum of two storeys and no apartments
- More affordable (and I mean actually affordable, not rich people affordable) housing
- More affordable section sizes (i.e. it seems like the sections will be 1000sqm; 500sqm may be more practical)
- More and more diverse housing.
- More development, this is the worst option in my opinion
- More duplexes, townhouses, and apartment blocks. Also a small area for shops, post shop, etc. to reduce the need to drive to other suburbs for services.
- More types of homes
- Increase density.
- Increase density.
- Increase density. Ensure different types of houses will be available e.g. apartments, townhouses, as well as traditional standalone dwellings.
- Smaller, higher density units that meet an imagined 2030 WoF
- To have none of the houses near the ridge line, building too close to the ridge line will disturb the native flora and fauna; I am concerned that some people/ families will not be respectful to the bush (greenbelt). So council policy on no ridgeline development is a must. Building too close the greenbelt is also a fire hazard and there are many native species of birds and lizards that we cannot afford to lose. Not only do we have to think about housing more people in New Zealand but we also need to think about our native animals, cutting down parts of the greenbelt is taking away space and a home to another species and I am concerned this extended community housing project will do that. Some well managed building is needed so our current youth can one day aspire to afford a home in Wellington.
- Twice as many houses
- Would bring more multi storey apartments to allow more homes for families
- This option would be favourable, however, we understand the need for more housing and so maybe there could be more variety of housing types to raise the number of dwellings. This

would be our preferred option over option two or three where the green belt is broken with a road into Redwood and housing encroaching on the skyline.

- More housing in Glenside.
- Increase the density of housing
- Increase the density of housing to increase numbers.
- Do not just focus on building more houses.
- Less large lots, opening options for duplex and terraces houses
- Low density housing
- More smaller houses / units that single people on low to average incomes can purchase and feel safe in a nice community
- More terraced housing and apartments
- More town houses and apartments
- Intensify housing to build critical mass for local service provision.
- Size of houses and more parking with each house.
- Smaller houses closer together with more emphasis on making a tight community, not just another suburb with no soul.
- Make them unaffordable lifestyle blocks, a completely different target market than my own and quite inefficient use of space please.
- The density of housing still seems reasonably spread - could consider some more small lot single family homes to increase density.

Parks and Nature

Natural environment

- Have you considered the impacts on water quality? How will you deal with sediment and runoff issues? Have you considered what to do about any lizards that might be there?
- More density could enable more public space, with more tree planting on verges and more generosity in the community facilities.
- If we are going to obliterate one of the more healthier stream system and catchments in Wellington, we do it properly
- I'm not sure or I don't have an idea on how the scenario was planned. But I hope the government have considered the environment as well.
- Build houses from sustainable, recycled and recyclable materials to reduce the prices of the houses and to protect our environment.
- Stronger demands that development on private properties protects local natural features and reinforces the area from the effects floods and earthquakes.
- No development and keep green
- Make it mandatory for each new property to have a water tank in ground to manage initial storm water runoff and then place a levy on each new section to fund stop banks along the Porirua stream, where it runs through Tawa and Kenepuru to protect houses and businesses
- More green spaces.
- Unused land mark as bush reserve.
- Water sensitive urban design, facilities

- Development on private property and reserves could help protect and enhance the natural systems. This could just as easily damage natural systems if there aren't strong guidelines and council led projects in place.

Active transport

- I really like the thought of all the trail linkages, through the stream corridor, along the hills, between the hills and streets, but it isn't clear on whether the ridgeline will also be a trail as well. The north/south connection on the map looks to sidle the hill, this missing all the great views on offer on a good day on the ridgeline. It could be a great idea to create a great off-road loop to have the sidle connection out of the wind but also have a "skyline trail" on the ridgeline as well.
- Prioritize walking, cycling and public transport over cars.
- If you have to go for a 3-5 km trip walking, cycling and public transport should be the first choice and easiest choice.
- More cycleways
- This whole area could become an awesome area to walk and cycle. Why ruin it with building houses! Let's create a huge walking / national park area that links up to Colonial knob!

Community and Resilience

Community facilities

- Add a school.
- Add community facilities
- Add in a few extra facilities
- Allow for commercial area
- Having more affordable houses beside shops, schools and community centre.
- More density could enable more public space, with more tree planting on verges and more generosity in the community facilities.
- I would go for smaller houses and one of the more intensive options to allow more community facilities
- I would like to see space allocated for a school. Redwood School is already at/over capacity with the surrounding streets, straining at pick up time.
- considered community facilities and public realm centres
- Include more amenities to ensure that the suburb is self-sufficient. Even a small shopping area and a school will cut down on travel in and out of the suburb.
- Needs more public services planned in advance.
- More community facilities.
- It would be good to see some sort of dairy or small convenience outlet in the area, to try to reduce vehicles through Tawa
- places for the community to gather and socialise that isn't just simmer cafe
- Making sure parks and recreation, schools and community services are thought of.
- Add shops. It has to have a reason to be.
- More community facilities

- Community recreation area's (market gardens, etc.)
- Build a community centre.
- There should be more community spaces for people to use so that they can have 'third spaces' outside to their homes to live their lives in.

Transport

- A new train station near Churton Park on Kapiti line. Better access to motorway is needed.
- Add more connections to Churton Park
- Considering a connection along Ohariu to Porirua.
- Encourage Department of Corrections to look at access options through their site (Arohata Prison)
- Ensure there is room on each property for ample parking. Residents in this area will need private vehicles for transport.
- If a road on Tawa is required, use prison land.
- Better active and public transport.
- I strongly urge not to develop the 2 blocks (1.9 ha and 2.2 ha) adjacent to Sunrise Boulevard and the prison. However, if this suggestion is ignored, then the access road should not join Sunrise Boulevard, but rather should join Middleton Rd by cutting through the unused prison land, joining Middleton just south of the prison, giving good access to the station and the Countdown supermarket. This would have to come together with a major overhaul of Middleton Rd all the way from Tawa to Glenside; I commute on my bicycle along this road, and it is currently quite dangerous. Any development of Stebbings Valley should be preceded by this road upgrade.
- I would keep the development in the Churton Park area and explore the option of a train station on Middleton Road. This would also be a good time to complete the road from Grenada to Petone in order to relieve traffic down the gorge.
- I would not make any changes until the impact on Churton Park roading and congestion were made
- An extension to the Number 1 Churton Park Bus Route.
- Connected mass transit.
- Own access to motor way.
- Potentially still having a link to Tawa
- Road connection via Middleton road.
- Make sure there are good public transport links
- Include an upgrade of Middleton Road to connect Tawa to Churton Park better. Provide road connections to Tawa that allow for better public transport services.
- Ensuring a good access option that avoided main road Tawa which is already congested in the mornings and evenings and the existing heavily used Churton Park access.
- Link the road down to Middleton Road
- A new railway station
- Prioritize walking, cycling and public transport over cars.
- I would better investigate alternative roading options.

- It should be a people friendly community not a car friendly community
- Over past bridge over Middle road to connect Stebbings with Westchester Drive - allows north and south bound traffic. Or Over past bridge connecting to Countdown (bypass Takapu Road bridge).
- Street planting, slow speeds, wide footpaths, cycleway, narrow roads.
- Build through road to Tawa.
- Road bridge over Middle Road to connect with Westchester drive to allow direct access to Highway one, or; over bridge near Prison to Countdown by passing the Takapu station road bridge.
- More parking with each house. If you have a bathroom per bedroom should be the same for off-street parking and if they household doesn't need it for parking they can use it for other things but it must be there so that buses, trucks etc. can freely travel in both directions on the road.
- The road to the area behind Arohata could link to the main road along the edge of the prison land. Make the main roads wider to accommodate all the cars that park on them as there is never enough room on the properties for all the occupiers' cars.
- There is little spare parking around Takapu Rd station (seems to be dependent on the goodwill of the Outlet mall) Much more designated parking would be needed.
- Train connectivity

Other

- Increase scale
- I would protect an already established neighbourhood. I would do a huge study over the whole of Tawa to determine how any development will impact this community.
- More population density
- Garages at back of houses so can use the front for interactions with neighbours. Low fences to enable people to communicate with each other.
- Move as far to the west as possible.
- To have the possibility of increasing number of residents

Scenario 1 - Other Comments

- A community designed to be environmentally responsible (cannot really comment as I don't see how this will be monitored to ensure the environment is healthy). Good active transport connections (again, cannot comment, the Kapiti line is already busy on mornings, bus route into Tawa would be crazy due to streets sizes, not enough car parks for train commuters)
- Already have more than enough of this sort of housing in Tawa, Churton Park and Broadmeadows.
- Always consider the access needs of the growing disabled and elderly communities when designing any new system.
- Another suburb full of large separate houses is not what Wellington needs right now.
- Connecting communities together = great. More walk ways, building more houses = great. However, please do consider traffic issues
- Buses get caught in traffic going to and from town and nothing is said on how that will be fixed and the trains are already full and not enough of them to support this growing population for wellington.
- Cannot comment due to lack of information on where the road will go and what houses will be built - again Terraced houses spell trouble. Live in one for a year and watch how it makes people mad (not space not side windows).
- Concerned community would be isolated and atomized.
- Does the northern access road go via the prison? It is hard to tell on the map. It should not connect to the existing residential road which would be detrimental to the area, and for all transit via the area.
- Hill-top development has been restricted in Churton Park and towards the city - this should remain as policy.
- I can't actually answer a lot of the questions from the information provided. It does not appear that there are good connections by walking and cycling to rail and services, but that may be the map. As far as I can see it would be another community like Aotea where everyone is stuck using a car for everything and where there is no chance of a community developing within the area.
- I can't really comment on a lot of the options above. We need a lot more information, public meeting, consultation and time to think this through. A limited first step to building is a good idea as there is a lot of uncertainty still around the prison, water, roads etc. I am very concerned that Tawa will suffer and get squeezed as we have building in Linden, and Porirua City Council is building loads of new houses near Kenepuru Hospital. All those households will want to draw from our roads, facilities, water, waste, schools, railway stations, parking etc. Growth needs to be staged, planned and managed to account for this. WCC needs to talk to PCC and Corrections.
- I doubt that if this option is approved that it will remain low density in 20 years' time. There will always be a push to increase density and to ruin the original intention.
- I have scored environmentally sustainable low because it is a poor and inefficient use of land, and while on the surface there may be more "green space", to accommodate the growing population we need to better utilise the land available noting that this can still be done in a sustainable way: WSUD, materials, energy generation, good active and public transport connections, enough density to make other community facilities viable etc.

- If done properly with consideration of transport needs and further amenities, it could be viable.
- If this is the one, a careful plan to protect those pockets of green will need to be agreed with the developers and contractors to protect these areas, including waterways
- It doesn't illustrate a connection to the wider Wellington city. How does it fit in with the greater Wellington plan?
- It doesn't talk about public transport at all but I can only assume there'll be a single bus. Seems too far from anywhere for active transport to have a high uptake.
- It is very hard to give good feedback on some of the points based on just an on-screen plan. This requires much more extensive and intensive feedback with much more information provided to people so that they can understand impacts on those living there already, and those that may live under this scenario.
- It would seem like a missed opportunity and an extension of the Churton Park style of development, which doesn't make for a very diverse community.
- It's an example of loading new dwellings onto old infrastructure
- It's more of the same, old-school thinking and not what Wellington needs for the future.
- It's unclear how access to the road beside the prison / behind Sunrise Boulevard is achieved
- Just whether the Stebbings Valley storm-water mitigation dam is up to the job of containing large flood conditions is debatable. Collecting storm-water from a fully-developed Stebbings Valley catchment area will bring greater demands on existing mitigation/control facilities. Management of maximum flood conditions is a Council responsibility which cannot be under-stated and from a community safety standpoint must be addressed now instead of waiting for a crisis situation to expose existing inadequacies. New flood protection measures are essential for all residents living or working in the Kenepuru, Linden, Tawa, Glenside as well as for preservation of the Main Trunk rail line in extreme weather conditions. A better dam is needed.
- Look after the natural environment as it is and don't make it worse, enhance it where ever you can Supply trees to each new resident .
- Looks great, not too dense and a community with a centre around the natural stream through the valley and great natural walking and cycle connections at the heart and also the hills feeding into other communities with the opportunity for a great community project to transform the hills back into native vegetation.
- Must be designed well so that it will have the fewest negative effects for Tawa.

Scenario 2 - Like

Housing

- The housing number is large enough to make this project worth doing. There will be a large mix of housing types, hopefully accommodating for a large number/variance of people.
- Houses clustered together to create a community. Good mix of houses.
- A good amount of housing.
- A good balance of most housing types including standalone homes, stacked homes, townhouses, duplexes and terraced homes.
- A higher focus on smaller lots will help encourage the construction of affordable homes for young families.
- different types of housing
- Allows for more houses
- Any housing in Wellington is a good thing
- This scenario is getting better in terms of housing density, but still wastes the opportunity to create a medium density community.
- More housing in greater variety of housing styles.
- Better density and thus affordability.
- Better density
- Better mix of housing
- Better number of homes.
- Variety in housing types and density.
- more homes than scenario 1
- more housing
- Better range of housing
- Better use of land (i.e. more homes).
- Bringing in denser housing models
- Brings more number of homes for families
- Better land use for housing
- Good to have mixed home types.
- Better housing quantity but still questionable in terms of limited utilisation of scarce resource.
- Creates more housing
- Enables more housing but comes at a cost to Tawa community with 1100 plus households' potentially wanting access to very good education resources
- Good range of homes.
- Greater focus on intensive housing
- Has more houses
- Higher density
- Higher density
- Houses
- I approve of higher density and better use of space.

- I like that it has seemingly the best of both worlds. It has a large number of properties, with a variety of sizes that will bring a variety of homeowners and it also leaves space untouched for nature and wildlife.
- I like that it provides more housing than Scenario 1. There is scope for denser housing typologies.
- I like the mixed housing and the inclusion of terraced houses and town houses.
- has a good amount of different section types
- It sounds like there is a good mix of housing
- It has a larger number of houses than option 1.
- It provides more housing which is needed in wellington
- It's a good amount of housing, which we know is needed in Wellington. And appears to be a good mix of differing sorts of housing options.
- Larger housing development, which makes sense given the shortage of housing in Wellington.
- Larger number of houses
- Lots of new housing
- Good land utilisation and housing density for this area, given the distance from the main CBD
- Medium density
- Mix of house types = means that a lot of different kinds of people can live
- Mixed housing and community
- Mixed housing, allowing people from all walks of life to form a community.
- More applicable to diverse needs and income brackets
- More available land for development, a larger number of diverse home types which could lead to more affordable housing options
- More homes mean more happy people
- More houses are being provided in a city that needs them. Also there are a range of different quality houses available.
- More houses than Option One. A little more honest than Option One, in that Council has demarcated a part of the bush green belt to housing.
- More houses, I could consider purchasing because it links to Tawa. Although imagine there would be high demand
- More housing
- More housing provided
- More housing than scenario 1
- More housing and higher density housing than scenario 1
- More medium density housing.
- More number of houses
- More smaller, more affordable properties
- Nice mix of housing zones and green space
- Possibly more affordable houses.
- Provides additional housing to meet the growing needs of the Wellington region and will help to retain affordability of the city for young workers.
- Range of housing types

- Seems like a good balance of homes / open space
- The density of housing
- The medium amount of homes.
- The number of houses to increase affordability
- The quantity and sizing of housing is good
- The range of housing types and quantity are better. More duplexes and townhouses though.
- The range of sizes of houses. Sounds more like a community.
- The balance of housing types and the density is improved on scenario 1.
- The variety of site and housing types and sizes. More density offering different types of accommodation for differing budgets. The potential for more efficient use of infrastructure with increased density.
- The terrace housing
- The wider range of housing types.

Parks and Nature

Natural environment

- It doesn't have a massive impact on nature - trees/streams/wildlife
- The natural environment is still afforded some protection. Not as desirable as scenario 1.
- A good amount of green space
- Improved access to the Outer Green Belt and Tawa tracks
- The amount of greenspace retained will help maintain the Wellington character of having lots of trees nearby.
- A medium density approach makes good use of the space without unnecessary environmental damage
- Still a lot of green space
- Based on what I can see I like that there are green belts provided for some Tawa residents - those at the Greyfriars end.
- Good access to green spaces
- Ridgelines protected
- Protection of ridge line
- Natural areas are still protected
- I like that it has seemingly the best of both worlds. It has a large number of properties, with a variety of sizes that will bring a variety of homeowners and it also leaves space untouched for nature and wildlife.
- The ridgeline is still protected
- I like how the ridge line is still protected.
- Access to green spaces
- At least the damage to the landscape and hilltops is not quite as bad as scenario 3.
- Should keep most of the trees
- Here the view of the ridgeline is protected
- Ridgeline still protected. What about streams?
- Nice mix of housing zones and green space

- Nice to see the pockets of green space and still some good connections.
- Protection of ridgeline and access to tracks.
- Seems like a good balance of homes / open space
- Still good preservation of natural areas.
- Still has good green recreation areas.
- That the ridge lines are still protected.
- The large amount of green space
- Protecting some of the natural environment.
- Working with the topography where possible and maintaining the natural waterways and valleys.

Active transport

- Good cycle and walking connection within the community.
- Again there are great trail connections thought of connecting North/South and between streets and sections of reserve.
- Better access to walking tracks
- Connection to tracks
- Still lots of walking/cycling tracks.
- I like that there has been consideration of active modes of transport.
- off-road trails
- Access to tracks
- Increased walking and cycling tracks.
- Maintenance of connections to the natural landscapes with walking and bike tracks.
- Walking tracks
- The tracks on the ridgeline are a good start
- Walking and cycle tracks.
- There's still lots of walking tracks
- Walking and cycle tracks- especially linking from Tawa over to Ohariu Valley
- Walking tracks that connect areas of development.

Community and resilience

Community facilities

- more homes means that there should be more amenities developed in the suburb
- Better access to community facilities
- Communal facilities
- Good amenities.
- There'll be mixed use areas with "shops, cafes, restaurants, primary schools, community halls and sports fields". This really helps make it a suburb you can live in rather than live outside of. There'll be things to do near to home, and they'll be in walking distance.
- I like that there is provision for a new school, which will be needed.
- More potential for some communal spaces

- Provides support for an existing community with a diverse cultural, religious, sporting and shopping established.
- The accessibility of facilities in Tawa.

Transport

- I like the way that Tawa and Johnsonville become accessible from anywhere. Scenario 1 did not support this connection.
- A road linked with Tawa from Churton Park
- Access to Tawa shops etc. improved transportation
- Access to Tawa
- Connection with Tawa.
- A suggestion of public transport, but not clear to me that this density will support a good bus system.
- Better access to Tawa and improve access to public transport.
- Better connection to Tawa. Improved public transport.
- two ways to get in and out
- Better transport
- Better public transport
- Better public transport links
- Better public transport
- Connection to Tawa.
- Connected to Tawa.
- Connection to rail. Possible improvement in bus links.
- Connection to Tawa brings extension to the Tawa community.
- Connectivity to Tawa.
- Some additional building further towards Glenside is fine as this will lend itself to the establishment of the Glenside railway station at some stage.
- does connect to Tawa
- Has through road to Tawa
- Having another road will improve connection- Churton Park really lacks connection.
- Improved public transport is very important!
- This plans also connects the new housing to Tawa to increase access to existing community infrastructure i.e. schools and shops.
- I like the increased connection between Tawa and Churton Park, and the improved access to public transport.
- I like the link into Tawa.
- I like this option best as it links between Churton Park and Tawa
- I think an additional link road between Churton Park and Tawa is a good idea.
- Improved public transport, a new road to Tawa (current back road to Tawa is not good) facilities.
- Good connections to public transport and new link over the ridge to Tawa. Churton Park residents will have improved access to train commuting.

- Better links with Tawa and better public transport.
- Link to Tawa
- I could consider purchasing because it links to Tawa
- Road links to Tawa shops, services. Link to Tawa via Sunset means right to train station.
- Roads with connection to Tawa and Churton Park
- Better public transport connections.
- Public transport links and connection to Tawa
- Reasonable but the access to this area with this many more houses will need a very good bus service & even a train link
- Connection to Tawa
- The accessibility of transportation
- The link road to Tawa
- The new link road so that the existing already overloaded roads are not as badly affected
- The new road to Tawa will give residents access to shops, cafes, restaurants, primary schools, community halls and sports field
- I like the connection between Churton Park and Tawa.
- The road link to Tawa and Churton Park is good.
- The road to Tawa.
- The roading seems more contained within the development.
- The good connections to Tawa and Jville.
- The connection with Tawa is a good idea.
- I like the connectedness (just not where it connects)
- Better public transport links.

Other

- Location is good for families to approach Wellington and Porirua
- Will no doubt provide some positive benefits to Tawa retailers.
- Potentially brings more business to Tawa.
- Likely to have positive impact on Tawa local economy.
- It has a proper size to mitigate the risk of undesirable mission creep.
- Reduce chance of the area becoming a 'Heat Island'
- Seems to have the best balance of options and still offering growing space for the city.
- More development in Glenside and Churton Park. Less development than option 3.
- More land available for development
- It has a proper size to mitigate the risk of undesirable mission creep.
- Variety
- Visionary development catering for as many recreational pursuits as possible for the new residents of Stebbings Valley residents and adjacent suburbs. It promises to be one of the outstanding developments in this Region because of Council's emphasis on public recreational facilities.

Scenario 2 - Dislike

Housing

- Could be more houses
- Density too low to support effective community spaces or public transport
- Far too dense housing
- Given housing shortage, I think there should be higher density housing.
- Houses on the Tawa side of the hill above Arohata
- I don't think there should be standalone homes. We need more housing
- I don't like how apartments aren't considered.
- Developers will squeeze as many houses in to this area as possible so the idea that housing will be mixed is a myth. It is one thing to have a plan and another to see how private developers implement those plans/work within or around those plans.
- Horrible idea to build so many houses
- I don't think the area proposed for development is particularly suitable for large numbers of terraced homes, a few is ok, but make sure to leave space for family sized homes with space for the kids to play.
- More could be done with number of houses less standalone to cater for everyone in society.
- I don't think this is the best use of space, given the rate that Wellington is growing and the lack of suitable large areas of land for new housing.
- I would like to see even more medium and high density housing.
- Lack of housing types
- Not enough homes
- Not enough housing
- Not enough housing to support new community facilities
- Number of housing
- Not dense or affordable enough
- Probably won't be much affordable housing
- More intensive housing would lead to less space and privacy I'm guessing?
- Stacked housing is not familiar to New Zealanders and is likely to be a hard sell in a suburban environment. Also consider placement of houses/ townhouses on sections to allow some outdoor play space at back of house (i.e. don't put house in middle of section with dead space in front). Images of housing are not resonant with New Zealanders expectations of homes - ensure development aesthetics are appealing and not too reminiscent of council housing.
- Still not dense enough
- Still not enough houses
- Still too many stories looks like infill housing
- Higher density housing without the critical mass for good community facilities. The worst of both worlds.
- The housing density; crammed houses, little sections
- Too many houses

- Proposed housing types out of character of the suburbs of Churton Park and Tawa. This isn't an area for apartment buildings and dense housing. The 'dense' housing currently being built are still 4 bed houses, just on a much smaller section!
- Too many houses
- Too much development into the ridge line. Proposed housing types out of character of the suburbs of Churton Park and Tawa. This isn't an area for apartment buildings and dense housing. The 'dense' housing currently being built are still 4 bed houses, just on a much smaller section!

Parks and Nature

Natural environment

- Housing is too close to the ridge.
- I dislike that housing is built right to the top of the hill
- Building is too close to the ridge lines.
- I don't like the housing extending into the ridgeline and hilltops.
- I hate building on ridgelines.
- I'm not a fan of development going right up to the ridgelines. There is some really nice existing recreation and ecological spaces up there around Marshall Ridge and housing development right up to the top will detract and degrade this.
- Development high onto the hillsides and on steep topography.
- Road 2 running so close to ridgeline
- Some development blocks encroach the skyline
- The spread up the hills to the ridges
- Too much development into the ridge line.
- The ridgeline is said to be protected however there is minimal protection on the southwestern side of the ridge that faces Churton Park.
- We should be preserving hilltops with natural vistas and connected greenbelt.
- Spreading further into green spaces isn't ideal, but it seems like a fair compromise. Also the community garden has been ditched?
- Protecting the bush and the ridgeline is important as is maintaining Tawa as a separate community.
- Link road to Sunrise Boulevard disconnects reserve corridor.
- Too little account taken of bio diversity and the needs of the planet
- Given the special nature of the land with streams and bush the density proposed is too high.
- Having less green areas
- Greenbelt and ridge top too narrow.
- More houses causes problems for the houses lower down with waterways.
- Less nature , no mention at all of what happens to the environment around
- Destruction on ecology and habitat and nesting ground for many native NZ birds.
- The building near or on a hill top or ridge line "housing extends into the ridgeline and hilltops." - this would mean you are destroying native bush and the birds that nest there.

Earth movers near the bush will upset nesting native birds. Development (housing) means more rats to kill native birds, not to mention cats and dogs"

- This proposal starts loses the 'greenness' of the first one.
- Potential effect on natural habitats and streams etc.
- The existing storm water will not cope with Option 1 and this option dumps a whole lot more water into the system. Do the math 58 hectares covered with 25mm of water draining into a small stream in minutes
- Destruction of natural habitat. Light pollution affecting our ability to see the stars at night.
- Building is too close to the ridge lines.
- Encroachment into the existing green belt will spell disaster for our bird life

Active transport

- Not enough focus on walking and cycling as ways to get around.
- There is no mention of how more active transport methods will be supported. Where are the protected cycling lanes?
- Whilst active modes have been created, due to topography these will be largely recreational, I highly doubt many people will be prepared to hike or cycle up that massive hill day to day.
- I don't like that there are no cycling provisions

Community and resilience

Community facilities

- Don't like that the facilities, shops, transport is all in Tawa (overloading Tawa?) so Stebbings becomes just more sterile, soulless, lifeless urban sprawl.
- No amenities! Quite frankly that is crazy - It could house at least 3500 - 5000 people depending on the mix of homes. A town or suburb of that size needs one to three primary schools, accompanying high school plus shops, library, a pool and sports facilities. 2. The plan seems to call for the whole suburb to travel through the back streets of Tawa to get to these amenities. Unfortunately there is very little capacity (if any) in Tawa to take up to 1000 or more children as most schools are over capacity as it is.
- Concerned at the lack of significant community resources such as schools - both Churton Park's & Tawa's schools are already well-subscribed.
- No creation of a community village. People will still need to drive for everything.
- Fantasyland ideals regarding Stebbings Valley residents to "Shops, Cafes, Restaurants, Primary Schools, Community Halls plus Bus/Rail connections" is simply speculation and not based on business facts. The shopping and business communities at Johnsonville, Tawa and Porirua are struggling with rampant inflation and there is no guarantee that existing businesses will survive the next round of global financial pressures. The current flight away from suburban shopping centres by banks, postal services and other service providers indicates that there is simply no money to be made in anything other than Lotto shops. Manicuring existing malls and shopping precincts is not going to produce more business for the retailers and shop-keepers.
- Have to go outside the community for services (shops, schools etc.).
- More pressure on Tawa's schools and shops

- The school is heavily subscribed for the local area; there isn't space for that many new families. This is the worst option as it's higher density but with no local infrastructure, i.e. schools, cafes, etc.
- The development does not have its own shops area.
- It seems that the provisions of services need to be obtained from outside of the area - shops, restaurants et cetera, are in Glenside or Tawa or Churton Park.
- Lack of a Primary school.
- Lack of independent shops etc. will hold it back.
- Might put pressure in Tawa area for schools and access
- No community facilities even though a significant # of people are there. Will mean too many driving further to access corner dairy etc. Also mean more pressure on nearby facilities in Tawa and Churton Park
- No local (to new suburb) services, have to travel to nearby suburb
- No local amenities.
- No primary school in the plan will put pressure on an already packed Redwood School.
- No shops. No reason to be. No facilities e.g. community hall.
- No local shops or facilities
- Reliance on Tawa for schools, shops.
- Relies on the existing infrastructure in Tawa - particularly schools.
- Sending people by car to Tawa for the most basic activities makes this new neighbourhood just an anonymous place to sleep, not a community
- Slightly larger community being added but no additional facilities - would need to utilise Churton Park or Tawa
- Sounds like maybe not as many community gardens/playgrounds?
- No community centre or hall provided.
- Still have to leave the community to access community facilities and services. This still requires people to travel in and out, rather than having a self-sustaining, liveable community in it's own right.
- Still no local community building i.e. no cafes/schools etc.
- Still too sparse, still not enough community features. Will Tawa be overloaded?
- There is a shopping centre in Churton Park and Stebbings can support the viability of that shopping centre. Higher density housing without the critical mass for good community facilities.
- The amenities being touted for this suburb seem to rely only those already available in Tawa. The school certainly won't support this.
- Making people go to Tawa to shop or eat is not good enough, what sort of boring community will Stebbings Valley be without facilities to socialise and connect with people. Not enough focus on building a community
- The level of housing as the infrastructure in Tawa will not cope, as it is already overloaded and will be significantly affected by the Kenepuru development already
- If the subdivision is that big, won't it have its own schools, shops and sports fields?
- Too densely developed. Shops and facilities in Tawa and Churton Park would become overcrowded

- You've added way more houses but, only linked it to existing suburbs' shared facilities, so unfortunately it's not much better than scenario 1.

Impact on Tawa

- Comes at a cost to Tawa community with 1100 plus households potentially wanting access to very good education resources & business resources.
- Complete loss of identity for Tawa with no defined separation between suburbs
- Tawa development: Tawa is a severely underdeveloped part of Wellington
- Tawa loses its distinctiveness as a town separate from Wellington but close to it
- This is going to impact more on Tawa infrastructure.
- This seems good, only thing is amenities such as school and shops pricier by option 3
- Will ruin Tawa as it will become too busy and ruin it's small community feel.

Transport

- Busy traffic flow into Tawa and more vehicles wishing to park at Takapu Road Station.
- It has a massive negative impact on nearby transit in Tawa.
- Feeding a whole suburb of people into the existing train station is ridiculous. There is no extra parking at any of the train stations. The worst is Takapu station. This would cause chaos.
- A new road linking to Tawa! No new community should have to go through Tawa or any other suburb to get in or out! Tawa could not handle this especially Redwood and its roads. Already congested access. Amesbury is bad. Sunrise would be a shocker! Already poor access too Main Rd and becomes one way when cars parked on it.
- A better solution needs to be found for planned residents to access Tawa - the old Johnsonville road is quite quiet and could be used, or a new exit created off the highway. Residents in the new subdivision will have more shopping options in Johnsonville than Tawa in any case.
- No plans to increase parking at Takapu Road which is the obvious local transport hub and which is already saturated with use.
- More pressure on Tawa's transport system
- I don't want the road link to Tawa. Tawa traffic is already at very high levels at peak times with congestion occurring at times. The trains at peak times are also already full. This will increase over time so between the steady increase in demand and the addition of a new suburb you have a recipe for an infrastructure that cannot cope.
- Suggest Road 2 extend past Arohata to Main Road instead.
- With up to 1450 houses and on average 2 cars per house that gives an additional 2900 vehicles. (A lot of houses with teenage children are having 4 vehicles per house with two parked on the roadside) The roads in this area of Tawa are narrow and congested and cannot handle any additional volume of vehicles.
- I don't like that there's no new railway station.
- The potential increase in traffic to the existing residential streets in Tawa is not a positive benefit. Existing park and ride facilities in Tawa for the Kapiti train line are at capacity already. These would need expanding to cater for the certain increase in car journeys from

Churton Park to use the train commuting service. Already we see a number of cars making this trip in the mornings (and fair enough to avoid a long bus ride!) and commuters are parking in residential streets - such as Sunrise Boulevard where the plan shows the link road to merge into Tawa. I hope that developing a new north road route in Tawa will not detract from maintenance or enhancement of the existing Middleton Rd. Middleton Rd is a key (ok, the only) route for cyclists and it's pretty dire at the moment and really doesn't need to be left to fall further into disrepair.

- Increased traffic and reliance on Tawa roads during peak hours. Disruption to the Bush around Tawa
- Lack of crossing point over Stebbings Valley stream near intersection of Amesbury and Melksham drive to support increased traffic flow over direct route to Tawa. Lack of connectivity along Marshalls ridge for vehicles. Lack of connectivity through to Ohariu valley - a minimum is an emergency supply route for trucks connecting to the road built to install the mill creek turbines
- Limited access via residential streets to this area - i.e. no direct access to motorway
- No direct access to public transport in the community.
- No train
- No transport options still largely car based.
- Only concern is with the large number of greenfield development meaning more pressure on roads/more people using private cars to access the city leads to traffic congestion and leads to increased carbon emissions. Ensuring public transport is very easy to access would be key to incentivise people to use it.
- Packing a whole new community into roading/transport links that are already overcrowded. Up to 3000 more daily commuters down Sunrise Blvd yeah right
- People will still drive as on hills, and unless lots more parking put with the houses then the roads will get blocked with cars and slowing the flow. I think it should be permitted so you have more than 2 cars you pay for the use of the road.
- Think that providing economic public transport will be an issue for a small development, and people will rely on cars - which is a problem for people who can't drive.
- Road 2 running so close to ridgeline
- Road access into Tawa adding to peak hour congestion on Tawa main road and the roundabouts by Takapu Road Railway station.
- Tawa traffic is awful now without having this road connecting to it. How will you change the Tawa roads to accommodate this extra traffic?
- Still not really making the most of the opportunity to do a modern, dense, community development focused on public transport.
- Still too car-dependent for facilities
- No support transport and infrastructure support.
- The "connection" to Tawa is dominated by the needs of cars. It creates traffic in Tawa, which already has increasing traffic and the Tawa town centre car parking is increasingly under pressure
- The Tawa roads services may not support this.
- Roads in to Tawa with increase congestion and mean more hazards for local school children.
- The continued reliance on using cars to get around is still like scenario 1.

- It is not evident that the cycle tracks are suitable for use for commuters or whether the roading network takes into consideration room for cyclists who want to try and get to public transport nodes such as Takapu Road Station.
- The prices of public transport, which keeps people from using it, and makes them purchase cars.
- The problems of putting a road into Tawa, which will act negatively on the existing residents.
- The roading infrastructure has not have sense check. The new connection from Stebbings Valley should be down adjacent to or across the Corrections land onto the main access road into Tawa from the Grenada interchange. This congested roundabout will then work properly with a 4th leg onto it. Currently there are too many RH turns coming out of Tawa onto Middleton Rd which creates large queues back up to the Grenada interchange on onto the motorway system at peak hours.
- The Tawa road link is problematic. This would be the major road link north & probably for those going south also. At present there is significant congestion in Tawa at the southern end of the suburb and it is growing as a result of development nearby. This proposal would add considerably to it. We must resolve traffic problems in the city not add to them.
- There should be no access into or through the existing suburban streets in Tawa. These roads are completely unsuitable to be turned into a main though fare through to Tawa and the motorway. All road users here would have an abysmal roading experience.
- There should be option to connect to other sides of Wellington like link between northern suburbs to Petone
- The roundabout near the prison already backs up all the time - imagine the extra traffic coming into Tawa...impossible. Also the trains are always full with no seats spare at Takapu. Where are all these extra people going to go? We'll be squashed like the tube in London - no thanks!
- How are you going to get a quick and direct bus route?
- If you're going to connect to Tawa then you might as well go with Scenario 3 which gives another main road option. Also I believe Glenside kennels would be open to selling the land, so instead of coming out at Sunrise Blvd and causing more traffic and upset residents you should consider coming across through Glenside kennels land.
- The feeder road impact on existing residential areas and need to feed into more suitable road junctions which will have less impact.
- Traffic jams.

Other

- Considerable amounts of land remain unused.
- Could be a bit congested for a small area of land
- I think that the green spaces left undeveloped will be developed eventually, so we should plan for it from the outset.
- Not integrated enough with existing areas.
- A slow start to growth is important as there is a lot of uncertainty still around the prison, water, roads etc. No urban sprawl.
- The thought of undesirables moving in to lower socioeconomic areas.

- While this scenario is an improvement on scenario 1, it is still only showing a gradual improvement in a denser, more sustainable and connected approach to green field development. With the limited opportunity for green field growth, it needs to be aspirational and best practice - a transformational change in housing development.
- The sheer lack of information given by the council on: 1) effects on areas close to this development, e.g. Churton Park and Tawa; 2) effects of transportation; 3) long term effects on the quality of living: Tawa will get squeezed in, becomes a place that hosts a main road for people to get to work; 4) short term effects on property valuations - prices have started weakening already; 5) effects on Oriel Ave, Redwood Ave, schools, etc.; 6) the too optimistic idea that Tawa businesses will thrive. Retail is in decline. People will use Tawa to drive to Porirua, the Transmission Gully, and Wellington; 7) parking; 8) rail; 9) road safety; 10) environment.

Scenario 2 - Suggested Changes

Housing

- Have fewer houses - keep them away from hill tops / ridgeline.
- Increase density on same housing footprint.
- Increase density
- Increase density. Ensure different types of houses will be available e.g. apartments, townhouses, as well as traditional standalone dwellings.
- Increase housing area.
- Increase the amount of higher density living (such as apartments) until the population can support an integrated primary school
- Higher density
- Limit amount of houses
- Make sure that no large lots are made available for standalone houses.
- More affordable housing
- More houses
- More houses, more infrastructure
- More housing.
- More intensive housing
- More Tawa development and housing range
- Perhaps even more density within the proposal development zones.
- More townhouses, apartments and less standalone houses.
- Needs more houses
- Probably suggest a higher density
- No housing above 180m contour approx to provide a better green belt and keep ridge tops free of houses. Tawa side - Remove much of 3.7ha area zone and the road which services this. The 1.9ha area sits on a ridge, should move this east towards Sunrise Blvd. Churton Park side - move the top road further east (away from ridge). Remove development near ridge.
- No subdivision behind Sunrise Boulevard.
- It is ideal to have many options of houses so the community will consist of different walks of life and be more diverse.
- Maintain housing types to be in keeping with the current suburbs. Churton Park and Tawa have to 'merge' and putting dense housing and apartments which are found in neither suburb currently is not going to help this connection!
- Reduce the density to Option 1 levels
- Reduce the number of houses.
- Remove the stacked units and apartments. Remove the idea of houses being built behind Richmond Hill and create a forest reserve.
- Less houses.
- Use scenario one spread but only denser housing. There are enough big homes in Wellington as is.
- More considered housing maybe only single or 2 level at the most and better street layout
- No terraced housing, bigger green areas to town housing for communities to play, enjoy, this is a healthy community - terraced means unhealthy.

- Consider small lot or zero lot single family homes.
- I would mandate large swathes of housing to be legitimately affordable.
- Denser housing, more duplexes and townhouses and apartments. Less urban sprawl is better in every aspect.

Parks and nature

Natural environment

- Please don't back the development right onto Sunrise Blvd - provide a generous green belt for the benefit of existing and new residents and the environment.
- Protecting the bush and the ridgeline is important as is maintaining Tawa as a separate community.
- More natural features and open spaces and green
- More ridgeline protection for both Tawa and Churton Park sides.
- Reduce development into the ridge line
- Show where you are going to enhance the fauna and flora
- Create a forest reserve behind Richmond Hill
- Slightly adjust plan of housing encroaching ridgeline to give a little more ridgeline to the reserve and keep housing off the horizon. Leave a reserve corridor between development areas so the main spline reserve at the top can carry through to the valley at the bottom so when you cross that road you are straight back onto a trail and in the bush again rather than having to go down a cul-de-sac or road to find the next section.
- Take the building further away from the ridge lines. Increase the amount of bush to be retained. Consider the wider area.
- There absolutely should be a buffer zone between any development and the ridgelines. Can be left open space or planted in native bush to complement the existent areas on the Tawa side of Marshall Ridge. The current recreation areas, bush walks and ecological corridor should be enhanced by leaving a buffer zone, not degraded by development right up to its edges
- Define clearly where the intended green belt will be. Do not build a single house, run a single road through the green belt, unless Council wants to see the areas entire bird-life disappear as it did in the 1980's.
- There is more than ample land to the west of the proposed housing area, right up to and even beyond the airstrip, where thousands of houses and many roads can be built. You don't need to encroach on the green belt.
- Ensure the build at the back of Greyfriars Crescent is well away from the native bush and below the ridgeline. Do not change the council policy on no ridgeline development. Make sure light pollution is minimised, as mentioned in scenario one.
- We are looking forward to introducing kiwi to the bush area in the future. We have extensive trapping in the greenbelt, and are aiming as a community to go completely pest free. Pet cats have become more of a concern in NZ because there are less pests, cats are focusing their hunting more on birds and lizards. Dogs are also the only pet that can kill an

adult kiwi, good pet ownership is crucial and would need to be reinforced in this new community.

- There would need to be more consideration to the waterways and run off that could affect Tawa.

Active transport

- Shrink the developments up the top and ensure a connected trail connection between the four main access points to the green space is uninterrupted.
- This proposal breaks up the connection to Sunrise Boulevard with the extra road and development compared to scenario one. I would like to see this adjusted to be continuous reserve throughout with a trail that is continuous off road rather than crossing sections of developments as it looks to in the graphic. Create link trails to feed into the main trail for access instead.
- I'd like to see a strong effort put into creating a walkable neighbourhood village. Not like the one in Churton Park which is a glorified New World and carpark.
- Ensure that walkways are provided between properties as shortcuts to streets below where appropriate. Important to walkability.
- Focus on walking, cycling and public transport and main forms of transport. Less reliance on cars.
- I don't see a grid system for walking, or any sign that there would be services inside the area. It's a fair distance to Tawa for all community activities. I'd like to see a Glenside station with no park and ride and a walking/cycling connection and cycle parking.

Community and resilience

Community facilities

- Add a school and at least somewhere for a local cafe.
- Add community facilities area (shop, etc.)
- Add more local services
- Add some more facilities
- Allow for more amenities
- Community facilities and increase density further. This could be a model self-sustaining community.
- Denser so can support a community. Facilities to support the green areas - toilets, cafe, bike shop, shared office spaces.
- Include a primary school.
- Needs more public services planned in advance.
- Make sure parks and recreation areas have been implemented.
- Make sure there is still playgrounds/green spaces, not just tracks.
- Maybe a small strip mall may be considered for maybe a dairy, barber and a takeaway? Or something similar. This way, people are invested in the community from both sides, as they can do what they need to, in their own neighbourhood.
- More amenities

- More community facilities.
- More shops, community facilities so people do not have to leave their community to do things
- Needs a primary school and more community facilities and shops in the plan
- Put in a school and a village.
- Put in the needed amenities to reduce the impact on the environment caused by 1000s of people having to travel to get to anything. If you put in a suburb - you put in amenities to support that suburb.
- Add a small commercial area (cornerstore) on Glenside side.
- Reserve an area for small cluster of shops, like dairy and maybe supermarket, or even a early age care centre. It could be at the entrance of the development, leaving the hill tops for houses.
- Still needs to have more 'third spaces' within walking distances of people's homes. Green spaces, gathering points, cul-de-sacs where kids can play etc.
- This area should have it's own schools, shops and transport system as well as an access to highway.
- It seems like a suburb of this size could usefully include a shop or two and a medical centre.

Transport

- I would focus on ensuring public transport will be feasible for people to use to access the city. Train station in the area.
- A new train station near Churton Park on Kapiti line. Better access to motorway is needed - on ramp
- Access from Glenside
- Access needs to be beside/below the prison instead of through suburban Tawa!
- Add connecting road onto Greyfriars Cr.
- I don't see a grid system for walking, or any sign that there would be services inside the area. It's a fair distance to Tawa for all community activities. I'd like to see a Glenside station with no park and ride and a walking/cycling connection and cycle parking.
- Again, no roads into Tawa, use the motor way as a connection point.
- Better public transport connection.
- Amend roading layout
- Find an alternative road access into the development area rather than Sunrise Boulevard. Use either prison land or a new road to the south coming out on Middleton Road
- More thought needs to be put into how these people will get into Wellington and Porirua. There should be frequent reliable feeder buses to an enhanced Takapu Rd station or ideally a new station at Glenside to cater to these new residents.
- Connect the road to Glenside Road, not Sunrise Boulevard
- Build a main access road from the Upper Stebbings Valley to Churton Park shopping Centre as the distance is not that great and there is already a new road leading straight onto the motorway. If absolutely necessary, build a loop road near the Army track down to link up with either Greyfriars Cres or Brasenose Place and Oriel Ave.
- Change the link road to the Tawa development.

- Change the Rd to Sunrise Blvd to come through Glenside kennels.
- Concentrate on the getting the essential infrastructure and transportation systems right seems to be "priority-one". Secondly, protecting existing roads and national utilities seems to be in everyone's interests. The fact that SH1 and the Main Trunk Rail line passes directly through this affected area means that Council must not unconsciously overload these systems.
- Connect through Churton Park which has wider roads and is more recently developed.
- Consider an access road closer to Glenside off-ramp to limit impact on key junctions in Tawa
- Direct access to motorway
- Do not have a road through Sunrise Boulevard. Look at an alternative route, probably through Glenside.
- Suggest road 2 extend past Arohata to Main Road instead.
- Ensure there is public transport available for those that work in the city and beyond
- Ensure Upper Stebbings has its own community, facilities, roads, railway station etc. that are separate from Tawa. We don't want to be joined up.
- Have its own motorway access and train station (shared with Churton Park)
- I think that we need to take a fresh look at roading in the Tawa to Johnsonville corridor. Probably the best solution would be for the development to have a major connection to Middleton Road and to upgrade Middleton Road and if necessary the Glenside & Tawa motorway interchanges. That way we minimise the impact of the development on Tawa and Churton Park. We would also enable further housing construction development along this eastern connection to Middleton Road.
- I would make a new railway station near Rowells Road and build the densest housing close to the station. I would create cycleways to the station and have secure bike parking at the station.
- Identify the bus route and walking connections so that it is attractive to use PT
- Improve roading/transport links first
- Emergency road connectivity to Ohariu Valley. Road Crossing stream near intersection of Amesbury and Melksham Drive to support cross valley travel - otherwise this turns into a big loop circuit and unnecessary travel distances with associated environmental costs. Provide road connectivity along Marshalls Ridge for vehicles.
- Instead of coming out at Bede/Sunrise, an access road should snake round and come out more south - beside or through the prison. This will not have a detrimental effect on Tawa suburban transit and still allow direct access for Upper Stebbings traffic to enter Tawa, or the Motorway.
- Instead of connecting Upper Stebbings onto Sunrise Boulevard, please consider Middleton road. Cycle ways and walking pathways can be developed perhaps a new train station before the tunnel?
- Please don't just focus on building more houses. Please think about how it can affect the entire region and the local residents. For example, at Sunrise Boulevard on a school day. The road doesn't support free-flowing two-way traffic. The proposed intersection is also located just over a berm on Sunrise Boulevard where cars regularly speed, and there is poor visibility. Commuters park on both sides of the street causing one way traffic. Commuters from Kapiti use the Takapu station car park to catch the train from there because it is

cheaper option for them. Parents who drop of their kids at the early child care centre on Sunrise Boulevard. More townhouses are to be built near Countdown and Main road near Takapu. New retirement village being built on Sunrise Boulevard. The Main road gets really busy; it takes 5 – 10 minutes to turn right to the main road coming out from Sunrise Boulevard. Do we want to make this worse?

- Instead of cutting towards and through Sunrise Boulevard, extend the access road down around/past the prison onto Main/Willowbank roads - potentially link up with the other proposed roads to the south of the prison. As transport into the City is much preferred via train, rather than bus, I'd like to see how the Takapu Road station is going to be developed to support more commuters, and more cars.
- Consider alternatives for access routes that allow easy access to Tawa but do not impact upon existing communities by creating local pressure on existing infrastructure and creating risk to road users and communities.
- Look at another option for an access road.
- Make a link road to Willowbank Road.
- Make more connections with the motorways via Churton Park & Granada/Petone
- Make sure that Tawa roads and access is heavily upgraded. The old Railway bridge, Takapu Railway station and school capacity particularly.
- More connections into existing roads.
- A different Tawa roading connection proposal, e.g. at one point there was a scheme that took a new road down to the Main Road in front of the Prison
- New access road at Willowbank. New translation near Glenside
- No connecting road to Tawa! If it can't come out on Willowbank Road like Churton Park don't do it
- No road access to Tawa, especially to Sunrise.
- No road to Tawa but to Churton Park.
- Maybe more buses to the train
- Not to make a residential area using Richmond Hill as access
- On the face of it, it would be great to bring people into the area, but they need to feed in from Middleton Rd if possible, not Sunrise Boulevard. Of course, you'd need to run an extensive educational campaign on how to use roundabouts correctly as well!
- Please consider the original plan of the development having its own feeder road joining the Main Road in Tawa
- Traffic will become a nightmare around Takapu Station and the roundabout into Tawa under this scenario and you will destroy housing values for Sunrise, Bede, Oriel and Redwood residents.
- Public transport should be for free.
- Put a road through to Middleton Road, so people can use the existing main thoroughfares rather than go through tiny, winding neighbourhood back streets. Put another train station and carpark in for Stebbings Valley.
- Include options for improving the Park and ride options in Tawa. You can't get anywhere near the train stations in Tawa in the morning now and the trains can't cope with this many extra people.

- Careful considered public transport (not the current nightmare) so to entice people not to use cars. Maybe directly line to Tawa train station mornings and afternoons.
- Rethink the roading connections to Tawa and the motorway system.
- Run the traffic back through Churton Park
- At least look at alternative exits coming through Tawa.
- Improve the number of access routes.
- The new road to connect directly to the main road
- The new road would be created on the south side of Arohata prison. This would lessen the impact to Tawa residents, but still give access to the area.
- The road connection to Tawa, might be better to link the road to Tawa main road?
- A link road through to Tawa should not go ahead as detailed on the plan map. A better option would be for such a road to enter the Main Rd at some point rather than joining up to the existing residential layout. Park and Ride facilities at Kapiti Line train stations within Tawa require enlarging, particularly at Takapu Rd as there will certainly be an increase in commuters coming from Churton Park to use the train service.
- This plan puts more strain on the Takapu Road park-and-ride which is already having overflow problems. Would need a corresponding increase in parking at this station. A good bus route to and from this station would help but not eliminate the problem.
- Train connectivity
- Why couldn't you link Greyfriars? Are there other routes that would link the roundabout by the prison?
- Why on earth aren't you connecting into something like Greyfriars Cres.
- Building should be limited for now until roading connection options are sorted out. Plus the future of the prison is uncertain and a larger scale build should wait until we know what the plans for the prison are.

Other

- The natural gas line and DC power transmission lines must be protected and not compromised by implementation of the Northern Growth Management Framework projects. Negligence is an ugly word but anticipating the effects on these local and national public utilities is seen to be predictable. The same safety awareness applies to Transmission Gully highway project.
- Move the developed as far to the west as possible. Think long and hard about the externalities: congestion, park and rail, effects on Tawa and other communities and wards. It pays to think, a more attractive development will have long term benefits for Wellington: higher rates, lower crime rates, happier people.
- Keep clear separation between new subdivisions and existing Tawa.

Scenario 2 - Other Comments

- A community of this size should have some space reserved for multi-use community space such as play centre, yoga, community meetings etc.
- Any ground works near the bush line spells an end to the native bush.
- Looks like sitting on the fence and are too scared to really make a big change.
- A lot of land has been ear marked for housing in Porirua (i.e. the farmland between Plimmerton and Pukerua Bay), so why do we need Stebbings Valley at all. Johnsonville where I work as well as Tawa is already getting crowded, so why add more people to this mix.
- Definitely an improvement over scenario 1. Doubt that I would want to live here though.
- Have community emergency management systems been put in place and has the National Emergency Coordination Centre been notified?
- How can these houses be community responsive if all residence will have to drive everywhere even if there are bus links people will still use their cars to get anywhere. Look at Churton Park now and most of these people would have to drive to work, school or other locations.
- I am sitting on the fence with the storm water question above, as it's the first thing to be dropped from a project-as a nice to have- when budgets start to be squeezed. The whole of life cost and management (ops and maintenance) of alternative storm water treatments need to be considered as part of these discussions now. Good that storm water has been an identified consideration, but what about the under capacity sewer network and treatment plant. Is there sufficient water supply capacity- what about post event, is it 'resilient'? This comment applies to all scenarios.
- I do think this will be the best option to work with.
- I really feel a better look at connecting roads is required. There are plenty of examples in Wellington and in the Northern suburbs of subdivision that do not connect.
- I think this is the best scenario for this area, but the infrastructural support needs to be in place and sufficient too not impact the current surrounding residents. Infrastructure planning and investment needs to lead the development once the option is selected.
- If you are going to include high density accommodation options, please include sufficient car parking, e.g., two car parks per house/apartment. Otherwise, people will just park on the road, and cause problems on the streets.
- It is too difficult to give good feedback on the details. It is obvious that it is Sunrise and Bede residents who will wear the worse impacts of loss of quiet, privacy, but other things you ask for feedback on cannot be determined from the information on this website. We need to see visual 3D modelling and have the impacts properly and fully explained in accessible forums.
- More investigation needs to be done to determine the amount of traffic that will exit out towards Tawa, and where this traffic would be heading. If the subdivision already has its own shops and schools, then an access road exiting onto an existing main road would be better to direct traffic towards the motorway and other main arterial routes.
- Not sustainable without the amenities and proper transport corridors and options.
- Please make sure the public transport links are strong to ease pressure on local roads

- Prove you are going to enhance the flora and fauna. Just planting on residents sections although good does not show you will create podocarp forest reserves that are needed as well.
- Remove the Sunrise link and avoid the higher up housing that will conflict with the Tawa skyline. Traffic will be manic in Tawa if a link was formed over the hill. Foot/cycle access should be formed yes but nothing more than that at this stage
- Still insufficient development. The housing crisis demands better countermeasures.
- There are already good facilities available at the Churton Park shopping centre with a Supermarket; Doctors surgery; Cafe etc. so why not support those.
- There is no evidence of consideration of the impact an increased population would have on neighbouring areas. How will traffic flow at busy times of day? How will the increase in population impact on the liveability of neighbouring suburbs. Are bus lanes to Wellington part of the plan? The rail network is close to capacity during commuter times now. What is being done to ensure that there is capacity for the people who will come to Churton Park in the existing development? How much more capacity has been planned for?
- This brings inner city living to Churton Park & Tawa without the facilities to support it.
- This does not take into account the upcoming impacts on Tawa already - including the Kenepuru development and the impact of Transmission fully which will flow significant additional. Traffic through Tawa every time there is a hold up on the motorway, which will be a regular occurrence when four lanes are merging into two on the motorway every morning during rush hour.
- This is still quite a low density suburb really
- This one seems to achieve the best balance of growing without packing cement everywhere.
- We need more time to assess the effect of this development
- Why do the options with more compact housing also have to be the ones with more land used for houses and less green space? I'd like to see both more green space and more medium to high density houses; it seems like these would be naturally compatible.

Scenario 3 - Like

Housing

- A greater use of the available Stebbings Valley area available for housing.
- A lot of housing and a diverse range of housing options.
- Ability to house more people
- I love the inclusion of apartments close to transport links
- Higher density housing,
- I like that there is scope to create a dense village, surrounded by appropriately scaled apartments and townhouses.
- Right balance of houses of different types, and maximises the use of space. Better level of density than the other options
- Mix of housing types will provide housing at various price points and affordable homes for families. More houses for a growing population.
- Dense housing
- Dense housing.
- Denser housing catering to a wider range of groups. We need to supply lower cost housing and not force everyone into either inner-city apartments or 3+ bedroom houses on a section that needs mowing.
- Denser housing, more people.
- Good access to housing that meets current housing needs.
- More affordable housing
- Greater housing density
- Higher density greater quantity of housing, with much greater choice of housing types.
- Higher density so more homes and more affordable.
- Housing
- Housing in Wellington is always a good thing.
- That the housing is higher density, as this is an effective use of space
- I love that this scenario has a range of housing options, including denser living
- The fact that there will be fewer wasteful and unsustainable standalone houses.
- Diverse housing types is a significant plus which will open up the market to a wide spectrum of prospective buyers and tenants.
- It gives Wellington more housing which is desperately needed. There is a variety of housing types to reflect different needs.
- A range of houses to suit all.
- It's a large amount of housing, which is needed in Wellington.
- Like the more homes and compact living. Makes good use of the land
- Bringing this number of homes to Wellington would be great for families.
- Mixed housing. More affordable housing.
- More ability to deploy affordable housing and community housing.
- More homes mean even more happy people
- More houses
- More houses on land
- More houses than the other options.

- More housing
- More housing
- More housing options.
- More housing, greater density and more diverse types of housing (better use of scarce space).
- More medium and high density housing is good. More affordable housing and more housing available, both good for the community considering the current housing crisis.
- Most housing. Denser and better in every way.
- Plenty of housing
- Possibility to make more affordable housing
- Provides additional housing to meet growing needs of Wellington and will assist with ensuring that housing remains affordable for younger generations.
- Provides more housing that the Wellington region need
- Really good number of houses.
- The amount of housing should shape affordability in the area
- The density. The variety of site and housing typology.
- The homes will likely be more affordable for those who cannot afford big homes.
- The large number of smaller lots will help encourage more affordable housing for younger families. This is vitally important to maintaining the ability of Wellington to attract varied people
- More townhouses and fewer standalone houses. Apartments are included in the flatter parts of the area
- the high density housing option
- I like that there are a large number of houses
- There are more homes developed under this option
- Good to see higher density and less standalone houses.
- We need more apartment living; this one is the best
- This provides more housing.
- Increased density housing.
- We desperately need good quality, small, affordable accommodation that is not sold to greedy investors.

Parks and nature

Natural environment

- Significant natural habitats remain in Glenside and Upper Stebbings and help to connect the housing areas.
- Significant natural habitats
- Still lots of green space
- That significant natural habitats remain
- Working with the topography where possible and maintaining the natural waterways and valleys.
- Still has green

- I like that there is still a fair amount of space left for greenspaces.
- Still preserving green space
- Addresses climate change issues.

Active transport

- Excellent walking and cycling networks and more facilities.
- Good walking and cycling connections within the proposed area.
- An extensive walking and cycling network links the developed areas with each other, Tawa and the Outer Green Belt.
- Extensive walking and cycling network links.
- Walking and cycling network! More independence from cars is better
- I like the walking and cycling plans
- More active transport options
- Better active transport
- The provision for cycleways is great
- I like the idea of the cycle track
- Increased walking and cycling tracks.
- Walking and cycling network
- Walking and cycling access
- Cycling and walking networks are great
- The walking and cycling networks.
- The walking and cycling network sounds good
- Extensive walking and cycling network links the developed areas with each other, Tawa and the city.
- Easier access to different types of transport
- I like the cycleways and walkways
- The more extensive community focused facilities like cycle pathways
- Walking/cycling tracks
- Lots of walking & cycling tracks.
- Good cycling and walking links to other areas.The
- Walking & cycling links
- Less car-dependent. Still good track and reserve access
- Ridgeline tracks
- Considering options for walking and cycling network links is futuristic
- It provides for future population growth, allows active transport by not locking residents into car-dependency. Sports fields and active transport set the focus on the community of being outdoors and being active and healthy, and allow people to meet in the suburb centres and shared facilities, unlike the rather isolating 'scenario 1'

Community and resilience

Community facilities

- Amenities within the area.
- Ability to create community with proper facilities
- Ability to house more people and provide limited shopping and schooling in close proximity to housing.
- Additional sports fields (though I don't see where on the map)
- Higher density housing, community hub, public transport. Seems like new area would have more of a sense of community with shops and a school.
- Appears to have sufficient density to support community facilities, public transport, and village centre.
- Density to support provision of local services and community focus. Inclusion of a primary school.
- Community facilities
- Community facilities, primary school, sports grounds; everything that contributes to a great community.
- Critical mass to provide facilities which actually make this a liveable and active neighbourhood
- Community facilities within the area
- Facilities that could support a real community
- Community facilities; encouraging people to hang around in their own neighbourhood and maybe even bump into their neighbours!
- Enough people for a village area that people can walk to and hang out in to build communities. A school would help people build a community and put down roots.
- Community facilities and schools are planned for at the beginning of the development.
- Better community facilities.
- More community options
- Good facilities
- Having its own facilities.
- The higher population density will support more and better community services such as local shops and public transport connections.
- More local facilities
- I like that this is a whole community
- Includes denser living and community including schools and shops
- I really like that it has its own facilities hub with a school and sports fields and shops. This means that the residents don't have to go far to do what they need
- Small scale village centre. Community facilities.
- Building of local facilities
- Village centre and shops
- I like that there will be facilities such as a primary school shops and sports fields. This is a good use of space.
- This is the scenario that's most likely going to provide the kind of development we need: Affordable; dense and walkable; well connected; active and healthy. I like that there is scope

to create a dense village, surrounded by appropriately scaled apartments and townhouses. Alongside the establishment of a school this will serve to create community and a place to belong to. This scenario is well connected (by road) to the surrounding suburbs Tawa and Churton Park/Jville making use of their community infrastructure.

- Community facilities are great
- Enables a density that makes other facilities and community assets viable - shops, hospitality, school, local employment etc.
- This is a complete package with schools which could be ideal for a growing family.
- Some amenities
- I like that there are possibly schools, sports fields, village centre, shops etc.
- The greater community aspect compared to scenario 2
- The more extensive community focused facilities like cycle pathways
- The creation of a full community with a range of housing types and full facilities
- That this will be a complete subdivision with its own shops and schools
- That it has its own school and park/shopping area, etc. It needs to be its own area, not a suburb of Tawa.
- School and shops
- School + village shops.
- School, but still no corner store?
- Primary school but to be fair that should be important regardless in the other scenarios as larger homes technically means more kids. More apartments / townhouses means less kids therefore no greater need for a school than there is for the other 2 options
- More community facilities
- Also like the inclusion of more services such as school, local shops, and sports field
- Provision for school, sports field and shops.
- Has a school
- An opportunity to design a new community well. The primary school and small shopping area will bind this location into a distinctive community.
- More feeling of community
- More facilities
- School
- Makes best use of the land. provides community facilities
- More facilities
- It feels more like a complete suburb and more able to support an ageing population, as well as families.
- It provides for future population growth, allows active transport by not locking residents into car-dependency. Sports fields and active transport set the focus on the community of being outdoors and being active and healthy, and allow people to meet in the suburb centres and shared facilities, unlike the rather isolating 'scenario 1'
- Community hub
- Alongside the establishment of a school this will serve to create community and a place to belong to.

Transport

- Public transport.
- Appears to have sufficient density to support public transport
- Good connectivity. Road access along Marshall Ridge.
- Good connections to Tawa
- Connection to public transport.
- more transit orientation
- The increased public transport options. Better connection to other suburbs is also good.
- Likely to be better served by public transport.
- Better connected to surrounding communities.
- Good public transport links
- Good transport links
- Better public transport
- I like that it links Tawa to Churton Park and provides a separate alternative route in case of earthquakes or other emergencies.
- The ease of connecting nodes on the public transport network.
- I love the inclusion of apartments close to transport links
- If you're connecting to Tawa, having the extra road option would be best.
- A new road to Glenside is great.
- Good access to surrounding suburbs
- Good connections to public transport and new link over the ridge to Tawa. Will no doubt provide some positive benefits to Tawa retailers. Churton Park residents will have improved access to train commuting
- Link to Tawa
- Links to Glenside
- Access to Tawa. Road three releases transport pressure on the Westchester / Melksham.
- I'm pleased there will be a connection to Churton Park, Glenside and Tawa, connecting us all.
- More capability and demand for good public transport links.
- Links to both Churton Park and Tawa will be a benefit to those living there.
- Plenty of infrastructure, good connections to surrounding areas
- Better links for transport
- Three roads in Churton Park valley. More connections.
- Connection to Tawa. Possibly even better public transport coverage.
- Slightly better access to feeder roads than option 2
- Still nice connections between streets and communities.
- The additional connector road and pathway back to Churton Park with what looks like the potential to connect neatly with the on-ramp with the urban motorway.
- The link road to Glenside.
- The more connection in both sides of the community with easier access to different types of transport
- Close to public transport links.
- The road access

- This scenario is well connected (by road) to the surrounding suburbs Tawa and Churton Park/Jville making use of their community infrastructure.
- I like the link to the isolated homes at Glenside

Other

- It feels more like a complete suburb and more able to support an ageing population, as well as families.
- Integration of the Stebbings development is a positive feature of this vital housing project and Council's advance provision of primary educational facilities will ensure its success.
- Far more sensible and probably cheaper. I think that this sounds the best option.
- Efficient use of land
- Best use of the land
- Best development efficiency of all three alternatives.
- Best use of scarce resources.
- Hopefully, the elderly, disabled, and low-incomed will be mentioned in one of these proposals.
- It is a whole new suburb
- This is definitely the scenario that best responds to the reality of the housing pressures that Wellington is facing. It does it in a way that respects the topography and natural environment. With good design and minimal earthworks, this new community will nestle well into the landform, enjoy better connections, both physically and socially and will enable a more affordable result all around. This scenario best balances the upfront capital cost of a household with the whole of life costs. It integrates the environment into the community. It also provides a range of housing choice, to enable households the ability to stay within the community as their circumstances change if they choose.
- It would be a properly diverse community
- Extension of Tawa, opportunity to buy new in preferred suburb
- Better integration with Tawa and Glenside.
- Potentially a lot more business for Tawa.
- Benefits likely for Tawa economy.
- Its family friendly with a community.
- This is the scenario that's most likely going to provide the kind of development we need: Affordable; dense and walkable; well connected; active and healthy. I like that there is scope to create a dense village, surrounded by appropriately scaled apartments and townhouses. Alongside the establishment of a school this will serve to create community and a place to belong to. This scenario is well connected (by road) to the surrounding suburbs Tawa and Churton Park/Jville making use of their community infrastructure.
- The name 'integrate'.

Scenario 3 - Dislike

Housing

- I'm concerned that suburban apartments end up turning into ghettos and that the natural areas would be eroded, and become a dumping ground as soon as the apartments start to decline.
- Type of housing - could become a "ghetto" type community.
- Too many houses.
- Too many houses. Not fair for all the people who have brought out in the northern suburbs years ago thinking this would be a quieter suburb to then add all these houses into it.
- Far too dense housing - inappropriate housing - not good for a neighbourhood next to Churton Park which has nice housing. Duplex housing is very unattractive.
- Far too many houses.
- I don't think there has been enough consideration for people who are interested in a different sort of housing model than the mainstream. There should be room in Wellington for cohousing ventures etc. with support of the council.
- It would exclude high income buyers who might be looking for properties closer to town.
- Lots of houses
- Map does not show development intensity by area. Stacked housing unlikely to be appealing to New Zealanders. Apartments must have good liveability values and governance arrangements to avoid creation of a slum in 19-15 years' time. If housing intensity is high, eg apartments, parking and safe playgrounds should be provided on site. Offsite parking unlikely to be popular as residents will probably still need a car. This is potentially a viable option and may be best but mixing if housing types is essential and cultural suitability if housing aesthetics is important.
- Most people have seen the houses that have been built in Tawa just below the Countdown supermarket at the Tawa off ramp. These look over the railway line and across to Arohata prison. The private developers are selling these for offers over \$495,000. I went to the open home last week and I hope you did too. There is no area whatsoever for a garden and they are so small inside that it is marginal whether a single person living there would have enough room. Even the oven is small. The storage space was one walk in wardrobe in the small master bedroom and kitchen shelves. That is it. I don't know anyone who lives on their own and has that little storage space. If you owned a bike, there is nowhere to put it, except the carpark but then the carpark doesn't allow you to securely store the bike and it is an outdoor carpark. The private developers who built them wouldn't live there so why should they expect anyone else too. Stebbings Valley will be filled with houses like this.
- No mention of sustainable design and materials, fibre, native planting, possible cat-free suburb, permeable surfaces and zero-carbon dwellings.
- Not sure what the houses will be like but garages should be at back of house so fronts are more community focused.
- Remove the stacked units and apartments. If someone farts, noise control will be called. Make more sections bigger to give the residents breathing space.
- Smaller variety of sections

- Sounds like houses will be very close, not great for accessibility with disabled/elderly communities.
- The density of housing,
- The housing is too dense, making it very different from the surrounding suburbs
- The intensification of house - too many houses, too many people. Definitely do not like apartment building proposals - there's a real danger Stebbings Valley would turn into cheap slum - which is a shame because it's a beautiful place - option 1 would be less of an impact than this one!
- The proposed density is far too high.
- These houses are too densely packed.
- The building on the back of Sunrise properties is a bad option.
- This is my favoured scenario, but I would like to see it with more green space and less space used for housing.
- This is probably too dense - and not remaining with the existing character of the area.
- This is too much density for the area
- Too big a development
- Too dense
- Too high density which leads to unpleasant living and high risk of creating friction.
- Too many houses
- Too many houses, do not like high density areas.
- Too many houses. Don't build this type of low cost housing within a community of very expensive houses, as in Churton Park. People have bought there to live close to nature and have quiet surroundings.
- Too many houses.
- Too many houses. Feels like there's a good chance undesirables will move in.
- Too many houses.
- Too much development and wrong type of housing. Putting apartments and dense housing into an area where traditional sections and larger houses are built is strange.
- Demand for apartments in suburban areas far from the CBD usually very low (except for retirement complexes which could appropriately be located here).
- Way too many homes. We don't want the extra people in our lovely suburb. Push it back to Churton Park in scenario one.
- Way too much housing.
- Too much dense housing.

Parks and nature

Natural environment

- A busy and crowded area that ruins green areas
- Encroaches on the native bush and ridge line.
- Building too close to the ridge lines. Not enough protection of green spaces. It has taken half a century for the birds to come back to redwood bush, reducing the corridor of trees

between Kapiti and Zealandia is short-sighted and disrespectful to the people who have worked to rebuild the bird life.

- Concerns with the impact on the native bush, streams and birdlife.
- Loss of natural green space.
- Considerable loss of natural values and landscape.
- The bush isn't preserved and the population density would be devastating unless good cycling or walking track between the two were established.
- Destruction of habitat and nesting ground of native birds. Badly planned and not well thought through option.
- How close the build is too the ridge line and greenbelt.
- Extra road connection really breaks up the southern section of green space and puts north/south trail connection close to the road which hardly puts you into nature. reserve connection between Sunrise Boulevard and main reserve corridor is broken too with planned development. Should be a clear connection right through.
- I dislike how modern subdivisions obliterate the natural contours of the landscape with extensive earthworks. Would be concerned about surface water run-off into the stream networks and extensive areas of impervious surfaces.
- I am not too excited about the lesser amount of untouched green area it leaves. I wonder how much more pressure on the ecosystem this amount of housing puts on the area.
- This plan gives no indication of what efforts will be made to improve the ecology and safeguard the natural environment- native plantings, protecting riparian areas etc.
- I'm a bit worried about the environmental impact & the visual impact on ridgelines
- Less environment protection.
- limited green space
- Protecting the bush and the ridgeline is important as is maintaining Tawa as a separate community
- Show where you are going to enhance the fauna and flora. Remove the idea of houses being built behind Richmond Hill and create a forest reserve. It would seem this is the worst case for protecting the flora and fauna. Too much intense housing will ruin the natural environment and the residents social interaction Not much scope for genuine forest reserves or expansion in the future..
- The ridgeline is said to be protected however there is minimal protection of it on both sides.
- The high impact housing that the road / city links will not be able to cope with and the significant impact on the green belt / ridge lines.
- Too much green space disappears - not enough green buffer between Tawa and Stebbings Valley.
- The impact on the environment both visually and physically is significant.
- This is a lot of development and is going to put pressure on an already struggling receiving environment in the Porirua Stream. Sediment issues with current areas being developed are pretty nasty when it rains. I'm yet to see a decent sediment detention/retention system! I'm not a fan of development going right up to the ridgelines. There is some really nice existing recreation and ecological spaces up around Marshall Ridge and stretching down into Tawa through the Redwood Bush area. Housing development right up to the top will detract from and degrade this.

- Too many development blocks up on the top of the hill, people complain about a trail being visible on a hill, how about the real issue of houses on the top of a hill, hill tops are also sensitive places for our tangata whenua and we need to be kaitiaki of the land rather than just building outwards everywhere, If we build on our hilltops, we may never get them back. Please leave them for the greenbelt.
- Not retaining much natural habitat.
- Too much nature taken away.
- Too many trees being removed. Risk of creating a 'Heat Island'.
- Too much development at the expense of the planet and bio – diversity.
- Too much development near/on ridge top. Too much of the natural environment will be lost, it will create a wall of cement in the area and the roads will be even fuller.
- Development high up on the hillsides. Roads along the ridgeline / high up on the hillsides
- We don't want housing on our lovely green hills
- Worry about the run off into the Tawa stream as it will flood if that isn't managed correctly.

Active Transport

- The bush isn't preserved and the population density would be devastating unless good cycling or walking track between the two were established.
- Squiggly streets don't make for convenient active mode connections.
- It is not evident that the cycle tracks are suitable for use for commuters
- While access to walkways and cycle ways are still there, they are now in a built up environment.
- The worst option for impacting negatively on the green belt

Community and resilience

Community facilities

- High density housing miles from community centres. While the plan includes the concept of a small shopping area, it would not be viable and is not even indicated on the map.
- Community facilities should include at least one multi use building as well as school.
- Small scale village centre - lets aim big! It may seem a distance out of town now- but perhaps Upper Stebbings could become one of the main suburban centres of the future? Enough social and economic anchors and community vibe to become stand alone.
- Still could do with a town "centre" to make it its own place with identity etc.
- Definitely not enough amenities for the number of people. For example, there is no capacity in any of the surrounding high schools for 1000s of students so a high school is definitely needed. One primary school is unlikely to be enough unless it is very large.
- The number of houses and types of houses will make a lot of pressure on facilities; separate facilities need to be arranged for that community (school, shops, medical centres etc.)
- Not enough planned facilities, resources for the planned residents. I believe with this high number of planned new houses/apartments (who have nearly no shops, schools, facilities) it would really put pressure on Tawa which doesn't actually have a lot of public resources/amenities. Please don't put so many people in high density housing when there is

not much available locally. I feel this risks the development turning into a depressed area - people in cheaper housing, higher density, but with inadequate resources available.

Impact on Tawa

- Distracts from what the community enjoys about Tawa.
- By including a shopping area, you'll be taking potential and perhaps existing business out of Tawa, which is just treading water at the moment, and needs all the support it can get if it's going to survive as a thriving community (bring back the butchers!)
- Fundamentally it's the worst scenario case outcome for all involved and Tawa will come off worst for this.
- Tawa loses its independent feeling. Not good for mental health of anyone
- It is far too crowded to fit into the existing Churton Park community and would overwhelm the Tawa community as well.
- Complete loss of identity for Tawa with no defined separation between suburbs.
- The spread - destroys the sense of village that Tawa has. Housing up to ridge lines destroys the village aspects of Tawa - the green fringe around Tawa is part of our cultural and historical heritage.
- This amount of development would hugely impact on Tawa, and you have not shown any of this in any of your research or reports.
- This is much too heavily developed - housing is too dense and quality of living for those in this proposed development and those in existing developments nearby (Churton Park & Tawa) will suffer
- Too much impact on Tawa and Churton Park.
- This will have a significant negative flow-on for existing communities (Tawa, Glenside, and Churton Park) that cannot provide for more resident.

Transport

- It has a massive negative impact on nearby transit in Tawa.
- Access. With this volume they really need a new motorway access.
- Adds more pressure to Tawa roads, public transport and services. Will increase congestion
- Roads into Tawa
- I'm a bit worried about the change in traffic flows to Tawa
- All of my traffic concerns that I raised with the previous option, only more so, as the traffic would be even greater.
- Please take traffic issue into consideration for next consultation. Takapu station/Sunrise Boulevard/Outlet City are very busy roads with commuters, parents dropping off their kids.
- All this new infrastructure links to old existing infrastructure that is struggling to cope. The property developer does his part and puts in big new system and then the current ratepayers and council have to fund upgrades and replacements to cope with the load downstream. This density is a huge burden
- There is growing congestion at the southern end of Tawa particularly for northbound traffic. At times we are close to having vehicles queuing on the motorway waiting to exit at Tawa. The Stebbings Valley development will only increase traffic access problems. What is

required is a Stebbings valley connection east to an upgraded Middleton Road (perhaps along the powerline zone but taking contours and streams into account). We will also need to provide some minor upgrading to the Tawa & Glenside motorway interchanges. What we must not do is considerably aggravate a growing congestion problem at the southern end of Tawa main road and further north on the main road. One of the suggested benefits of the link is access to shopping facilities in Tawa. These are overrated. I do 95% of my shopping in Porirua & Johnsonville. They are vastly superior shopping areas.

- At the higher end of the scale, density may be too high for the infrastructure to handle
- There's no evidence of consideration of the safety of the students going to Tawa College. Increased traffic across the redwood level crossing needs to be considered.
- Busy traffic flow into Tawa and more vehicles wishing to park at Takapu Road Station.
- No plans to increase parking at Takapu Road which is the obvious local transport hub and which is already saturated with use.
- The "integration" with Tawa is dominated by the needs of cars. Of the three options it creates the worst traffic in Tawa, which already has increasing traffic and the Tawa town centre car parking is increasingly under pressure. Stebbings would support the viability of the Churton Park shopping centre if there was no car connection to Tawa.
- Could be too busy and congested.
- Suggest Road 2 extend past Arohata to Main Road.
- Even greater pressure on existing infrastructure that will require significant investment to avoid traffic jams etc. in Tawa or Crofton Downs.
- Tawa struggles too much with the traffic going through it already. It won't cope with so many more houses.
- Expensive public transport.
- Road access into Tawa adding to peak hour congestion on Tawa main road and the roundabouts by Takapu Road Railway station.
- Higher density housing far from good PT links and facilities unlikely to work. No connection to Greyfriars Cr.
- Houses not supported by infrastructure.
- Where is the new link road to Glenside going to be exactly?
- I still feel that the public transport plan is weak, an extension of the no.1 bus route is a cop out.
- It will bring a large new population to the area with increased traffic etc.
- Lack of emergency road connectivity to Ohariu valley. Lack of a mid-valley road crossing the stream (near junction of Amesbury and Melksham avenues).
- Less likely for the suburb and connecting roads to cater for all the houses
- This option looks very like the original concept of Porirua East - high density- limited community services - roads with narrow entrances and exits out into the wider Wellington area- potential for flooding as watercourses are altered - buses on streets that are narrow.
- The volume of traffic that will go through this area effecting many existing houses. How can you put public transport options into this area?
- No direct access to motorway
- No train connectivity

- The roading can't handle the extra people and there is insufficient parking for the railway stations as is.
- Not sure how public transport route would be designed to optimise efficient pick up and connections to rail and/or city
- There's only one link into Tawa. Pressure on public transport and will need more parking at Takapu Road station to cope.
- Massive traffic jams and resulting pollution
- Road 2 at ridgeline
- That we have an opportunity to think outside the box, build a new suburb that is a real community, built for walkers and self-powered vehicles and public transit first, focus on 21st century living that is efficient, solar, and reduces the focus on cars and parking infrastructure and will instead make a cheaper Crofton Downs yet again. Please, for the love of infrastructure, build something that looks like a suburb of Amsterdam!
- It is not evident whether the roading network takes into consideration room for cyclists who want to try and get to public transport nodes such as Takapu Road Station.
- connections to Tawa, traffic implications
- The design of the housing and road as per the housing type drawings are still very car dominant
- The fact it links to Tawa and the congestion it will bring to a suburb that is already struggling especially in the Redwood roads
- The number of houses and types of houses will make a lot of pressure on road access
- The proposed density is far too high. Will deliver an additional 5000 vehicles to the area (based on 2 per house).
- The potential increase in traffic to the existing residential streets in Tawa are not a positive benefit. Existing park and ride facilities in Tawa for the Kapiti train line are at capacity already. These would need expanding to cater for the certain increase in car journeys from Churton Park to use the train commuting service. Already a number of cars make this trip in the mornings (and fair enough to avoid a long bus ride!) and commuters are parking in residential streets - such as Sunrise Boulevard where the plan shows the link road to merge into Tawa. I would hope that developing a new north road route in Tawa will not detract from maintenance or enhancement of the existing Middleton Rd. Middleton Rd is a key (ok..... the only) route for cyclists and it's pretty dire at the moment and really doesn't need to be left to fall further into disrepair.
- Tawa infrastructure and parking will no cope with this. Tawa doesn't even have enough parking at train stations today.
- This will cause way too much traffic.
- The road on top of the ridge. Too much development, will overload roading infrastructure at Tawa. 5ha, 1.6ha, 1.9ha, .7ha and 1.0ha development areas on Tawa side. 6ha development area on Churton Park side.
- Connection to Glenside: how does this connect onto the wider road network; is Glenside designed to take so much traffic?

Other

- Possibly a limited amount of amenities (commercial)
- Lack of outside investment (other than peripheral Government support) is a handicap towards generation of worthwhile business activities within the development. However, existing business/trade/manufacturing and service establishments in Linden, Tawa, Grenada North and Johnsonville will benefit directly and might offer new employment opportunities for the residents of Stebbings development. Lack of aged care facilities is a glaring omission in the overall scheme of things.
- Development gets closer to the powerlines.
- Far too crowded in everyway
- I am very concerned that Tawa get squeezed as we have building in Linden, and Porirua City Council is building lots of new houses near Kenepuru Hospital. Our facilities, water, roads, waste, schools, railway stations, parking etc. will be greatly impacted. It is crucial that WCC talk to Porirua City Council and Corrections.
- I would be concerned about this intensive development so far from the city. Not great urban sprawl.
- I'd rather live in central wellington in one of the places that has a bit of character. This town is likely to be a bit dull
- Not utilising the land
- A slow start to growth is important as there is a lot of uncertainty still around the prison, water, roads etc.
- Have dark sky street lights.
- That we have an opportunity to think outside the box, build a new suburb that is a real community, built for walkers and self-powered vehicles and public transit first, focus on 21st century living that is efficient, solar, and reduces the focus on cars and parking infrastructure and will instead make a cheaper Crofton Downs yet again. Please, for the love of infrastructure, build something that looks like a suburb of Amsterdam!

Scenario 3 - Suggested Changes

Housing

- Build apartment blocks 10 storeys high or more
- Build more and maximize dwelling on the land. Build apartments only with high technology and green system.
- I'd prefer if the council put high density housing in suburban centres e.g. build high-rise apartments above the Tawa shopping area on the main road around New World.
- reduce the housing below the top of the hillside,
- As per previous scenarios this plan should have a mandate to provide large swathes of real affordable housing, this community needs to be affordable so families can live and thrive.
- Much less houses.
- Ensure affordable housing cannot be bought by investors - that it is only sold to those who are genuinely trying to buy a home.
- Even more options. Where's the support for tiny houses? We should be supporting people who are going minimal and having less impact on space, resources and the environment. It's also a crucial stepping stone in a brutal housing market that could mean financial independence for hundreds of Wellingtonians who can't get close to a house deposit. Also, designing communities as communities. Cohousing is picking up steam overseas and is just what we need to fight the creeping isolation of modern life.
- Garages around back of house. Community should be focused on walking, cycling and public transport with cars a distant 4th.
- I would build a much denser urban centre within this new community, with the local shops underneath big apartment buildings, and lots of dense housing in one main cluster. This can then make building a light rail/tram line that connects to the Kapiti train line or similar viable. Consider the non-economic benefits of more people walking/less cars in garages or on roads alongside the economic opportunity this can present.
- I would also include a communal garden/park within (as in, encircled by housing, but with small corridors through for fauna), that very dense cluster of houses. Most people, particularly my age group (24), don't need nor desire having garden space of their own. And as long as there is a communal garden where people can fulfil that desire, and plenty of green spaces, it doesn't negatively impact on the person - in fact it encourages more communal activities and connectivity. Build it big, dense and well!
- I can't tell from the map how the housing areas would be designed, but it is important that they meet modern urban design principles, including pedestrian penetration (grid), access to green space, apartments/townhouse groups having their own semi-private space, etc. This is the chance to push car parking away from the houses, to the periphery of housing groups.
- Include in scope use of land currently housing the prison for more housing. Apartments nearer to train station at Takapu Road should be considered - utilising the prison land.
- Mix this with option 2 - make a mix of high & medium density housing.
- More apartments
- A better mix of houses might help so housing is not so dense

- Maintain housing types to be in keeping with the current suburbs. Churton Park and Tawa have to 'merge' and putting dense housing and apartments which are found in neither suburb currently is not going to help this connection!
- Reduce the density of the housing and remove all apartment type housing options.
- Reduce the scope of the development and link to Willowbank Road.
- Remove development above the 180m contour approx. Remove 5ha, 1.6ha, 1.9ha, .7ha and 1.0ha development areas on Tawa side. Remove 6ha development area on churton park side.
- Still have a mix of housing types or at least provide some flat options, not just townhouses.
- Very careful planning for apartments buildings, so they are not too many and the apartments themselves are not shoe boxes. Too dense neighbourhoods can transform really quickly in bad neighbourhoods, with too much noise and not enough community spirit. If the houses will have less space, offer park, public areas where veggie gardens could bring the community together. But less apartment buildings and more terrace or duplex houses would be my first choice.
- Less houses
- Limit the amount of houses
- More houses
- More houses,
- More standalone house
- Perhaps would be better to have even more development and more standalone homes and a supermarket
- Decrease in size. Mix up types of housing.
- More lots at the larger end of the 'small standalone lot' scale. I don't think individual dwellings need to be huge - size isn't stated but a 150 sq m 3-4 bedroom house is a good family size and any outdoor space should fit a trampoline.
- Lower housing density and fewer houses
- reduce the number of houses to under 1900.
- No townhouses or state homes.
- Scale back density outside of town centre to alleviate density issues.
- Reduce development blocks up on the top to reduce encroachment of the skyline to be preserved as a continuous green belt for all to enjoy.
- Reduce density of housing.
- Reduce density, more large lot houses
- More houses the better. Density done well centred around transit is what's needed.
- More housing for low to medium income earners and single people.

Parks and Nature

Natural environment

- Keep the ridge line and native bush/open space rather than cover in houses.
- Reduce development into the ridge line,

- There absolutely should be a buffer zone between any development and the ridgelines. Scenario 3 shows no such area and development will go right to the top of the Marshall Ridge, detracting from existing landscape views available from Churton Park, Tawa and Grenada North. A zone should be left between development and the ridgeline that can left as open space or planted in native bush to complement the existing areas on the Tawa side of Marshall Ridge. The current recreation areas, bush walks and ecological corridor should be enhanced by leaving a buffer zone, not degraded by development right up to its edges. Who wants to take a nice walk up through the Redwood Bush or over from Spicer Park/Colonial Knob and end up virtually in people's back yards? (If the development section size actually allows for back yards!).
- There is certainly an opportunity to be even more aspirational - community energy generation, greater levels of sustainability outcomes both in terms of the public space but also the housing types (HomeStar 8 minimum?), community space for community gardens, best practice WSUD etc.
- Try to retain natural contours as far as possible and ensure surface water runoff is well managed.
- Water-sensitive surfaces. Lots of planting. A community orchard and garden. Ensure cycleways and footpaths are separate. Ensure homes are low/zero carbon
- Drive development to focus on more sustainable/eco practices
- Concentrate the development & protect as much green space as possible
- More explicit sustainability features around energy use
- More green space left and less land converted to housing.
- More ridgeline protection for both Tawa and Churton Park sides.
- Protect the green spaces. Require all development to protect the waterways. Flooding and slips are a feature of Wellington. Changes to the runoff and proportion of permeable surfaces need to be considered.
- Leave a green space between Stebbings Valley and Tawa with walks and recreation areas.
- Reduce development blocks up on the top to reduce encroachment of the skyline to be preserved as a continuous green belt for all to enjoy.
- Significant green belt around all existing housing in Tawa.
- Reduce all sections of development encroaching ridgeline. Leave a clear reserve and connection corridor between Sunrise Boulevard and main reserve corridor to allow a connected reserve corridor and continuous off road trail connection.

Active transport

- Community should be focused on walking, cycling and public transport with cars a distant 4th.
- I'd ensure that all roads were built with cycle lanes to encourage active transport and decrease the reliance on private vehicles.
- Keep the cycle ways
- I'd like to see a station at Glenside and a walking/cycling route to it (no park and ride).
- Make sure there are good walking connections to the bus routes and schools

- Park and Ride facilities at Kapiti Line train stations within Tawa require enlarging, particularly at Takapu Rd as there will certainly be an increase in the number of commuters coming from Churton Park to use the train service from this station.
- Establish good cycling tracks & walking tracks as a minimum. Potential to punch a subway between either side of the hill for foot/cycle access?
- We need to ensure the active mode connections are as direct and efficient as possible to encourage their use. These active mode connections shouldn't be some second tier modes of transport either. These need to be invested in properly from the get go.
- Encourage cycle and walking connections between Tawa and Stebbings, while excluding cars.
- More walk and cycleway connections into Tawa.
- Leave a green space between Stebbings Valley and Tawa with walks and recreation areas.
- Leave a clear reserve and connection corridor between Sunrise Boulevard and main reserve corridor to allow a connected reserve corridor and continuous off road trail connection.

Community and resilience

Community facilities

- Perhaps would be better to have even more development and more standalone homes and a supermarket
- Add town centre, ensure good public services and create a place rather than just simply extend space
- Aged care facilities can be added later
- I would like to see a McDonald's restaurant.
- More facilities designed around the green areas - toilets, cafe, and bike shop.
- Ensure you have a primary school regardless of the scenario you select. Also, Tawa College doesn't have any capacity, and its roll is already too big.
- Include space for new mini supermarket, cafes etc.
- The new subdivision needs its own school. Redwood School is full/over-capacity and the street isn't handling the parking.
- Keep the shops (shops put/keep locals at work and the community supplied)
- Build more schools and amenities.
- When you say 'small scale village', this will be very important. Need spaces for people to hang out and 'bump' into one another. It needs to be a place where people want to go for reasons other than retail. Don't want it to just be a dairy and a fish and chip shop.
- More public resources, amenities, shops provided in development.

Transport

- A new train station near Churton Park on Kapiti line. Better access to motorway is needed - on ramp
- We need free public transport.
- Significantly improve the roading infrastructure first

- A different Tawa roading connection proposal, e.g. at one point there was a scheme that took a new road down to the Main Road in front of the Prison.
- Put a road through to Middleton Road and develop more that way. People can then drive to Tawa or Churton Park and also have two options for getting onto the motorway - thereby spreading the traffic. Put a train station in for Stebbings Valley residents
- Access needs to be beside/below the prison instead of through suburban Tawa!
- Train
- Prefer rear access for car storage to avoid large numbers of vehicle crossings across footpath and visual dominance of garage doors, improving street quality for pedestrians. Remove any requirement for car parking provision for higher density housing types. Design the streets for a maximum vehicle speed of 30km/hr, so that it is safer for all street users.
- Access via Glenside
- Extra road connection with Tawa at Greyfriars Crescent would improve integration with this important working suburb. Alternative routes, e.g. through Glenside.
- No road access to Tawa. Establish Glenside railway station to spread the load off Takapu Railway station.
- A stronger, more ambitious PT plan needs to be set in stone alongside this development. This in my view is the creation of a new train station at Glenside or the upgrade of Takapu Rd station. This station would be well connected to the active mode network, have ample secure bike storage (If your average person were to bike to the station they'd probably want an ebike to help them get back up the hill at the end of the day). This station would also be serviced by a frequent feeder buses picking people up from Churton park/Stebbing/South Tawa areas, also feeder buses from the Grenada areas too. These need to be invested in from the outset.
- Provide additional parking at Takapu Road Station.
- Connect the road to Glenside roundabout (the one that joins the motorway), not down through Tawa. Add parking at Takapu Road.
- Create a new railway station near Rowells Road.
- Change access road.
- No link road into the Redwood area we don't need more traffic
- Detail how public and active transport methods will be supported.
- Direct access to motorway
- Any access roads should be through Arohata.
- Have its own motorway access and train station (shared with Churton Park)
- I would build a much denser urban centre within this new community, with the local shops underneath big apartment buildings, and lots of dense housing in one main cluster. This can then make building a light rail/tram line that connects to the Kapiti train line or similar viable. Consider the non-economic benefits of more people walking/less cars in garages or on roads alongside the economic opportunity this can present.
- I would make a connection to Porirua and build closer to there.
- I'd like to see a station at Glenside
- Include road connectivity to Ohariu valley. Include explicitly the changes to Tawa Main Road / Motorway and Takapu Railway Station Park and Ride required to support population growth. Reconsider the provision of a further railway station at Glenside - there will be a

need to actively address extra 2000 - 3000 commuters at peak time via public transport rather than cars.

- Increase access to public transport (i.e. park n ride facilities or develop a Tawa wide bus network)
- This will not have a detrimental effect on Tawa suburban transit and still allow direct access for Upper Stebbings traffic to enter Tawa, or the Motorway.
- As transport into the City is much preferred via train, rather than bus, I'd like to see how the Takapu Road station is going to be developed to support more commuters, and more cars.
- It should not happen if it cannot be linked straight out to the motorway! No new suburb should have to go through another to get in and out
- Keep the new suburbs residents away from the aging Redwood streets that are not coping with the use they getting now.
- Keep the public transport
- Link it back to Churton Park & Grenada /Petone motorways. New train station at Middleton road
- More explicit sustainability features around transport habits
- Consideration regarding the impact on the already overloaded park and ride at Takapu Road, and the need for good bus service to and from the train station.
- More infrastructure
- More investigation needs to be done to determine the amount of traffic that will exit out towards Tawa, and where this traffic would be heading. If the subdivision already has its own shops and schools, then an access road exiting onto an existing main road would be better to direct traffic towards the motorway and other main arterial routes.
- More multi modal connection to surrounding area and in particular to Wellington City and Porirua City.
- Run the traffic back through Churton Park
- Think long and hard about the externalities: congestion, park and rail, effects on Tawa and other communities and wards.
- Move the development over to Grenada north ready for the roading development to the Hutt Valley. A flyover bridge on Middleton Road to Westchester Drive.
- Need another linking road into Tawa and Churton Park.
- Need to understand how the viable transport connections would be designed.
- New Motorway access and new translation near Glenside.
- No road access to Tawa.
- Preserve the link to Tawa.
- Look at the wider system to ensure that developments in Johnsonville and Porirua and the traffic flows that involves are part of any development plan. The people who will live in the new community will have to pass through existing communities to get in and out. Increased traffic volumes cut communities down main roads. Put in bus lanes

Other

- Keep clear delineation between new suburbs and existing Tawa through use of native land as a boundary.
- Definitely less building towards Tawa.
- Have a rule about cats, preferably no cats.
- I still think this lacks the focus on building a community where people can live contentedly without feeling the need to leave the suburb to find entertainment constantly.
- Move the development as far to the west as possible. It pays to think, a more attractive development will have long term benefits for Wellington: higher rates, lower crime rates, and happier people.
- Allow for more light commercial.
- Possibly the answer for this development lies somewhere between scenario 2 and scenario 3? I would look at developing a new scenario, placed somewhere between 2 and 3.
- Strict regulations that focus on the collective good of residents from the greater Wellington region need to be considered. Protect the existing communities.
- Take away the development near the powerlines - give more space around them so people don't have to live too close to them.
- We have an opportunity to think outside the box, to build a new suburb that is a real community, built for walkers and self-powered vehicles and public transit first, focusing on 21st century living that is efficient, powered solar first on every available surface, and reduces the focus on cars and parking infrastructure. Please, for the love of infrastructure, build something that looks like a suburb of Amsterdam!

Scenario 3 - Other Comments

- A better mix of houses might help so housing is not so dense.
- Again I do not see why the higher density housing option is also the one with the most land converted to housing.
- Also like to see siting of community centres, and how their viability are determined.
- As with the previous option, please include sufficient car parking with each house/apartment so that the streets don't get clogged with cars.
- Bad for Tawa and for people lives at redwood.
- I hope this is what goes ahead but I will not hold my breath for it to happen.
- Consult with all the residents who now live here and take our ideas and concerns seriously. Prove you are going to look after the environment and show where and how you are going to enhance it. This also means the night sky as well I do not believe you for 1 second you are going to achieve it or have the will to do this. I feel this will be the biggest kick in the guts from the developers. What steps are in place if the developer breaks the rules.
- Could still be bolder. Regardless of how bland and status-quo what you propose is there is going to be a large black-lash of NIMBYism, why not actually attempt to be visionary. This plan is for the residents of 2030 Tawa-Churton Park not the current ones.
- I am sure you have the majority backing of the people. Even those who desire garden space, such as myself, still advocate for much denser quality housing as it will free up properties that have gardens with people living there who aren't gardeners. This is the only sort of size project that may have a lasting meaningful impact on the market in Wellington, as well as prospects for us younger people to own our own home. Especially regarding it being some of the last land identified for housing, it is so important that it is developed properly - at the very least allowing for future densification. Better still, do it dense from the get go.
- Don't miss the opportunity to do something great by meeting a consensus requirement for mediocrity yet again.
- Environment impact depends on public transport, which is probably a bit out of WCC control but still Important
- Frankly, this is still lacks innovation and future thinking and is sticking to the mainstream housing norms that really ought to be challenged. City councils should be leading the way for sustainable cities.
- Given the topography, will it be sufficient to just have one 'village centre'?
- I agree that smaller homes are the way forward. People don't need large homes, and those that say they do are kidding themselves. Make some small 1-2 bedroom flats available, with a small garden. Smaller places are what people can afford nowadays and a great way to be less consumed by the consumer culture.
- I question why Stebbings Valley is necessary at all given that there is already a lot of medium and high density housing occurring in the Wellington northern suburbs; and there is extensive existing and future land development occurring in the Porirua region at Aotea and the land between Plimmerton and Pukerua Bay. Unfortunately we live in an age where sensible decisions about land use and infrastructure are made only when there is a crisis, i.e. problems for the community have reached breaking point. Northern suburbs are already highly populated and I know that the Waikanae line trains are full by the time they get to Tawa in the morning. I get on the last train stop before town at different times during peak

hours so I know. I also take a lot of the buses between the CBD and Johnsonville and again I see the crowding. So, why add more people to a full infrastructure. Roads are also very busy.

- I think this is best considering the housing shortage and also for better facilities in the area
- I think this scenario sounds most like a ready-made community out of all of them.
- I think this would have a huge impact on Tawa and I think there is so much more work to do to enable anyone to give any relevant feedback.
- I would live there
- I would try to remove all on street parking so that space can be dedicated to public and active transport from day one.
- In any future public consultations, please explain why the housing development cannot extend westwards, leaving the green belt intact?
- It doesn't look connected to development in the greater Wellington area.
- It is disappointing that roading was not given more consideration when the scenarios were developed. I am a retired professional roading engineer & if I had been involved I would have providing excellent connections to Middleton Road & the motorway. This would be a major benefit to the scheme and those who will live in the value. Cost will always be a factor but adding considerably to Tawa & Churton Park traffic woes, as the scenarios two and three do, is not the answer.
- It is very difficult to give feedback based on on-line map and a short blurb. We need more information, 3D modelling, visuals, and in-person opportunities for information sharing and feedback.
- It would be great to prioritise first home buyers for this development taking into consideration the price cap of \$550,000 for new build homes. It is quite frustrating that although there are a lot of property development around Wellington, unfortunately the cost doesn't really cater to first home buyers.
- It's not all about primary schools - what about colleges? To send all these pupils through to Raroa and Onslow is just not going to work!
- It's the best scenario because having higher density communities where we do develop means other spaces can be left alone. It's also great to do high density development in such a well-planned way with good consideration of natural values, habitats and local species and ecosystems to preserve and protect.
- It's by far the best option (but could be even better). Don't just look at who is buying houses, look at who could be buying houses, and how to better cater to them.
- It's so important new housing is high density. Wellington has plenty of standalone houses - but so many have crept into disrepair as people choose to rent them rather than upgrade them as homes. Using new developments to create high density housing attracts those on lower or average incomes into safe, dry, modern housing. This makes investment in older housing stock more attractive for those on higher incomes
- Own schools regardless of the scenario. Road joins the roundabout at Glenside. No effect on the ridgeline/view from Tawa. Retain the natural beauty of the ridgeline and the area in general.
- Keep the ridge tops green.
- Keep undesirables out. Make it an affluent area with plenty of recreation areas.
- Like this but more please!

- Motorways are already super congested. Can't add too many houses. Train services in Tawa don't cope at the moment either, so too many houses is not ideal at all
- Must be designed well so that it will have the fewest negative effects for Tawa.
- Needs to be re thought to reduce the scope
- No link to Tawa
- One is the only option if these are the choices. Although Terraced housing is bad for communities. We need to protect what bush is at the north of Stebbings as this is home for many native "nesting" birds. We need to retain the natural boundaries so Wellington city does become "Urban Sprawl" like the Hutt Valley (where does Petone end and where does Lower Hutt begin, same for Upper Hutt, Silverstream, Trentham etc.). Pest free Tawa, Friends of Tawa bush and many others have worked hard over the past 30+ years to protect and heal the Tawa bush. This development will destroy part of the bush and leave many native birds without a nesting area at the southern end of Tawa, Also to increase the distance that birds from Zealandia need to fly to reach a safe nesting ground. The Tawa community is a safe happy community which we all like to share (even with our neighbours Porirua and Johnsonville), adding additional suburban roads from Stebbings into Tawa will increase the amount of traffic, risk, safety concerns in these small streets.
- We just don't want any more people in this suburb. Churton Park should grow as there is plenty of space to expand there.
- Provide better public transport connection
- Put in a train station on the main trunk line at Glenside. Heaps of people would benefit from that!
- Scenario Three will allow for a relatively large amount of people, the influx of people will put pressure onto surrounding infrastructure and a scope to upgrade those infrastructure need to be considered.
- Scenario Three would ruin our Richmond Hill private road location which is currently a secluded quite peaceful spot and being the main reason why we live here in the first place.
- The least attractive of the three and this density would bring certain issue that would not be helpful to Tawa & would not enable Tawa to keep its unique identity.
- The only acceptable variant out of the three presented. Provides the best connection of existing areas.
- The pressure on existing infrastructure calls for new investment in rail and associated transport services to allow for swift connections in and out of the new Stebbings Valley area. Just where this investment is coming from is not stated. The consequences are far-reaching and need to be explained as part of the integration plan.
- This is my preferred option. It is designed with the future in mind.
- This is the way forward - there's not much more room to build in Wellington so let's get it right and make the most out of this land!
- Very careful planning, strong supervision so the money grabber don't just pluck huge apartment complexes with minimum space that will not be attractive to families or anyone really. You accept living in a shoe box if you are on the steps of your work or a place you like to visit/have fun. But if you still have to travel an hours to/from work and go back to a little box, nobody would want to stay long there or value it.
- Well arrange sports and swim facility

- Wellington currently has a poor variety of new subdivision styles. I particularly like the style of the development in Auckland at Hobsonville Point. Scenario three seems to be the closest to this style of integrated development. This scenario looks like a development that I would want to live in, unlike other recent subdivisions in this area.
- Wellington desperately needs more housing. I think new subdivision needs to have own infrastructure to support a sense of community.
- You called it by naming them. Extend = sprawl, Connect = join another suburb on, Integrate = actually integrate the suburb properly into the city. Has to be scenario 3. There may be less green space in this scenario, but by making it possible to actively travel in the suburb instead of people using cars, it means that the general level of exposure to green space and fresh air is maximised. Keep the speed limits down and add traffic calming to any roads in the suburb.

Appendix Five: Comments relating to Sunrise Boulevard and Richmond Hill

Scenario 1 - Like

- Limited traffic impact on Sunrise Boulevard
- That it doesn't connect with Sunrise Boulevard. This road is already over used. There are parking and safety issues with this road which have been raised with council over the years.
- That it does not affect an already over capacity road in Sunrise Boulevard.
- I like that there is no access onto/across Sunrise Boulevard
- It also doesn't put any extra pressure onto Sunrise Boulevard which already has significant traffic issues.
- That there is no connector road to Sunrise Blvd, although I think the connection with Tawa is a good idea.
- That it doesn't connect to narrow unsuitable roads.
- That it doesn't link with Sunrise Boulevard.
- That it doesn't link into Sunrise Boulevard in Tawa.
- Doesn't overload Sunrise Boulevard

Scenario 1 - Dislike

- That a road appears to be ploughing straight into Sunrise Blvd. this will cause major traffic issues and reduce quality of life and housing values for residents on Sunrise, Bede, Oriel and is a danger to school children schoolchildren at Redwood Primary school on Redwood Avenue. That the area for development backs right onto the properties on Sunrise Blvd - why is this necessary when there is so much green space? Why can't there be a significant green belt to preserve the privacy and outlook of houses on Sunrise? It seems totally unnecessary to back the development right onto Sunrise houses and will negatively impact residents. Do people want to live right behind a prison?
- The road connecting to Sunrise Boulevard.
- Any road linking Sunrise Boulevard to Churton Park. Your map is unclear.
- Trying to get cars up and down Sunrise Boulevard will be gridlock at these times and likely cause many accidents.
- Can't tell from the map what the roading access is - not keen on Sunrise Boulevard being used as a main road into/out of the area.
- I am strongly against the idea of the road access to upper Sunrise Boulevard. The road already has parking and traffic issues. Most of the days it is one way traffic because commuters & residents use the road to park their cars. Also, near Bede street/Sunrise Boulevard, there is a blind hill where drivers come up at speed and it will put the residents and drivers coming out from the new road at risk of accidents (also there are lots of kids who use the road to get to school).
- I don't like that the connecting road comes into the top of sunrise boulevard, which is already under strain with the amount of traffic and limited parking, causing inconvenience to residents.

- I don't like the access road coming into Sunrise Boulevard. This will have a huge impact on the local community. I don't like the potential building on the boundaries of the southern side of Sunrise Boulevard.
- You say that this option is a link road feeding back to Churton Park but make no mention of the land to be developed with a road feeding into Sunrise Boulevard also part of this option. I object to any road linking to Sunrise Boulevard. This would also add extra traffic to Bede Grove, part of Oriel Avenue and Redwood Avenue. As you acknowledge roads in this area are under width. There are traffic and parking problems in the area that have already been discussed with council representatives. The proposal will exacerbate those.
- All scenarios would be disastrous if there is a new road coming onto Sunrise Boulevard. Please take traffic issue into consideration for next consultation. Takapu station/Sunrise Boulevard/Outlet City are very busy roads with commuters, parents dropping off their kids.
- There is no way Sunrise Boulevard can handle more traffic. Like a lot of the streets in Redwood developed in the 1960's they were never meant for the traffic of today and we are already having problems with parking especially on Redwood Avenue around the School.
- Location of link to Sunrise Boulevard which would make a dangerous junction at the top of Sunrise Bld. The blind crest in the road could not easily be modified and people already drive to fast for the conditions in both Sunrise Boulevard and Bede Grove. Many local residents already complain about the nature of driver who uses these roads as a shortcut to Oriel Avenue. Exit from the bottom of Sunrise Boulevard towards Wellington is almost impossible at busy times and this option would encourage extra traffic onto Bede Grove, Oriel Ave and Redwood Ave which are key routes and crossing points for pupils heading to local schools.
- Strange road attaching to Sunrise Boulevard. This goes through existing houses and that road should not be the thoroughfare from Upper Stebbings. This is not a good roading option. Tawa is already quite congested and that road is busy with Longview Rest home and people taking a short cut to Oriel Avenue. This will also have a negative impact on the roads by Redwood School which are already congested.
- The road would possibly join Sunrise Boulevard opposite Bede Grove. That would require taking out #47 Sunrise Boulevard at least, and possibly #45 as well. The traffic on Sunrise Boulevard is already well beyond its initial design capacity when it was developed as a private development in the 1960's. It was definitely never designed to take all the traffic it even currently carries. Since the garden centre on the Main Rd intersection became a child day-care, parking has been a real issue for us all. With the rising popularity of the train for commuters, and the limited parking space at Takapu Rd station, the shortage of parking has become more notable. And with the recent redevelopment of retirement units on the Longview Home site, there has been even more pressure from the construction trucks etc. I could go on further about the difficulty even now of getting onto Main Rd heading south at the bottom of Sunrise Boulevard, the peak time jams at the three roundabouts to the south (Prison, Countdown, motorway) and I could lament the lack of parking at Takapu Rd station, but all of that should be obvious already. Any road connection onto Sunrise Boulevard will of course intensify that problem.
- The apparent road into Sunrise Boulevard
- I do not like the road access through the houses on Sunrise Boulevard and think other roaring options such as the connection with Greyfriars Crescent should be explored. I think

the subdivision behind Sunrise Boulevard has not been properly considered as there are underground streams that have meant some property owners have had to install water pumping mechanisms to stop their houses flooding. Re-landscaping the land is likely to impact flooding of the new subdivision and also houses on Sunrise. The council has not planned for this as private developers will not consider this when creating a subdivision.

- The fact that Sunrise Boulevard will be the access point to the community
- The link roads are not well thought out. Access to Sunrise Boulevard is a nightmare without any more traffic.
- The linked road onto Sunrise Boulevard the road is not designed for heavy and or constant traffic; it is also too narrow and is a risk to people driving on either side of the road. This will also lower the value of people's homes along that road and will be a worry for people who have pets and children living next to a busy road.
- The map shows a random patch of development behind the middle of Sunrise Boulevard which does not seem to link to anything. The road looks as though it doesn't link to either Sunrise Boulevard or Willowbank Road. I don't like this part of the Scenario at all. If any development is behind the prison then for the sake of traffic management it should link to Willowbank Road and not into a suburban residential street.
- The road connection to Sunrise Boulevard
- The traffic problems it will cause on Sunrise Boulevard where I live. The fact my family will lose our privacy in our backyard which was something we were told would never be at risk when we bought this house due to the fact it is prison land.
- The fact that Sunrise Boulevard has a sub collector road marked there connecting with a road that is already busy.
- And make sure that on any of the options, you don't go down Sunrise Boulevard (and I don't live there, but it's not a popular option).
- Have the connecting road come into Glenside and not force more traffic up or down Sunrise Boulevard
- The link road into the development near to Tawa. No thought into the access onto a very busy street which is very narrow for more volume of traffic.
- At least four or five times the amount of traffic currently using our private road. Loss of land and parking space - due to road extension/widening. The possibility of development/housing all the way to our back fence. Our peaceful hideaway, the reason we all love living here, lost for good.
- The link roads are not well thought out. Getting out onto Middleton road junction would need to be improved. Roads are very narrow for extra traffic.
- What I don't like is the concept of a small subdivision behind and to the side of Richmond Hill. We have a little slice of paradise here and it is not necessary our life style just to cram in a couple of new houses. If we have to talk about this scenario , the only out come to this if it were to happen should be houses that have the same land area as us in Richmond hill , 2000sq metres so they enjoy our life style and create an area that has to be planted as other subdivisions are as part of the rules. This creates a very sought after unique area. I am very much against any development on our boundaries.
- There is a proposed residential area of 3.4ha in orange below Arohata Prison on the map. It seems the only way to access this proposed area is driving up Richmond Hill. We completely

oppose the proposal of building residential homes here. 1. Richmond Hill is a private road, it's an easement (driveway) allowing for those that live there access to their homes. The road is owned by the landowners. 2. The private road is narrow and only has room for one car to drive up and down. Two cars cannot pass together. One car has to give way to the other. 3. If the road was widened, then you will be imposing on our land as all residents in Richmond Hill own the land both sides of the road. The piece of land owned by residents that runs from the road down to Middleton road is steep and rocky. There would need to be an engineering miracle to widen the road from this side. Again you would need permission to do this as we own the land. 4. The road is not built for high volume traffic. 5. The natural habitat of Richmond Hill would be ruined.

Scenario 1 - Suggested Changes

- No subdivision behind Sunrise Boulevard.
- Not to develop the residential area around Richmond Hill, Glenside.
- Remove the part behind Sunrise Boulevard.
- Remove the Richmond Hill development
- Remove the development at the back of Sunrise Blvd.
- I would eliminate the area of building that directly backs onto Sunrise Boulevard.
- I want to understand where the random piece of road perpendicular to Sunrise Boulevard connects into.
- Instead of connecting Upper Stebbings onto Sunrise Boulevard, please consider Middleton road. Cycle ways and walking pathways can be developed perhaps a new train station before the tunnel? Please think about how it can affect the entire region/locals. Look at Sunrise Boulevard on a school day. The road doesn't support free-flowing two-way traffic. The proposed intersection is also located just over a berm on Sunrise Boulevard where cars regularly speed, and there is poor visibility. Commuters park on both sides of the street causing one way traffic. Commuters from Kapiti use the Takapu station car park to catch the train from there because it is cheaper option for them. Parents who drop off their kids at the early child care centre on Sunrise Boulevard. More townhouses are to be built near Countdown and Main road near Takapu. New retirement village being built on Sunrise Boulevard. The Main road gets really busy; it takes 5 – 10 minutes to turn right to the main road coming out from Sunrise Boulevard. Do we want to make this worse?
- Remove the new road coming into upper Sunrise Boulevard/Bede Street. Why not connect at the end of Sunrise Boulevard, or beginning of Sunrise Boulevard towards the Main road Tawa?
- That an alternative road access to Tawa be found possibly the road originally proposed down the prison land to the south of Sunrise Blvd or a road down the other side of the prison land coming out on Middleton Road.
- Traffic that runs back through Churton Park with no access to Tawa through Sunrise Boulevard
- Access roads should be designed to have the least impact impossible on Redwood residential streets and the narrow railway bridge.

Scenario 2 and 3 - Don't like

- It seems unfair and very unwise to run this development right into Sunrise Blvd. Why can't a generous green belt be provided? This would be better for existing and new residents as well as the environment. Existing residents on Sunrise will lose their outlook (which they paid for), privacy and peace and quiet.
- All scenarios would be disastrous if there is a new road coming onto Sunrise Boulevard. Please take traffic issue into consideration for next consultation. Takapu station/Sunrise Boulevard/Outlet City are very busy roads with commuters, parents dropping off their kids. Please discuss this with local counsellors, residents before releasing these plans to the public.
- Any road connecting in to Sunrise Boulevard. The streets and intersections in that area would not cope with the extra traffic.
- Adding a road into Sunrise Boulevard/Bede Street is not a good idea or perhaps a dangerous idea which will cause serious traffic issues. Please consider the blind hill coming up to Sunrise Boulevard. There are lots of kids who walk to school via Sunrise/Bede/Oriel place/Redwood Ave. Also Sunrise Boulevard & Redwood Avenue is already fully congested with cars and has become one way street with cars parked on the street. Why can't the new road connect to the main road allowing the direct access to the town centre?
- All three scenarios have a connecting road into Sunrise Boulevard; this is simply unacceptable to the residents of sunrise boulevard and Bede Grove
- The road access on to Sunrise Boulevard is not going to be very attractive and detract for those residents in that area.
- Location of link to Sunrise Boulevard which would make a dangerous junction at the top of Sunrise Bld. The blind crest in the road could not easily be modified and people already drive to fast for the conditions in both Sunrise Boulevard and Bede Grove. Many local residents already complain about the nature of driver who use these roads as a shortcut to Oriel Avenue. Exit from the bottom of Sunrise Boulevard towards Wellington is almost impossible at busy times and this option would encourage extra traffic onto Bede Grove, Oriel Ave and Redwood Ave which are key routes and crossing points for pupils heading to local schools.
- I'm a bit concerned about the impact of traffic on Sunrise Boulevard - which is a steep & narrow residential street
- The road into Sunrise Boulevard, lack of thought around the impact on surrounding areas, building on the south side of Sunrise Boulevard.
- For Scenario 2 and 3: Whilst I support the linking of the new community with Tawa, I would not support the linked road entering Sunrise Boulevard/Bede Grove. Following a traffic solution report undertaken by PSC and various parties sent to residents on 24th October 2017 (in relation to the redevelopment of the retirement village in lower Sunrise Boulevard) it is clear that Sunrise Boulevard has a number of traffic issues. That report failed to provide any clear solutions to the issues which are; build-up of traffic on each side of lower Sunrise Boulevard during the week particularly from commuters, reducing the road to one lane at times, and a dangerous and difficult intersection to cross onto the Main Road during peak times. Your proposal would compound these issues by adding further traffic to an already choked road system by adding a flow of traffic on to Sunrise Boulevard/Bede Grove, above a blind rise - that is often already subject to speeding cars; creating great risk for residents,

particularly children. It would be unsafe to walk alongside, park on and cross the road with the potential for thousands more cars in the vicinity

- Horrible idea to have the traffic out through Sunrise Boulevard when that street struggles already with traffic. We don't want more cars causing more of a gridlock in the morning and afternoon.
- Utilisation of Sunrise Boulevard being used as a main road into/out of the area - terrible idea; dangerous for kids trying to get to Redwood School. Intersection with Tawa's Main Road is already a nightmare, more traffic would make it even more awful; and the steepness of the street doesn't seem advantageous as a main egress route.
- I don't like the connection into Sunrise Boulevard. The proposed intersection is at a poor location coming up over a berm where there is very poor visibility. Cars already speed past. The bottom of the road already has traffic and parking problems which have been raised in the past.
- Link road to Sunrise Boulevard disconnects reserve corridor.
- I'm very concerned that Sunrise Boulevard, and motorway access, will be negatively impacted. The heavier traffic will also make the Redwood area more dangerous for children, especially those travelling to Redwood and Francis Xavier schools. Tawa main road by Francis Xavier School is already extremely busy at school pick up times.
- Impact on Sunrise Boulevard.
- Joining up with Tawa through Sunrise Boulevard is a disaster.
- That it connects to already overused roads. Already can't have a car going up and down Sunrise at the same time if any cars parked there. Already people travel up it faster than is safe.
- That it goes through Sunrise Boulevard. A street not designed to accommodate increased vehicles.
- Have the Council given consideration to the recent development at Longview and the expected increase in vehicles onto an already busy Sunrise Boulevard where it is: difficult to turn in the street; often access on the road is only one way and vehicles need to give way to oncoming traffic frequently; also vehicles frequently speed up Sunrise Boulevard.
- The access through Sunrise Boulevard. This road isn't suitable for this volume of traffic. It is already unsafe due to being narrow and having many cars speed up it to access Oriel Ave etc.
- The connecting road onto Sunrise Boulevard and Bede Grove. Sunrise Boulevard is a very steep narrow street. Traffic volumes will get very high down Bede Grove onto Oriel Ave. Do some houses on Sunrise Boulevard need to be demolished? How does it affect these homeowners and the homeowners on either side that will now be next to a very busy intersection? Why can't an access road be connected down to Middleton Road where the flow will be better onto the main road of Tawa or onto the motorway?
- The connection into Sunrise Boulevard. What a disaster. There have already been meetings with the council to discuss what a shambles the intersection is and the fact the bottom part of the road reduces to one-lane road at the bottom when traffic is parked either side. Now you're proposing to add in a road that sits behind a blind rise. Your initial traffic report failed to note that the exit to the Z station is opposite the bottom of the street so it's actually a 4-way intersection, not a T. There are many near misses and minor accidents down there

which is further exacerbated by the pedestrian crossing next to this ridiculous arrangement (I regularly walk past debris from prangs). Funnelling a whole heap more cars down there is mind boggling let alone bringing them in at a point where you can't see over the top of the rise until you're at the top. We have cars that rip up the road - someone will be killed pretty quickly if you put that road in there unless you do some extensive work to Sunrise Boulevard as well.

- The connection through Sunrise Boulevard and onto Main road Tawa - I don't believe these roads will cope with the increased traffic flow. The loss of the hilltops etc. with housing being built.
- The connection through sunrise Boulevard and the fact no one was advised of this before it was published
- The connection with Tawa does not seem to be well thought through from a traffic engineering point of view. The Sunrise Blvd is not a good connection point and one could observe this by looking at the road width, gradient and its connection with Main Road.
- The only link road to Tawa. This is in the middle of a residential area at the top of a very steep narrow road. This will be a very dangerous intersection. Why can't the access road come out onto a main road (Middleton Road) that then flows into Tawa and towards the motorway?
- The overloading of existing roads not suitable. Neither Sunrise nor Amesbury are really set up as main access roads. Sunrise is one way when there are cars parked on it.
- The current connection to Redwood via Sunrise Boulevard is wholly inapt for the size of the development
- The Sunrise Boulevard connection makes no sense. This is a narrow road that cannot cope with the traffic it already has.
- The traffic problems it will cause on Sunrise Boulevard where I live. The fact my family will lose our privacy in our backyard which was something we were told would never be at risk when we bought this house due to the fact it is prison land.
- The weird road attaching to Sunrise Boulevard. This goes through existing houses and is not a good roading option. Tawa is already quite congested and Sunrise Boulevard is already busy with Longview Rest home and people taking a short cut to Oriel Avenue. This will also have a negative impact on the roads by Redwood School which are already congested.
- The development south and west of Sunrise Boulevard including the ridiculous road connection onto Bede Grove.
- There is not any problem with access from this new area into Tawa but for it to come into Sunrise Boulevard is ridiculous. Sunrise Boulevards already has real traffic and parking problems with cars parked on both sides of the street up and past number 21 every day. It often takes 5 mins to get out of the street on to the main road and this idea would only put more traffic on Sunrise Boulevard making that problem a lot worse.
- Neither Sunrise Boulevard nor Bede Grove were ever designed to be major access roads and more traffic would cause problems for school children as well as elderly residents living in the vicinity and the Longview Resthome.
- Subdivision behind Sunrise Boulevard. Connection road via Sunrise Boulevard.
- The fact that Sunrise Blvd will be an access point

- I don't believe that an access road into Bede Grove and Sunrise Boulevard will be a good idea. Bede Grove: the street slopes down at a heavy angle. This catches drivers off-guard who drive.
- The plan seems to call for the whole suburb to travel through the back streets of Tawa to get to these amenities. Access through Tawa. The plan calls for feeding hundreds of cars through narrow, winding back neighbourhood streets. These roads are often lined with parked cars as they pass a retirement home and a school, forcing drivers to straddle the midline. That's ok if there are only a few cars trying to pass each other but will be dangerous, slow and difficult with a large number of extra cars trying to wend their way through. The existing roundabout on Redwood Street is too small for larger vehicles.
- Why is a road being rammed into Sunrise? The traffic at this end of Tawa is already a problem and will cause people to drive up and out of Sunrise, Bede, Oriel Ave and Redwood both in and out of Tawa - this will seriously affect traffic, safety and liveability at this end of Tawa. There is a pre-school on Sunrise, an aged care hospital, and a primary school on Redwood Ave - this will increase traffic and dangers for these children and parents who will also have other small children with them. Is there no alternative place for access? This seems short-sighted and unfair.
- Do not want road connecting into Sunrise Boulevard and Bede Grove. Already too congested in this area.
- I don't like the road into Tawa. It will cause too much additional traffic in a quiet suburban area where there are residential dwellings and day care, and a small train station with little parking.
- A bit concerned about the pictured Road 2 link into Tawa. As shown it enters onto a suburban street that isn't the widest of roads and is often only one lane wide after car parking on either side. It also opens up the potential for 'rat running' through Tawa residential streets such as Oriel Ave.
- Road access to Tawa entering Sunrise - a narrow residential street. Road access to Tawa travelling through Bede Grove/ Redwood Ave - Adding to noise, congestion and safety concerns of residents.
- The proposed main exit out onto Sunrise Boulevard is not practical. Sunrise Blvd is highly congested at peak hour and the intersection onto Main Rd does not work at these times.
- We live in Sunrise Boulevard near the proposed link to Bede Grove and would be directly affected by even more traffic entering into our already congested street. There is now insufficient parking for commuters using Takapu Road Railway station forcing many to park in Sunrise Boulevard. This issue has been discussed at previous meetings held between the residents and WCC. The access road into the top of Arohata land was aborted by the WCC some years ago and the vacant section built on.
- Access to Tawa is important for school children, especially College students. A big rethink on access via either Sunrise Boulevard or Greyfriars Crescent is needed. Both these options are impractical and expensive.
- Not to have Sunrise Blvd as an access point
- Please do not ram a road into Sunrise Blvd - there is too much traffic at this end of Tawa already and too many vulnerable residents who will be impacted by traffic, parking and noise - preschools, Redwood Primary and Longview Rest Home.

- Remove the Sunrise road link and just link with Churton Park, The road is busy enough already and more traffic in that area will create bedlam for getting onto Main Road Tawa and destinations further north of there.
- The access road onto Sunrise Boulevard and Bede Grove would be the change I made. These roads, especially Sunrise Boulevard, not suited to a high volume of traffic.
- The road access to Tawa would be in a different place. The steepness of Sunrise Boulevard couldn't handle a big increase in traffic. Already when you travel up or down this street traffic, downhill traffic has to give way to uphill traffic to get past parked cars. There is a rest home and pre-school on this street.
- Remove all the houses and roads on the Tawa side so as not to have to utilise Sunrise Boulevard.
- At least four or five times the amount of traffic currently using our private road. Loss of land and parking space - due to road extension/widening. The possibility of development/housing all the way to our back fence. Our peaceful hideaway, the reason we all love living here, lost for good.
- The intrusive proposed sub division around Richmond Hill. The destruction of free flowing creeks. Stacked units and apartments. Possible intrusion of new roading around Richmond Hill.
- There is a proposed residential area of 3.4ha in orange below Arohata Prison on the map. It seems the only way to access this proposed area is driving up Richmond Hill. My husband and I live on Richmond Hill. We completely oppose the proposal of building residential homes here. 1. Richmond Hill is a private road, it's an easement (driveway) allowing for those that live there access to their homes. The road is owned by the landowners. 2. The private road is narrow and only has room for one car to drive up and down. Two cars cannot pass together. One car has to give way to the other. 3. If the road was widened, then you will be imposing on our land as all residents in Richmond Hill own the land both sides of the road. The piece of land owned by residents that runs from the road down to Middleton road is steep and rocky. There would need to be an engineering miracle to widen the road from this side. Again you would need permission to do this as we own the land. 4. The road is not built for high volume traffic. 5. The natural habitat of Richmond Hill would be ruined.
- Remove the development including and surrounding Richmond Hill private Road
- I don't believe that an access road into Bede Grove and Sunrise Boulevard will be a good idea. Bede Grove: the street slopes down at a heavy angle. This catches drivers off-guard.
- Access through Sunrise Boulevard. This road is unsuitable for this due to narrowness, current traffic volume and difficulty turning out of already.
- Sunrise would be a shocker! Already poor access too main rd and becomes one way when card parked on it.
- All scenarios would be disastrous if there is a new road coming onto Sunrise Boulevard
- The proposal will channel considerable traffic into Sunrise Boulevard, a very narrow street, and Oriel Avenue. There is often a queue at the bottom of Redwood Avenue off Oriel Avenue to gain access to the Tawa Main road.
- Linking into the top of Sunrise Boulevard brings increased volumes of traffic to a narrow street with poor visibility and poor access to the main roads

- Location of link to Sunrise Boulevard which would make a dangerous junction at the top of Sunrise Bld. The blind crest in the road could not easily be modified and people already drive too fast for the conditions in both Sunrise Bld and Bede Grove. Many local residents already complain about the nature of driver who use these roads as a shortcut to Oriel Avenue. Exit from the bottom of Sunrise Bld towards Wellington is almost impossible at busy times and this option would encourage extra traffic onto Bede Grove, Oriel Ave and Redwood Ave which are key routes and crossing points for pupils heading to local schools.
- Connection through Sunrise Boulevard - will become too congested.
- Do not want road connecting into Sunrise Boulevard and Bede Grove. Already too congested in this area.
- Linking to Sunrise Boulevard is very short-sighted. The Tawa streets/intersections would not cope.
- Road access to Tawa entering Sunrise - a narrow residential street. Road access to Tawa travelling through Bede Grove/ Redwood Ave - Adding to noise, congestion and safety concerns of residents
- Whilst I support the linking of the new community with Tawa, I would not support the linked road entering Sunrise Boulevard/Bede Grove. Following a traffic solution report undertaken by PSC and various parties sent to residents on 24th October 2017 (in relation to the redevelopment of the retirement village in lower Sunrise Boulevard) it is clear that Sunrise Boulevard has a number of traffic issues. That report failed to provide any clear solutions to the issues which are; build-up of traffic on each side of lower Sunrise Boulevard during the week particularly from commuters, reducing the road to one lane at times, and a dangerous and difficult intersection to cross onto the Main Road during peak times. Your proposal would compound these issues by adding further traffic to an already choked road system by adding a flow of traffic on to Sunrise Boulevard/Bede Grove, above a blind rise - that is often already subject to speeding cars; creating great risk for residents, particularly children. It would be unsafe to walk alongside, park on and cross the road with the potential for thousands more cars in the vicinity
- I don't like the connection into Sunrise Boulevard. The proposed intersection is at a poor
- I'm not sure if the road being connected to Sunrise Blvd is appropriate, feeding cars into a residential street not designed to be a feeder road seems foolish.
- Joining up with Tawa through Sunrise Boulevard is crazy, especially with this large number of houses.
- Road 2 connection to Sunrise Boulevard. Absolutely opposing this road connection. Sunrise Boulevard, Bede, Redwood Ave is already congested with heavy traffic before/after school. Please consider the blind hill spot at upper Sunrise Boulevard. Lots of cars speed up the hill!
- Puts pressure on Sunrise Boulevard. Pressure on local roads in the area and turn offs from Sunrise onto the Main Road. Main Road in Tawa is busy during rush hour times.
- Sunrise Blvd as an access point to the community
- That it connects to already overused roads. Already can't have a car going up and down Sunrise at the same time if any cars parked there. Already people travel up it faster than is safe
- That it goes through Sunrise Boulevard. A street not designed to accommodate increased vehicles! Have the Council given consideration to the recent development at Longview and

the expected increase in vehicles onto an already busy Sunrise Boulevard where it is: difficult to turn in the street; often access on the road is only one way and vehicles need to give way to oncoming traffic frequently; also vehicles frequently speed up Sunrise Boulevard.

- That the proposed road comes through Sunrise Boulevard. That can't go ahead (and I don't live there). You need to find a proper road access point. Can't you just connect the development to the road/roundabout at Glenside?
- The connection with Tawa does not seem to be well thought through from a traffic engineering point of view. The Sunrise Blvd is not a good connection point and one could observe this by looking at the road width, gradient and its connection with Main Road.
- Significant impact on access down through into Tawa; Sunrise Boulevard is just not equipped to be a major thoroughfare for people getting to supermarkets, shops, trains etc.
- The only link road to Tawa. This is in the middle of a residential area at the top of a very steep narrow road. This will be a very dangerous intersection. Why can't the access road come out onto a main road (Middleton Road) that then flows into Tawa and towards the motorway.
- The overloading of existing roads not suitable. Neither Sunrise nor Amesbury are really set up as main access roads. Sunrise is one way when there are cars parked on it
- The additional traffic coming through to Sunrise Boulevard will exacerbate already difficult traffic conditions in that area. This would be the quickest way to not only the shops etc. but also to the motorway (SH1) Transmission Gully and the Tawa - Petone Road. I do not accept that the additional traffic for these roads will be at a low level. Traffic on Main Road, Tawa is already heavy. Problems with vehicles using Sunrise Boulevard have already been discussed with council, have been the subject of meetings with residents and so are well known to council. It beggars belief that council think this proposal is a goer.
- The road back into Tawa through Sunrise which no one was told about before it was published
- The road coming through Sunrise Blvd. Put it through Glenside Kennels property.
- . The current connection to Redwood via Sunrise Boulevard is wholly inapt for the size of the development
- The traffic problems it will cause on Sunrise Boulevard where I live. The fact my family will lose our privacy in our backyard which was something we were told would never be at risk when we bought this house due to the fact it is prison land.
- There is not any problem with access from this new area into Tawa but for it to come into Sunrise Boulevard is ridiculous. Sunrise Boulevards already has real traffic and parking problems with cars parked on both sides of the street up and past number 21 every day. It often takes 5 mins to get out of the street on to the main road and this idea would only put more traffic on Sunrise Boulevard making that problem a lot worse. We have not been spoken to by anyone from WCC and then we get this from a neighbour not the WCC and it has to be completed by the 9th Dec when you know people are busy at this time of the year. We have very little faith in the way the WCC is going about this up to this point.
- Concerned about the pictured Road 2 link into Tawa. As shown it enters onto a suburban street that isn't the widest of roads and is often only one lane wide after car parking on either side. It also opens up the potential for 'rat running' through Tawa residential streets such as Oriel Ave.

- Traffic impact on Sunrise Boulevard.
- Trying to squeeze even more commuters through a ridiculously tiny pipe = Sunrise Blvd
- Again, it seems like very poor planning to ram the developed area right into Sunrise and then run the road through Sunrise. The road will have huge negative effects on this end of Tawa with traffic, congestion, no parking and a clogging effect on Takapu Station and especially around the roundabout coming into Tawa. The traffic will be a danger for Redwood Primary School students, preschool families on Sunrise and rest-home residents and visitors on Sunrise. The loss of privacy for existing Sunrise residents seems unfair and will affect quality of life, outlook and housing value.
- There are 40 (?) new homes going in on Sunrise Boulevard at the moment which are going to stretch the parking and access and capacity of the area in the short term.
- The problems outlined for scenario 2 will be amplified - funnelling too much traffic through windy, narrow back streets in Tawa, lack of space at existing train stations.
- roads that connect into communities in the wrong places.
- There should be no access into or through the existing suburban streets in Tawa. These roads are completely unsuitable to be turned into a main thoroughfare through to Tawa and the motorway. All road users here would have an abysmal roading experience.

Scenarios 2 and 3 - Suggested Changes

- Good but there should be no access road directly into residential Tawa.
- Instead of connecting Upper Stebbings onto Sunrise Boulevard, please consider Middleton road. The proposed intersection is located just over a berm on Sunrise Boulevard where cars regularly speed, and there is poor visibility. Commuters park on both sides of the street causing one way traffic. Commuters from Kapiti use the Takapu station car park to catch the train from there because it is cheaper option for them. Parents who drop of their kids at the early child care centre on Sunrise Boulevard. More townhouses are to be built near Countdown and Main road near Takapu. New retirement village being built on Sunrise Boulevard. The Main road gets really busy, it takes 5 – 10 minutes to turn right to the main road coming out from Sunrise Boulevard. Do we want to make this worse?
- Instead of cutting towards and through Sunrise Boulevard, extend the access road down around/past the prison onto Main/Willowbank roads - potentially link up with the other proposed roads to the south of the prison
- Instead of coming out at Bede/Sunrise, an access road should snake round and come out more south - beside or through the prison.
- Link to the roundabout by Prison, leave Sunrise Boulevard alone
- Look at other ways of getting the traffic away from Sunrise Boulevard what about looking at the road that was put in at the top of Broken Hill Road for the wing farm and then taking it down there onto the new Transmission gully on ramp?
- No road access to Tawa. Especially to Sunrise.
- delete access to Sunrise Boulevard
- Remove Sunrise Blvd as the access point to the community
- Road through Glenside kennels not sunrise Blvd.
- Roads connecting into a main road not going into residential areas

- Road 2 to link to the Main road Tawa or elsewhere.
- No road into Sunrise Blvd as this end of Tawa is already too busy and getting busier.
- How would a bus be able to provide connective public transport to Tawa if the link road is where it is proposed. A bus could not negotiate the steepness of Sunrise Boulevard, especially with the amount of car parked on this street, which is used for parking for people using the train.
- Please also explain why road access options to Willowbank Road cannot be considered, rather than the impractical option of Sunrise Boulevard.
- Can't go down through Sunrise Boulevard.
- change the link so that it connects to Willowbank Road not Sunrise Boulevard.
- A different access road from Tawa end. Off Middleton Road.
- Overloading at Sunrise Blvd intersection would be also be avoided by installing this additional link for traffic proceeding north to Linden and Porirua.
- Change access road location
- A link road through to Tawa should not go ahead as detailed on the plan map. A better option would be for such a road to enter the Main Rd or Middleton Rd at some point rather than joining up to the existing residential layout

Scenarios 2 and 3 - Other

- Access onto Sunrise Boulevard not an option
- I fear that if the road through to Sunrise Blvd proceeds that it will turn out to be as bad a decision if not worse than Island Bay Cycleway
- This is a pretty big development and will foist a large increase in traffic into Tawa. If this scale of development was to occur you absolutely must address the issues it will cause existing transport pathways through Tawa. Having Road 2 exit onto Sunrise Boulevard is just poor planning. It must go straight to the main road or Middleton Rd. Having it exit into residential streets will increase the sedate traffic, cause parking issues (train commuters will park), and open up other residential streets through Redwood to traffic wanting to avoid the main road and take a 'rat run'.

General - Other

- There is a proposed residential area of 3.4ha in orange below Arohata Prison on the map. It seems the only way to access this proposed area is driving up Richmond Hill. My husband and I live at 7 Richmond Hill. We completely oppose the proposal of building residential homes here. 1. Richmond Hill is a private road, it's an easement (driveway) allowing for those that live there access to their homes. The road is owned by the landowners. 2. The private road is narrow and only has room for one car to drive up and down. Two cars cannot pass together. One car has to give way to the other. 3. If the road was widened, then you will be imposing on our land as all residents in Richmond Hill own the land both sides of the road. The piece of land owned by residents that runs from the road down to Middleton road is steep and rocky. There would need to be an engineering miracle to widen the road from this side. Again you would need permission to do this as we own the land. 4. The road is not built for high volume traffic. 5. The natural habitat of Richmond Hill would be ruined.

- The access going out onto Sunrise Boulevard
- The access road is a bad option
- Remove the development including and surrounding Richmond Hill private Road
- At least four or five times the amount of traffic currently using our private road. Loss of land and parking space - due to road extension/widening. The possibility of development/housing all the way to our back fence. Our peaceful hideaway, the reason we all love living here, lost for good.
- Not to development a residential area using Richmond Hill as access way.
- Scenario Three would ruin our Richmond Hill private road location which is currently a secluded quite peaceful spot and being the main reason why we live here in the first place.

Appendix Six: General Comments

These comments come from one of the comments sections relating to Scenario 1 but have been separated as they offer general feedback that is not related specifically to scenario one.

- I have been a Richmond Hill resident for many years and we have a little paradise here. After many years we have become a predator free zone. It has taken 4 years to eradicate the possums and other vermin to their lowest levels. This has coincided with a boom in bird life. If there is going to be vast amounts of housing then this will mean the potential of 1000 cats moving into our pest free area. This could see the total annihilation of the kaka, wood pigeons, bell birds, tui etc. Any planning to so totally change our back yard must include some rules around Cats. "In at night" as a rule if you want to live in our community. You say in your values for the sub division you will protect and enhance the flora and fauna – prove it. There are magnificent stands of bush in Glenside that must at all costs be saved. We here in Glenside believe these trees are our taongo. The spirits of the Maori ancestors are with us in these forests, we owe it to all citizens to protect the ancient trees, birds, eels and insects. If there is to be a new sub division don't destroy the environment, enhance it and make the area a special place to live in. Wellingtonians love our outdoors and all over NZ people are putting in huge efforts to enhance the environment for our future. Don't stuff it up and pander to the rich developers. Build it for the people.
- Further from the native bush behind Greyfriars which we need to protect. There are lots of native birds and other creatures nesting and living in this bush. We need to keep development away from this so it is not disturbed.
- There are of course limited options for development in a narrow north-South valley like Tawa. The history of Tawa reports that Sunrise Boulevard was a private development in the 1960's (<http://www.tawahistory.org.nz/projects/streets.html>), and I can't see any evidence that there was a broader plan to link up to Stebbings Valley.
- I have seen a lot of recent housing development in Johnsonville and Tawa and sadly it is all medium and high density housing. Developers are squeezing every ounce of profit out of land, charging over the top prices and the housing has no garden areas for children to play in or usable outdoor space. This will be replicated for certain in Stebbings Valley. So keeping the population in check here will at least help to minimise developers' ability to squeeze as many people as they can in to homes for maximum profit.
- Building should be limited for now until roading connection options are sorted out. Plus the future of the prison is uncertain and a larger scale build should wait until we know what the plans for the prison are. Ensure the build at the back of Greyfriars Crescent is well away from the native bush and below the ridgeline. Do not change the council policy on no ridgeline development. Make sure light pollution is minimised. We are members of Pest Free Tawa and look forward to introducing kiwi to the bush area in the future. Ensure Upper Stebbings has its own community, facilities, roads, railway station etc. that are separate from Tawa. We don't want to be joined up. We don't want a Chawa (Churton-Tawa sprawl).
- Clearly define where a future green belt will be so the public can decide on whether they approve nor not. As it stands now, it's too vague. I strongly suggest that Council uses the existing borderline of the green belt and pass a resolution that no matter which option is adopted, the green belt will not be touched. This request is not for sentimental reasons.

After 15 years of hard and thankless work, pests in this green belt are now under control and residents of Tawa are delighted at the reappearance of native birds in their gardens. As recently as ten years ago, it would have been unthinkable to see Tui, Kereru, Bell Birds, Moreporks, Piwawaka, Kakariki amongst others in Tawa gardens. Don't think that by just taking some of the green belt, the bird life will be satisfied with what you leave for them. The first bulldozer that encroaches into the green belt, even only for a couple of metres, will scare the entire bird population to take flight and never return. Let Stebbings Valley residents also benefit from the enjoyment of having native birds on their properties.

- Ensure that planning takes account of and is consistent with national long term targets especially climate change plans e.g. to be carbon neutral by 2050 and the 2050 predator free target. Build in an on-going programme of tree planting on the area to offset the effects on the climate of the development i.e. plan to increase tree planting to absorb CO2 to offset the increased emissions created in the manufacture of materials etc. Make this a carbon neutral development. Consider how eco-friendly housing can be part of this development. This can be an opportunity for Wellington to take leadership and to show case an innovative project that is future focussed. Build a predator proof fence (or use a virtual fence of traps) around the edges of the bush (Tawa end) to reduce the predator harm that will be caused by having human habitation next to the bush. Note: 44% of New Zealand households own a cat. This equates to up to 250 cats with up to 500 houses. There's also the increased numbers of rats and mice that will come with human habitation.
- Change the concept of a few houses behind Richmond Hill and create a magnificent bush reserve that would totally enhance the area and create more forest for the expanding bird life. The reserve could link with the outstanding Tawa and Kohekohe forests to the north and south. Protect them for all time and enhance the flora and fauna. We have been planting for years and trapping for 4 years so the addition of a reserve would fit easily with what we are doing and would continue to do. People want these areas protected and enhanced. Don't lose this chance to create an amazing environment to walk through and enjoy for the next generation. Make some of the sections in the Stebbings Valley sub-division twice the size so more trees can be planted. Have a plan to plant lots of native trees including the larger types throughout the whole sub-division. Protect the free flowing creeks and rivers. Put in dark sky street lights so we can see the stars at night and not ugly LED lights that are so bright it ruins the view of the night sky. Bright lights are not good for the natural world, at the moment without the new sub-division our night sky in Glenside is still ok without too much light pollution so the view of the stars is excellent. Please don't ruin it.
- Stebbings- one of the last remaining areas in Wellington identified for new housing; and it's difficult to image the green rolling hills as building platforms and covered in -comparatively-dense development. The crowds, and I, will be uneasy about this development potential. But a fear of development, and a quarter-acre block obsession from a generation who failed to control or plan for urban sprawl should not impede this development. Which brings me to my point- who are we planning for? Millennials, and future generations, please listen and place greater weighting on their inputs. For the first time- the past is no indication of the future demands or trends. Generally, there is an acceptance that additional housing is needed to meet the needs of a growing city. And growing understanding the community is better off with a range of housing types, sizes and prices to choose from. But make sure that the smaller 'affordable' housing is affordable and within reason to the lower socio-

economics a \$80,000+ deposit isn't! Great to see the planning for infrastructure, open space, and transport, but you need to add schools, medical facilities into the thought process, with input (and funding) from central government. We cannot plan the houses and not give thought to the school, or shopping and employment area. They must go hand in hand, to create not only dwellings, but a decent place to live. One with a built environment diverse in use and population; scaled for the pedestrian yet capable of accommodating the automobile and mass transit; with a public realm supported by architecture and services that reflects the requirements of the area. Without this as a base plan we are just putting more people into an area and not thinking about the liveability and future communities. These developments may be enough for right now, but in another 20 or 30 years when the population boom is unbearable we will be complaining about our lack of foresight. While proper planning is part of the solution, the bigger issue is the provision of infrastructure and the elephant in the room which is who is going to pay for it? Delayed or non-planned infrastructure will stall the development and liveability. It will only cause more frustration to people living in communities which were never planned for greater densities.

Comments relating to the “developer”

- However the current process of releasing sections by the developer to his own building company & a select few builders who continually demand high margins needs to stop. The section release needs to be fairer & more transparent.
- The current process of releasing sections by the developer to his own building company & a select few builders who continually demand high margins needs to stop.
- However the current process of releasing sections by the developer to his own building company & a select few builders who continually demand high margins needs to stop. The section release needs to be fairer & more transparent
- The risk is that any developer wants to leverage to make this development worth the investment. It is therefore likely that it will lead to mission creep, and grow out to the second scenario.