

# **Upper Stebbings Valley**

## **Survey Results January 2019**

Research and Evaluation Team

# Executive Summary

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The survey was open from November 20 to December 16 2018 and a total of 192 responses were received.

Of those who responded nearly half (49 percent) stated they live in Tawa and 11 per in Churton Park.

Of those who stated their age a quarter (24 percent) of respondents were aged under 35, just over half (56 percent) were aged between 35 and 54 and the rest aged 55 and over (20 percent).

Respondents were more likely to agree that scenario three provides:

- A compact and liveable city;
- A well-connected community with facilities and activities to suit a range of needs;
- Housing types that meet a diverse range of needs;
- Good public transport options and;
- Good active transport options.

Respondents were more likely to agree scenario one provides a community where you can access native flora and fauna and, one with natural and traditional (stormwater) infrastructure.

Responses differed by age group in relation to scenario one and three; but were relatively consistent in relation to scenario two.

Three quarters of respondents aged under 35 agreed that scenario 3 met six of the eight criteria and over half agreed it met the other two.

The qualitative comments indicate that the majority of respondents like: the protection of the environment and ridgeline provided in scenario one; the number of houses, density and types included in scenarios two and three and; the community facilities planned for in scenario three. But dislike the number of houses, density and types included in scenario one.

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## Background

The survey was open from November 20 to December 16 2018. A total of 192 responses were received.

Of those who responded to some or all of the survey questions: 176 answered the agree/disagree questions in regard to scenario one; 159 answered in regard to scenario 2 and; 157 for scenario 3. A number of respondents chose not to answer the scale question but left comments in regard to what they liked and/or disliked about the three scenarios.

The purpose of the survey was to obtain feedback that would help Council develop a preferred option for the new community. It was expected, as stated in the survey introduction, that this 'preferred option' may include aspects of all of the three scenarios presented.

## The three scenarios

### Scenario 1 – Extend



In scenario one the number of houses is low – between 325 and 500 new homes based around the upper area of Stebbings Stream. The community is connected by a loop road that links with Churton Park. The homes are mainly large standalone properties with some terraced and duplex housing. The existing ridgeline, hilltop, natural habitat and streams are protected. Development on private property and reserves could help protect and enhance the natural systems. Community facilities would be limited to natural parks and reserves. These could include community gardens and a play area.

### Scenario 2 – Connect



The number of houses in scenario two is medium – between 1100 and 1450 homes extending beyond Upper Stebbings towards Tawa and Glenside. A new road links the development to Tawa. There is a good balance of most housing types including standalone homes, stacked homes, townhouses, duplexes and terraced homes.

Housing extends into the ridgeline and hilltops. The ridgeline itself is still protected and has a good network of tracks, with the new road providing improved access to the Outer Green Belt and Tawa tracks. The new road to Tawa will give residents access to shops, cafes, restaurants, primary schools, community halls and sports fields. It also helps connect the bus and rail networks, improving public transport for the area.

### Scenario 3 – Integrate



Scenario three has denser housing – between 1980 and 2500 homes with more development towards Tawa. A new road links the area to Glenside. There are more townhouses and fewer standalone houses. Apartments are included in the flatter parts of the area, close to public transport links.

An extensive walking and cycling network links the developed areas with each other, Tawa and the Outer Green Belt. Significant natural habitats remain in Glenside and Upper Stebbings and help to connect the housing areas. With more people living in the area, there are community facilities such as a primary school and sports fields, as well as a small scale village centre with local shops.

### Who responded

Twelve percent (23 respondents) did not respond to the demographic questions asked. The following breakdown shows the demographics of those who did respond (n=169). For the suburb of residence all those suburbs with less than 5 responses have been grouped into their respective wards. All suburbs in Wellington City that were represented are listed.

**Table 1: Respondents by age and household composition**

Age	Percentage	Household Composition	Percentage
Under 18	1%	Single/one person household	7%
18 to 24	5%	Couple without children	21%
25 to 34	18%	Couple with children who are no longer living at home	7%
35 to 44	33%	Flat - not a family home	4%
45 to 54	23%	Household with youngest child 14 or over	18%
55 to 64	13%	Household with youngest child 5 to 13	19%
65 to 74	4%	Household with youngest child under 5	20%
75+	2%	Extended family/Multi-generation	2%
		Business/organisation	1%
		Other	1%

**Table 2: Respondents by suburb/ward/area of residence**

Suburb/Ward	Percentage
Tawa	49%
Churton Park	11%
Other Northern Ward (Glenside/Grenada North/Grenada Village/Horokiwi/Johnsonville/Newlands/ Paparangi/Takapu Valley/Woodridge)	9%
Karori	3%
Other Onslow-Western Ward (Broadmeadows/Khandallah/Ngaio/Northland/Wadestown/Wilton)	6%
Brooklyn	3%
Other Lambton Ward (Highbury/Kelburn/Mount Cook/Mount Victoria/Oriental Bay/Te Aro/Thorndon/ Wellington Central)	7%
Eastern Ward (Hataitai/Houghton Bay/Melrose/Strathmore Park)	3%
Southern Ward (Island Bay/Kingston/Newtown/Vogeltown)	4%
Lower Hutt City Council Area	4%
Porirua and Kapiti City Council Areas	1%

### High level Quantitative Results

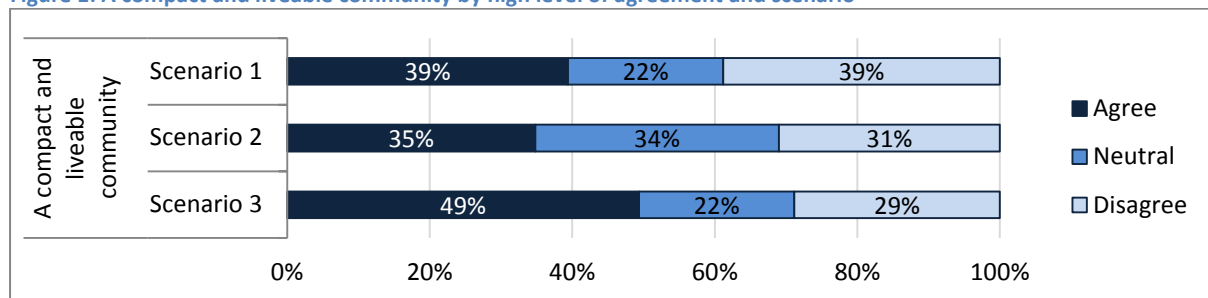
In the following sections the results are reported as an aggregation of the responses for the ‘top’ two and ‘bottom’ two response categories (agree/strongly agree and disagree/strongly disagree). All the scales used in this survey were 5 point scales consisting of two agree categories, two disagree categories and a neutral option.

The detailed results showing all five categories separated out are available in appendix two. A difference of +/-1% in the sum of the figures show in the appendix and those shown below is viable as the aggregated categories are calculated prior to rounding<sup>1</sup>.

#### A compact and liveable community

- Nearly half of the respondents agreed that scenario 3 reflected this statement; and the majority of these responded “strongly agree”.
- Respondents were split evenly between agreement and disagreement on whether scenarios 1 and 2 met this criterion.

**Figure 1: A compact and liveable community by high level of agreement and scenario**

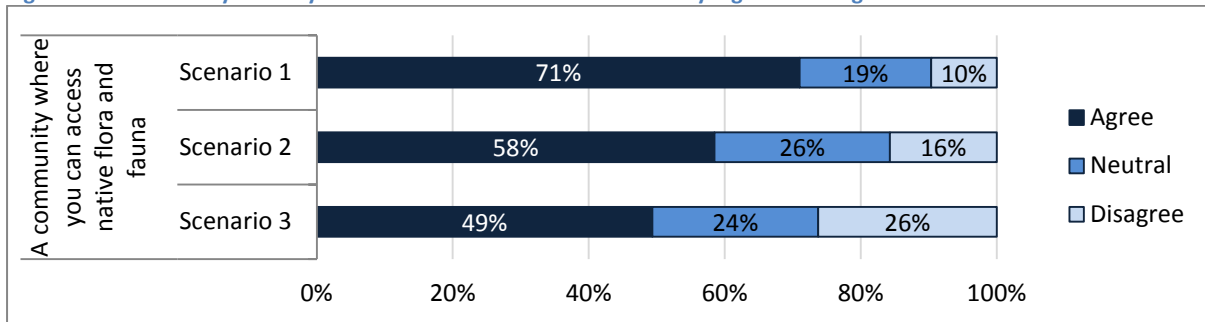


<sup>1</sup> For example: strongly agree is 21.4% and agree 16.3% the aggregated figure is 37.7% rounded to **38%**. However, 21.4% rounds to 21% and 16.3% to 16% in the detailed results the sum of which is **37%**.

### A community where you can access native flora and fauna

- Nearly three quarters agreed that scenario one met this criterion.
- Although a lesser proportion agreed that scenario two, and less again scenario three, met this criteria; the proportion was still around half for scenario 3 with a further quarter remaining neutral.

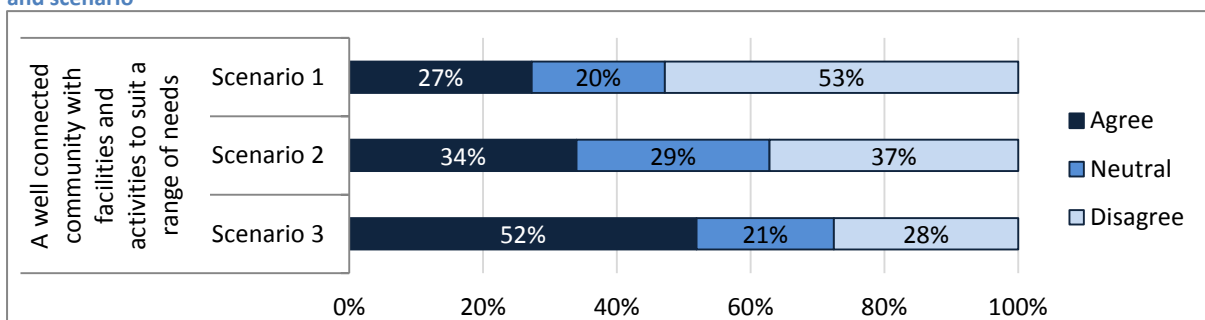
Figure 2: A community where you can access native flora and fauna by high level of agreement and scenario



### A well connected community with facilities and activities to suit a range of needs

- Over half of respondents felt that scenario one did not offer such a community; however a similar proportion thought that scenario three did and over half of these respondents stated they 'strongly agreed'.

Figure 3: A well connected community with facilities and activities to suit a range of needs by high level of agreement and scenario

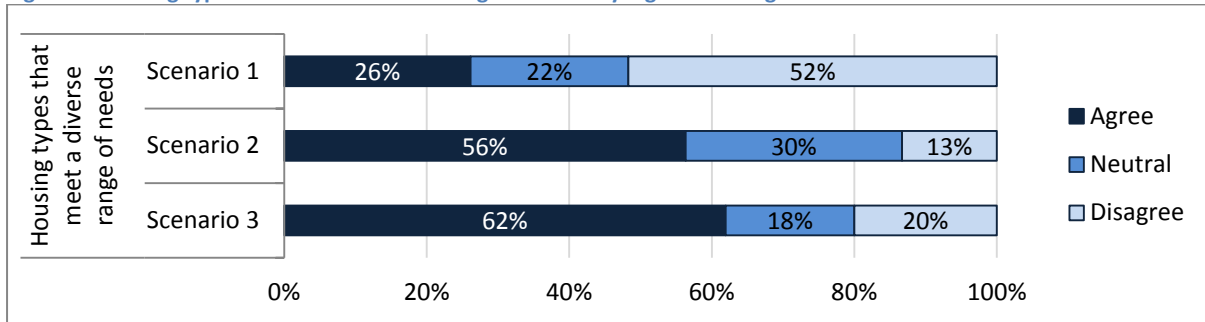


### Housing types that meet a diverse range of needs

- The majority of respondents agreed that both scenario two and three offered housing types meeting this criterion; however the level of agreement was stronger for scenario 3.
- Half of respondents felt that scenario one did not meet this criterion.



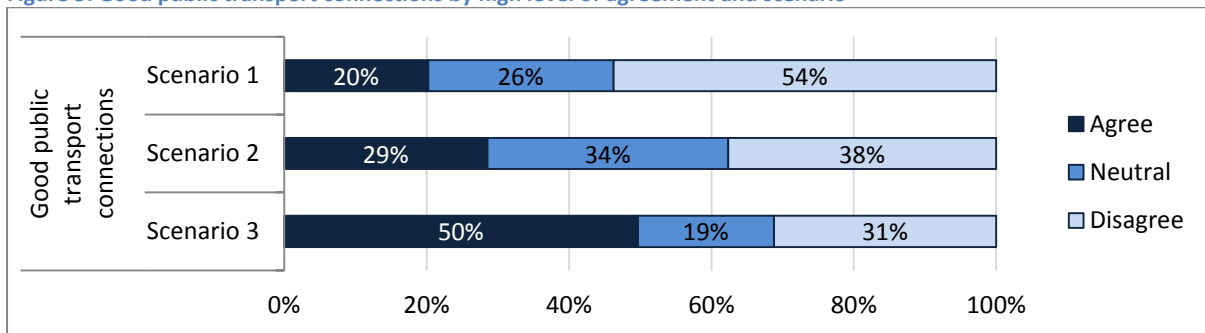
Figure 4: Housing types that meet a diverse range of needs by high level of agreement and scenario



### Good public transport connections

- Half of respondents agreed that scenario three offered good public transport connections; however nearly a third still disagreed.
- Just over half disagreed that good public transport connections were offered in scenario 1

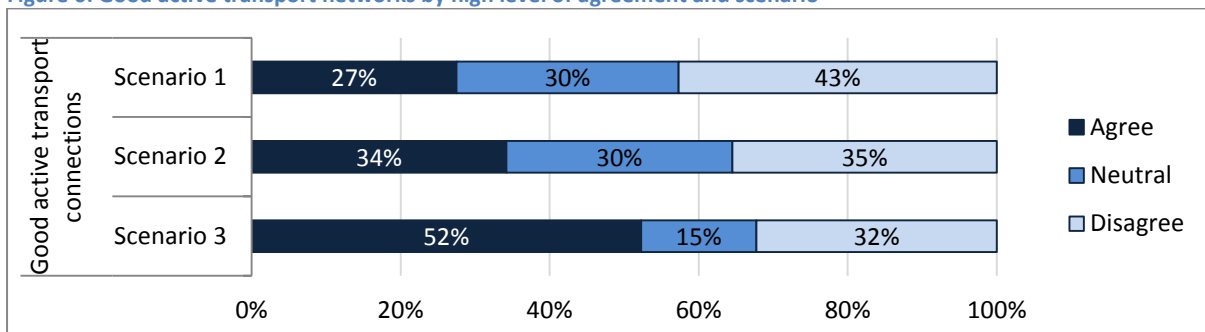
Figure 5: Good public transport connections by high level of agreement and scenario



### Good active transport networks

- The criterion regarding active transport connections received similar levels of agreement and disagreement to the public transport connections criterion.
- Half of respondents agreed that scenario 3 offered good active transport connections while a third disagreed.

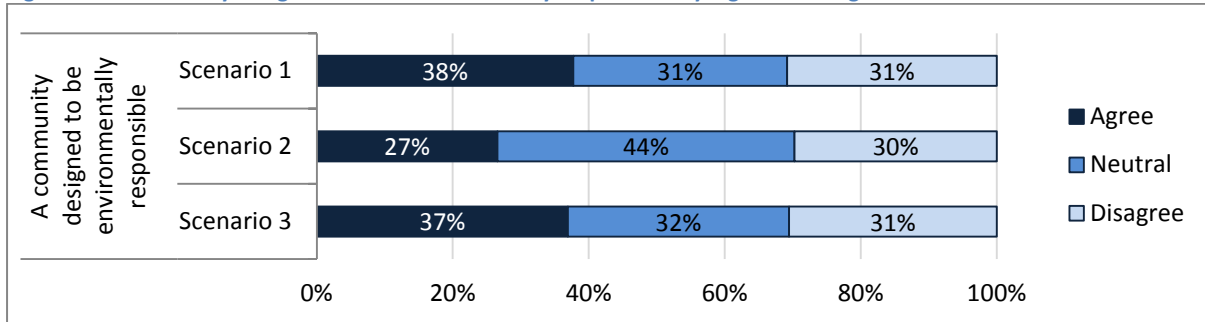
Figure 6: Good active transport networks by high level of agreement and scenario



### A community designed to be environmentally responsible

- Respondents were split on whether the communities in scenario one and three were designed to be environmentally friendly with approximately a third agreeing, disagreeing and remaining neutral.
- In response to scenario 2 a larger proportion remained neutral

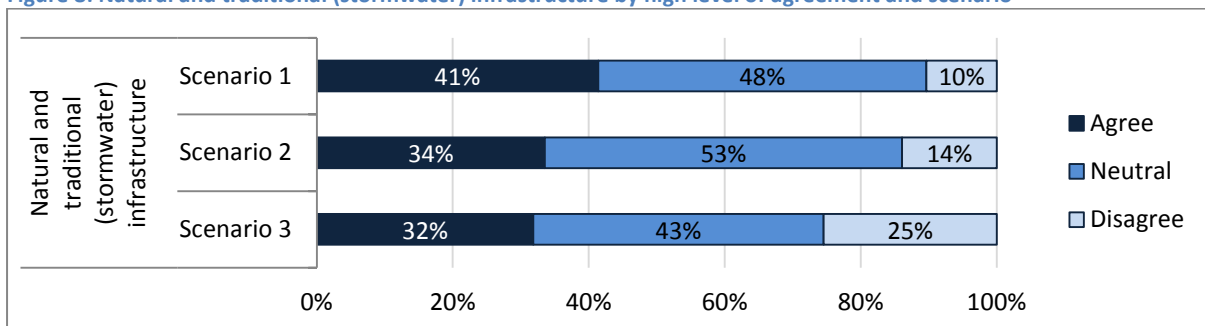
Figure 7: A community designed to be environmentally responsible by high level of agreement and scenario



### Natural and traditional (stormwater) infrastructure

- This criterion received the largest proportion of neutral responses. This may be because the details given were not sufficient to judge this criterion.
- A third of respondents felt scenario 2 and 3 protected natural and traditional infrastructure; however one in five agreed scenario 1 did.

Figure 8: Natural and traditional (stormwater) infrastructure by high level of agreement and scenario



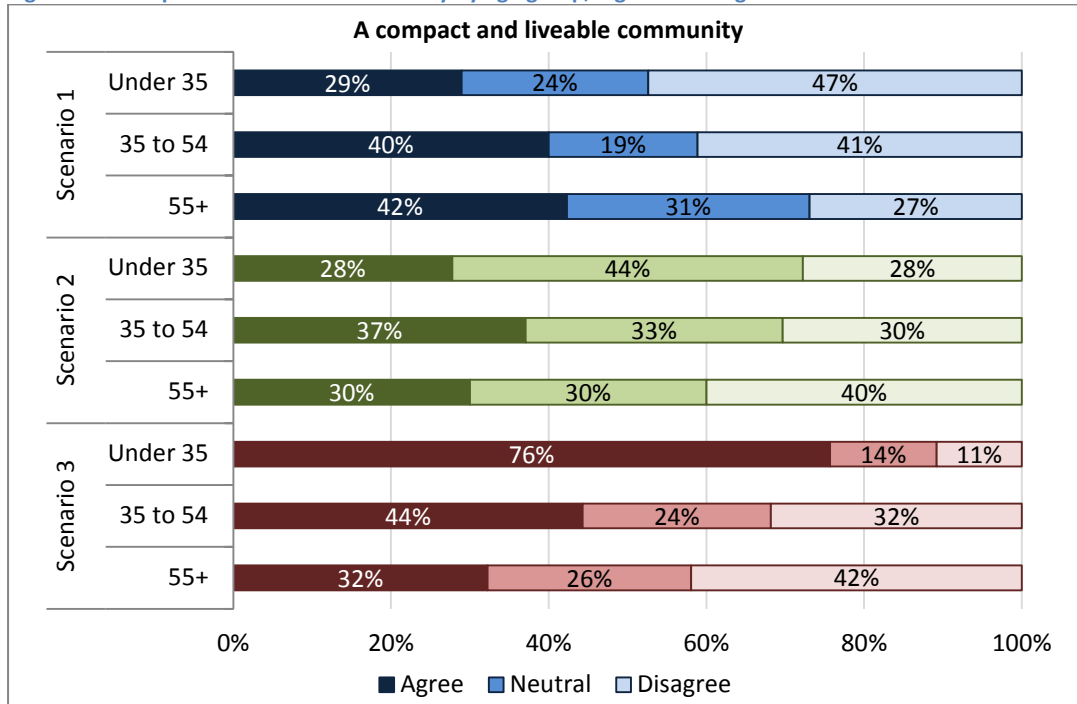
### Differences by age group

The following section breaks down the results by age group. Due to a low number of responses from those in the youngest and oldest age groups it was necessary to group them up until there were a viable number of responses for analysis. The three groups used are: under 35; 35 to 54 and; 55 and over.

### A compact and liveable community

- Those aged 35 and over were more likely to agree that scenario one represented a compact and liveable community.
- Those under 35 were significantly more likely to agree that scenario three met this criterion; over three quarters agreed compared to less than half of those aged 35 to 54 and a third of those aged 55 or over.

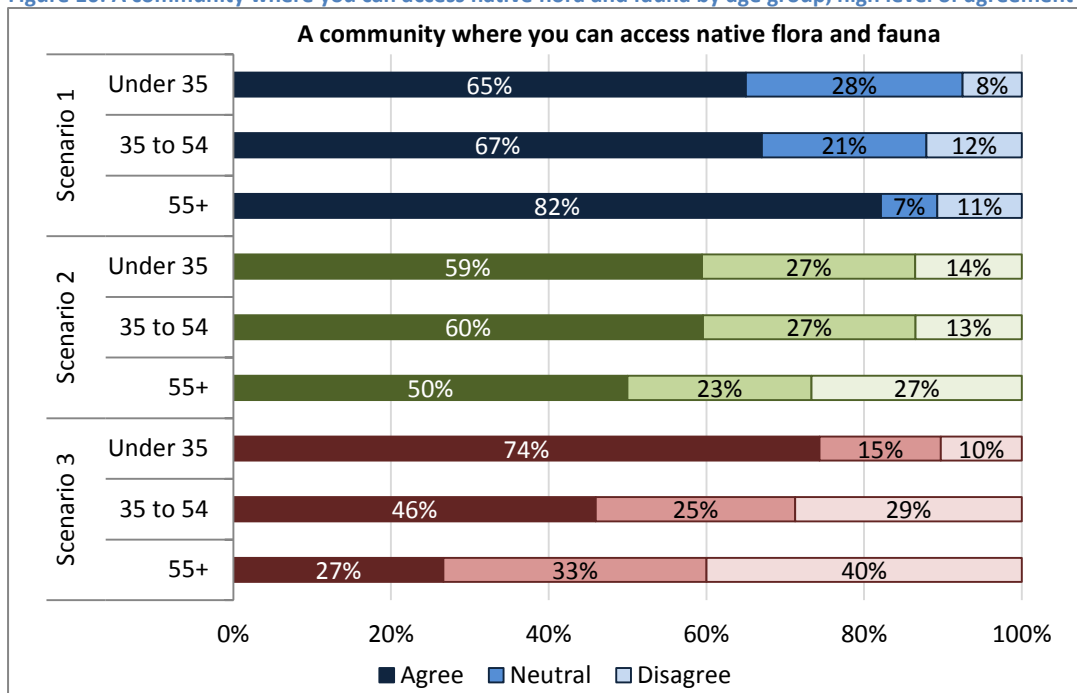
Figure 9: A compact and liveable community by age group, high level of agreement and scenario



**A community where you can access native flora and fauna**

- Two thirds of those aged under 55 agreed scenario one provided a community with access to native flora and fauna compared to 80 percent of those aged 55 and over.
- Nearly three quarters of those aged under 35 agreed that scenario three met this criterion however less than half of those aged 35 to 54 agreed and less than a third of those aged 55 and over.

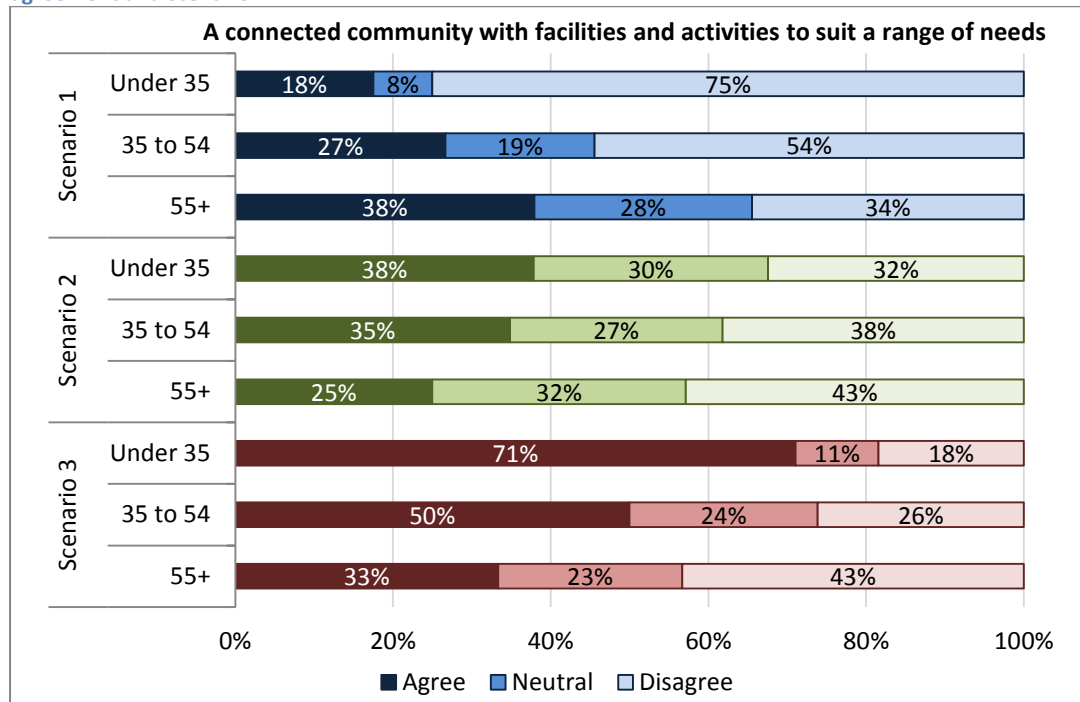
Figure 10: A community where you can access native flora and fauna by age group, high level of agreement and scenario



### A well connected community with facilities and activities to suit a range of needs

- Three quarters of those aged under 35 disagreed that scenario 1 represented a well-connected community with facilities and activities to suit a range of needs. Over half of those aged 35 to 54 also disagreed and a third of those aged 55 and over.
- In regard to scenario 2 those aged under 35 were more likely to agree it met this criteria; while those aged 55 and over were more likely to disagree.
- A third of those aged 55 and over agreed that scenario 3 met this criteria compared with half of those aged 35 to 54 and nearly three quarters of those aged under 35.

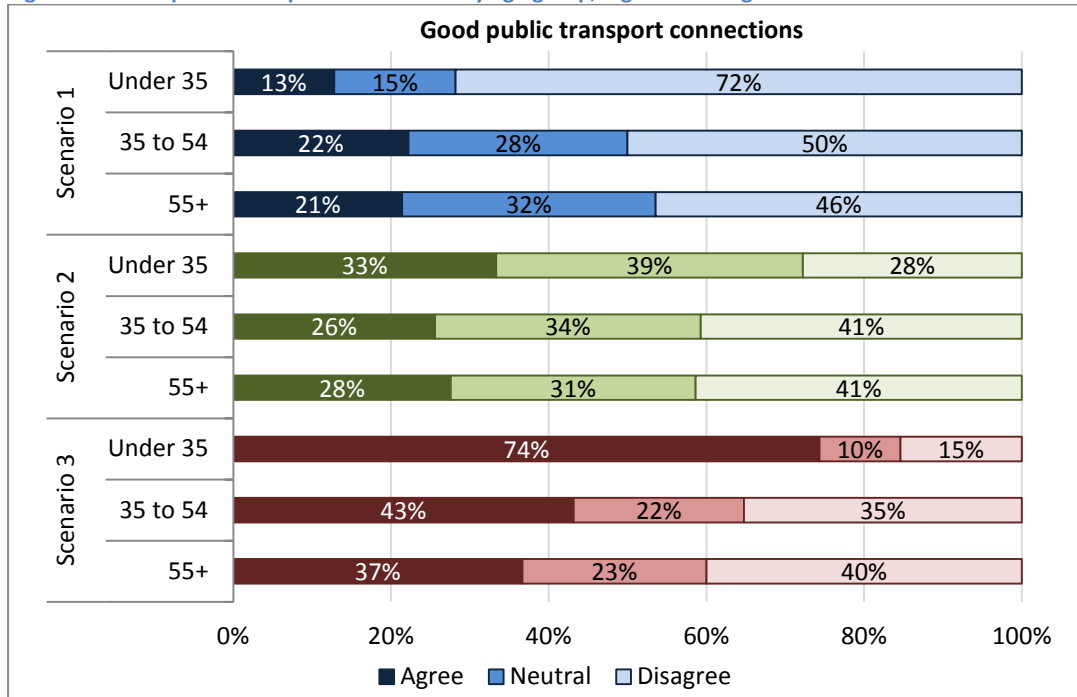
Figure 11: A well connected community with facilities and activities to suit a range of needs by age group, high level of agreement and scenario



### Good public transport connections

- Just under three quarters of those aged under 35 disagreed that scenario one offered good public transport connections; however three quarters agreed that scenario 3 offered this.
- Those aged under 35 were significantly more likely than those aged 35 and over to both disagree scenario 1 met this criteria and agree that scenario 3 did.

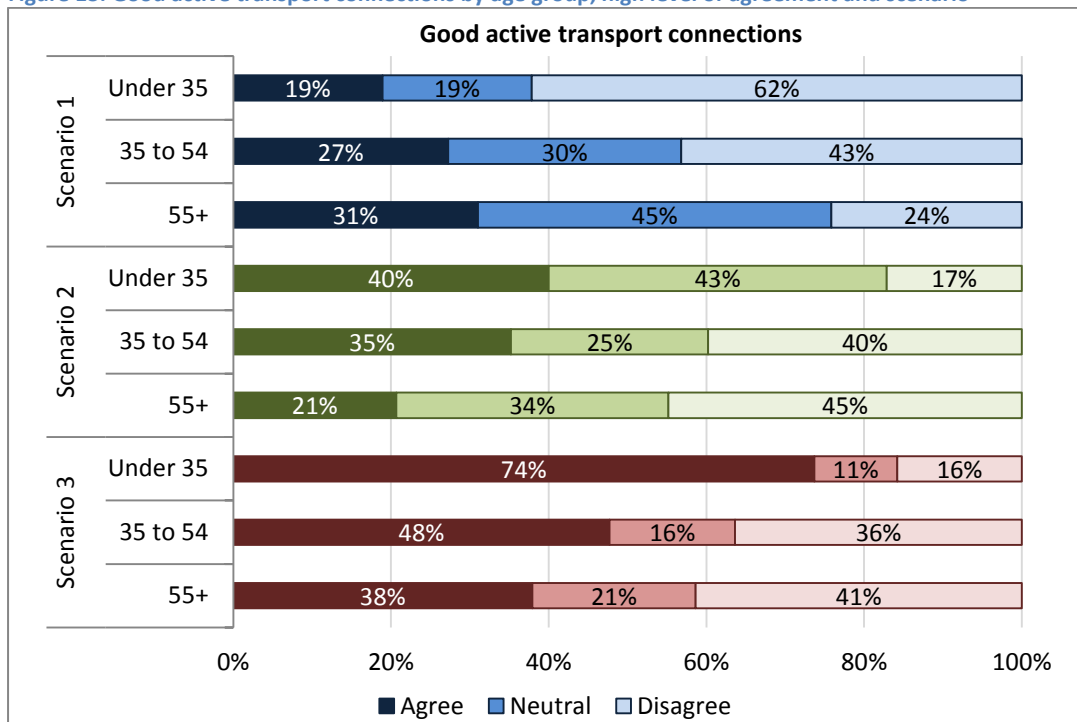
Figure 12: Good public transport connections by age group, high level of agreement and scenario



### Good active transport connections

- Those aged under 35 were more likely to disagree that scenario one offered good active transport connections and less likely to disagree that scenario 2 and 3 did, than those aged 35 and over.
- Three quarters of those aged under 35 agreed that scenario 3 offered good active transport connections.

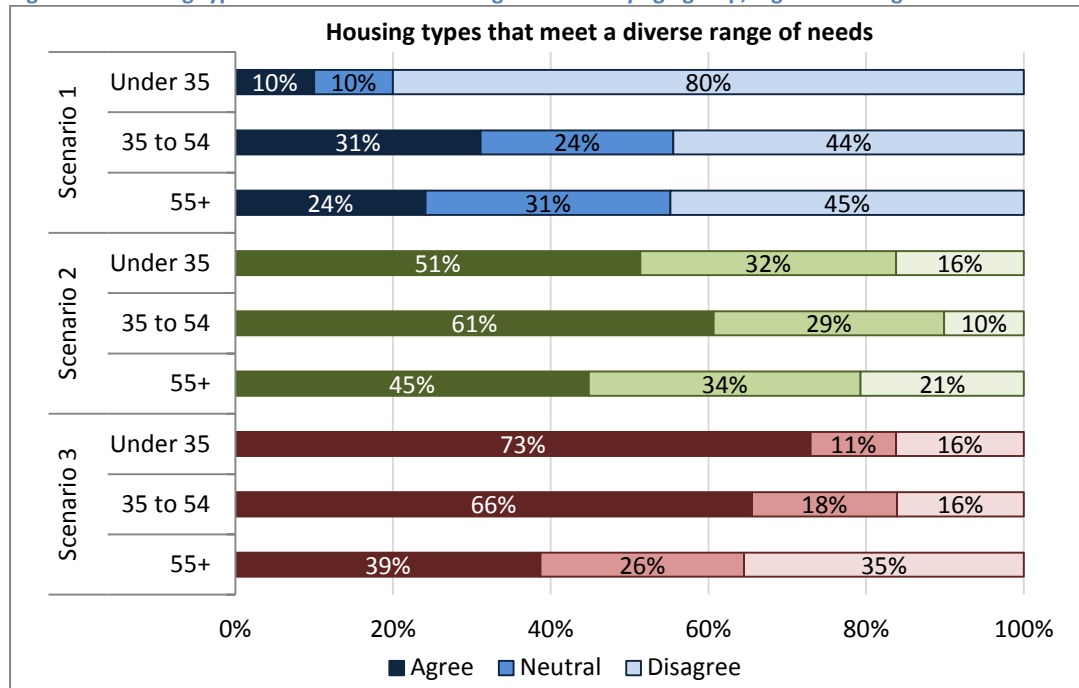
Figure 13: Good active transport connections by age group, high level of agreement and scenario



### Housing types that meet a diverse range of needs

- The majority of those aged under 35 disagreed that scenario one met this criterion.
- Three quarters of those aged under 35 and two thirds of those aged 35 to 54 agreed that scenario three contained housing types that would meet a diverse range of needs; 40 percent of those aged 55 and over agreed.

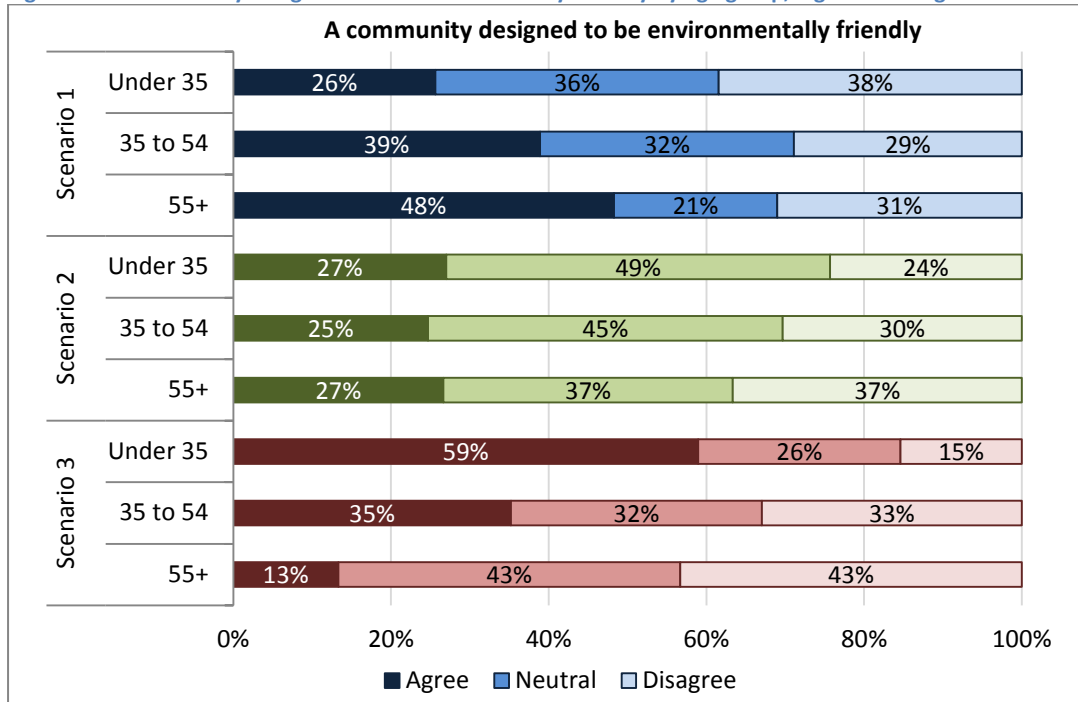
Figure 14: Housing types that meet a diverse range of needs by age group, high level of agreement and scenario



### A community designed to be environmentally friendly

- Half of those aged 55 and over agreed scenario one offered a community designed to be environmentally friendly; a quarter of those aged under 35 agreed.
- Only 13 percent of those aged 55 and over agreed that scenario 3 met this criterion with the remainder split between disagreeing and remaining neutral; just over a third of those aged 35 to 54 agreed as did 59 percent of those aged under 35.

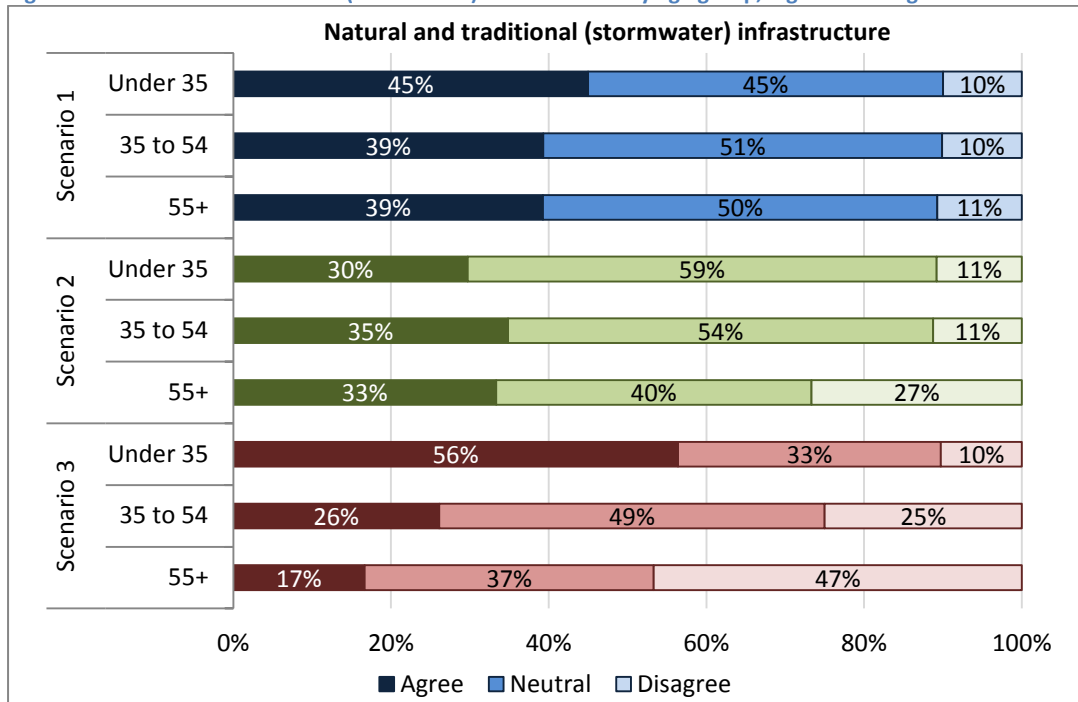
Figure 15: A community designed to be environmentally friendly by age group, high level of agreement and scenario



**Natural and traditional (stormwater) infrastructure**

- The level of agreement on this criterion was similar for all age groups in regard to both scenario one and two.
- When assessing scenario three over half of those aged under 35 agreed it met this criterion however only a quarter of those aged 35 to 54 agreed and less than 20 percent of those aged 55 and over.

Figure 16: Natural and traditional (stormwater) infrastructure by age group, high level of agreement and scenario



## Qualitative Comments

Over one thousand open text responses were collected in the survey. The following decisions were made in order to sort, code and thematically analyse these responses to best inform the next steps of the process:

1. Those comments relating solely to the road connection from the new development into Tawa via Sunrise Boulevard and the use of the Richmond Hill road were taken out of general analysis and put into a separate section (see appendix five). These significant concerns are being responded to separately by Council. The exception is where the comment was included under “suggested changes” and an alternative(s) to Sunrise Boulevard and/or Richmond Hill provided; these comments were left in the general analysis.
2. Comments that were solely a ‘vote’ for or against an option for e.g. “this is the best one”; “this is my preferred option”; “ditch this one”; “no to this scenario” were not included. The purpose of the survey was to obtain feedback that would help Council develop a preferred option for the new community and that this option may include aspects from across the three scenarios presented. Therefore Council needs to understand what it is about the options that the community likes, dislikes, would like to see added or taken out.
3. They key themes were determined to be: housing including the number, density and types; transport including roads, public transport, and footpaths; the environment including the use, or not, of the ridgeline; active transport; the impact on Tawa and; community facilities. These themes consistently accounted for over 90 percent of the comments.
4. General comments not relating to any scenario in particular were taken out of general analysis and included in a separate document (see appendix six).

The following table is a count of the number of comments from the four questions asked for each scenario by theme. The blue highlighted boxes are where more than half of the responses included this theme. All comments included in this count are included in appendix four.

On the following pages is a brief summary highlighting what it was about the themes that respondents liked, disliked or suggested changing for each scenario and examples of the comments respondents provided. These provide context to the count as although respondents may like or dislike something about a scenario the reasons given may be very different, for example, those who dislike the housing offered may do so because there is too much or because there is not enough.



Table 3: Count of comments made by scenario, sentiment and theme

Principles		Housing	Parks and Nature		Community and Resilience		Transport and power	Other
		Housing: density/ types/general	Environment (incl. ridgeline)	Active transport (incl. tracks & trails)	Impact on Tawa	Community Facilities	Traffic/ transport/ roading	
Scenario 1	Like (n=144)	50	91	13	17		20	13
	Dislike (n=152)	92	12			22	56	12
	Suggested Changes (n=122)	66	12	5		19	31	6
	Other							27
Scenario 2	Like (n=121)	77	30	16		9	51	12
	Dislike (n=147)	31	30	4	7	35	44	8
	Suggested Changes (n=122)	33	15	2		23	66	3
	Other							27
Scenario 3	Like (n=104)	58	8	28		57	38	18
	Dislike (n=122)	39	32	5	10	7	48	10
	Suggested Changes (n=109)	39	16	12		12	46	10
	Other							53

Scenario 1	Housing	Environment (incl. ridgeline)	Active transport	Impact on Tawa	Community Facilities	Transport	Other
Like (n=144)	50	91	13	17		20	13

Respondents who commented on scenario one liked the preservation of natural landscape and features; the environmental protection and the amount of green space it offered. Of the 91 comments relating to the environment 26 included favourable comments relating to the protection of the ridgeline. The thought given to active modes of transport was also mentioned as was the low density of this scenario. The fact that more homes were being planned in Wellington was viewed positively however, there were some differences between the types of housing that respondents liked. Respondents mentioned the low, or lower, impact this scenario would have on existing transport infrastructure and some respondents mentioned liking the lack of connection to Tawa. The lack of impact on Tawa was also mentioned in general terms.

*“More houses that are needed”*

*“The inclusion of apartments in the plan - not everyone wants or needs a garden”*

*“The terraced and duplex housing option”*

*“Only like the large and small lot standalone structures.”*

*“Lots of green space. Development on private property to protect and enhance the natural system. Existing natural habitat protected.”*

*“Amount of park and 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.”*

*“The existing ridgeline, hilltop, natural habitat and streams are protected.”*

*“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”*

*“I like the inclusion of walking and cycling tracks.”*

*“I like that active travel i.e. walking and cycling have been taken into account.”*

*“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”*

*“Does not introduce transit into/via Tawa suburban areas which won't be able to cope without major changes”*

*“Of all these three scenarios, this is the least intrusive, and has the lowest impact on Tawa”*

Scenario 1	Housing	Environment (incl. ridgeline)	Active transport	Impact on Tawa	Community Facilities	Transport	Other
Dislike (n=152)	92	12			22	56	12

When asked what they did not like about scenario one, respondents mentioned the lack of housing, the low density of the housing and that the mix of housing types included did not meet current needs. Other aspects of scenario one that were disliked included that cars would need to be the main mode of transport, that there was no link road to Tawa and no community facilities were included. Concerns were also raised about the impact of any development on native birdlife and streams.

*“Developing with large lot single family homes, which is inefficient given the housing need in the city”*

*“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”.*

*“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.”*

*“Not enough density, houses and land is too large.”*

*“Not dense enough; doesn't respond to the city's housing needs”*

*“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 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.”*

*“Possible pollution of the nearby streams from housing run-off (sprays, paint etc.).”*

*“Insufficient community facilities”*

*“We need to be able to serve our residents with public transport. This option only encourages more car dependency.”*

*“No public transport”*

*“Cars are the main mode of transport.”*

*“No direct road links to Tawa facilities.”*

*“Lack of through road to Tawa”*

Scenario 1	Housing	Environment (incl. ridgeline)	Active transport	Impact on Tawa	Community Facilities	Transport	Other
Suggested Changes (n=122)	66	12	5		19	31	6

Suggested changes included increasing the number, density and types of housing as well as providing direct motorway access and a road connection to Tawa. Suggestions of where such a road might go were given by several respondents. Environmental changes focused on water and the need to build sustainably and several respondents suggested community facilities should be included.

*“Disallow large lots and encourage construction of more affordable housing for younger families.”*

*“I think we need more building and site size variety and less large standalone homes. Smaller sites and a greater variety of building typology.”*

*“Less large lots, opening options for duplex and terraces houses”*

*“Increase the density of housing to increase numbers.”*

*“Increase density. Ensure different types of houses will be available e.g. apartments, townhouses, as well as traditional standalone dwellings.”*

*“Making sure parks and recreation, schools and community services are thought of.”*

*“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.”*

*“Water sensitive urban design”*

*“Own access to motor way”*

*“If a road on Tawa is required, use prison land”*

*“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.”*

Scenario 2	Housing	Environment (incl. ridgeline)	Active transport	Impact on Tawa	Community Facilities	Transport	Other
Like (n=121)	77	30	16		9	51	12

The largest number of comments regarding what respondents liked about scenario two related to housing; in particular the range and density of the housing and the affordability and diversity that this would potentially bring. There were also comments about the balance between housing and green space and the protection of the natural environment including 7 comments regarding the protection of the ridgeline. Comments relating to transport focused on the connection to Tawa and public transport. Active transport supporting connections to other areas and within the new development were also mentioned as was the potential for community facilities due to an increased number of homes and population.

*“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 higher focus on smaller lots will help encourage the construction of affordable homes for young families.”*

*“Better density and thus affordability.”*

*“Mixed housing, allowing people from all walks of life to form a community.”*

*“More applicable to diverse needs and income brackets”*

*“Provides additional housing to meet the growing needs of the Wellington region and will help to retain affordability of the city for young workers.”*

*“A medium density approach makes good use of the space without unnecessary environmental damage.”*

*“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.”*

*“Seems like a good balance of homes / open space”*

*“There are great trail connections; thought of connecting North/South and between streets and sections of reserve.”*

*“Walking tracks that connect areas of development”*

*“Access to Tawa shops etc. improved transportation”*

*“Better public transport”*

*“I like the increased connection between Tawa and Churton Park, and the improved access to public transport.”*

*“The accessibility of transportation”*

Scenario 2	Housing	Environment (incl. ridgeline)	Active transport	Impact on Tawa	Community Facilities	Transport	Other
Dislike (n=147)	31	30	4	7	35	44	8

Housing was mentioned by respondents as something they disliked about scenario 2; however, the reasons represented opposing views. Of the 31 comments made 12 respondents thought there were not enough houses; 5 thought there were too many; 11 felt one of more housing types were unsuitable for the area. The final three comments related to the location of the housing development, the developer and the lack of balance between housing and community facilities. The main environmental concerns mentioned were the encroachment of the development onto the ridgelines and the impact to the native bird life and streams. Transport concerns included the impact on parking at Takapu Station, the lack of public transport, and the pressure on Tawa roads. The development was also considered by many still to be too 'car-centric'. No, or few, planned community facilities leading to a potential lack of community feel and a reliance on facilities in other suburbs i.e. Tawa who may not have the capacity were also seen as negative features of this scenario.

*"Given housing shortage, I think there should be higher density housing"*

*"I would like to see even more medium and high density housing."*

*"Too many houses"*

*"I don't think there should be standalone homes."*

*"Building is too close to the ridge lines."*

*"I don't like the housing extending into the ridgeline and hilltops."*

*"Given the special nature of the land with streams and bush the density proposed is too high."*

*"Concerned at the lack of significant community resources such as schools - both Churton Park's & Tawa's schools are already well-subscribed."*

*"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."*

*"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 its own right."*

*"No transport options still largely car based."*

*"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"*

*"Limited access via residential streets to this area - i.e. no direct access to motorway"*

Scenario 2	Housing	Environment (incl. ridgeline)	Active transport	Impact on Tawa	Community Facilities	Transport	Other
Suggested Changes (n=122)	33	15	2		23	66	3

Suggested changes included: several comments regarding alternative roading entrance/exit points to the new development; direct motorway access; the inclusion of a new train station and; increasing the amount of public transport. The need to increase walkability and include community facilities was also included. Changes to housing included 6 responses calling for fewer houses, 16 for increased housing, and 8 for different types of housing to be added or removed. Increased ridgeline protection, and the provision of a continuous green space between old and new development one could be used for active transport were also suggested.

*“Increase density. Ensure different types of houses will be available e.g. apartments, townhouses, as well as traditional standalone dwellings.”*

*“Reduce the number of houses.”*

*“Probably suggest a higher density”*

*“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.”*

*“There absolutely should be a buffer zone between any development and the ridgelines.”*

*“I'd like to see a strong effort put into creating a walkable neighbourhood village.”*

*“More shops, community facilities so people do not have to leave their community to do things.”*

*“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.”*

*“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”*

*“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”*

*“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.”*

*“Direct access to motorway”*

*“Suggest road 2 extend past Arohata to Main Road instead.”*

Scenario 3	Housing	Environment (incl. ridgeline)	Active transport	Impact on Tawa	Community Facilities	Transport	Other
Like (n=104)	58	8	28		57	38	18

Aspects of scenario three that were liked by respondents were: the provision of facilities, in particular a school and the ability this provides to build a community; the provision of walking and cycling networks; the number, density and types of housing included; the increased public transport and road connections and; the preservation of green space.

*“A lot of housing and a diverse range of housing options.”*

*“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.”*

*“Good access to housing that meets current housing needs.”*

*“The density. The variety of site and housing typology.”*

*“Significant natural habitats remain in Glenside and Upper Stebbings and help to connect the housing areas.”*

*“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.”*

*“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.”*

*“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”*

*“Enables a density that makes other facilities and community assets viable - shops, hospitality, school, local employment etc.”*

*“It feels more like a complete suburb and more able to support an ageing population, as well as families.”*

*“The increased public transport options. Better connection to other suburbs is also good.”*

*“Plenty of infrastructure, good connections to surrounding areas”*

*“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.”*



Scenario 3	Housing	Environment (incl. ridgeline)	Active transport	Impact on Tawa	Community Facilities	Transport	Other
Dislike (n=122)	39	32	5	10	7	48	10

Concerns about the potential long term impacts that some housing types might have on the area were raised along with general concerns about the number and density of housing were raised in this section. Other dislikes included the low level of planned community facilities, the loss of bush and ridgeline and the possible loss of Tawa's "identity". Ongoing concerns about the increase in traffic in Tawa, public transport, the parking at Takapu station, and that no direct motor way access was included were raised in relation to this scenario too.

*"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, e.g. 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 of housing types is essential and cultural suitability of housing aesthetics is important."*

*"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."*

*"Too many houses, do not like high density areas."*

*"Encroaches on the native bush and ridge line."*

*"Concerns with the impact on the native bush, streams and birdlife."*

*"Considerable loss of natural values and landscape."*

*"Not enough planned facilities, resources for the planned residents."*

*"Adds more pressure to Tawa roads, public transport and services. Will increase congestion"*

*"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."*

*"I still feel that the public transport plan is weak, an extension of the no.1 bus route is a cop out."*

*"No direct access to motorway"*

*"No train connectivity"*

Scenario 3	Housing	Environment (incl. ridgeline)	Active transport	Impact on Tawa	Community Facilities	Transport	Other
Suggested Changes (n=109)	39	16	12		12	46	10

Respondents suggested increasing the density of the housing around the urban centre and transport links. Some mentioned wanting to see more while others would like to see less. Removing housing from the ridgelines, a new train station, increased public transport and direct motorway access were all mentioned as were extra facilities respondents would like to see planned for. Comments about ensuring walkability and cycle-ability of the area and connections to/from other areas were also included.

*"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."*

*"Perhaps would be better to have even more development and more standalone homes and a supermarket"*

*"Lower housing density and fewer houses"*

*"There absolutely should be a buffer zone between any development and the ridgelines."*

*"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."*

*"I'd ensure that all roads were built with cycle lanes to encourage active transport and decrease the reliance on private vehicles."*

*"Establish good cycling tracks & walking tracks as a minimum. Potential to punch a subway between either side of the hill for foot/cycle access."*

*"Include space for new mini supermarket, cafes etc."*

*"More facilities designed around the green areas - toilets, cafe, bike shop."*

*"Put a train station in for Stebbings Valley residents"*

*"A stronger, more ambitious Public Transport 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. This station would also be serviced by a frequent feeder buses picking people up from Churton park/Stebbings/South Tawa areas, also feeder buses from the Grenada areas too."*

*"Link it back to Churton Park & Grenada/Petone motorways."*

