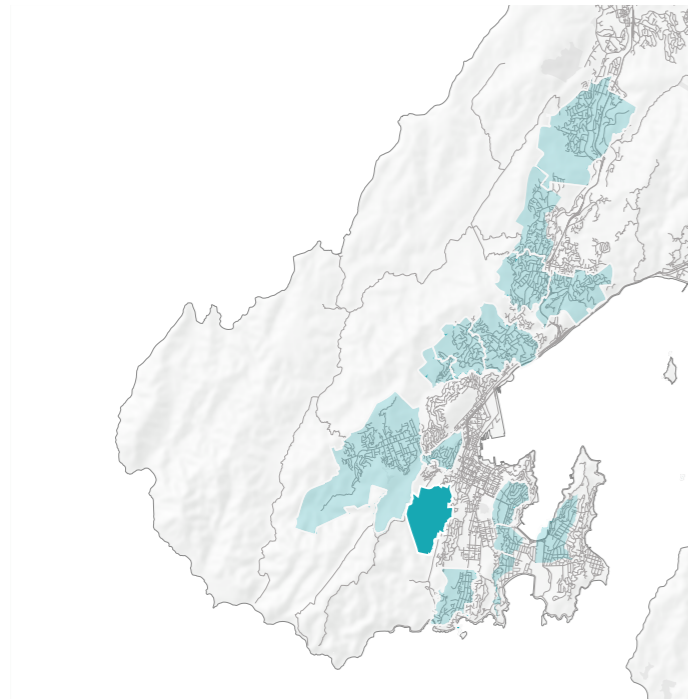


BROOKLYN



Brooklyn was established in 1852 by John Fitchett senior as a dairy farm, and given the name 'Fitchett'. In 1888 Brooklyn (previously known as Goathurst Farm) was combined with Fitchett to make today's suburb of Brooklyn.



Figure 17



Figure 18



CHARACTER SUMMARY

Brooklyn is a hilly suburb located south west of the city centre, which can be relatively easily accessed by pedestrians and cyclists. It is characterised by a small district centre perched at a cross roads of a busy intersection, and is home to the iconic Penthouse Cinema and the Brooklyn War Memorial. A range of medium to high density housing can already be found here.

SITE VISIT NOTES

LANDSCAPE

Brooklyn sits in a bowl like setting above the city centre at the head of a valley which runs south to the coast. The topography is generally rolling with steeper sites to the edges. The area has a strong green character defined by the surrounding hills and green belt, but with limited public vegetation or street planting. Small pockets of open space are associated with some community amenity (e.g. community centre with playground and community garden) but these are limited. Brooklyn school provides the only large flat open space. There are good walking connections into the green belt and towards city centre through Central Park (although topography is steep).

URBAN DESIGN

The centre located in Brooklyn is classified as a district centre that provides a combination of retail and day to day convenience needs. However, it does not have a supermarket. There are several small community facilities such as the library, community centre and bus hub.

It is a high street based centre with shop top housing above (up to 3 storeys). The shops are configured around a signalised intersection with street parking on each side. This intersection has a high vehicular movement function which limits walkability and pedestrian cross movements.

Brooklyn is serviced by a core bus service that runs high frequency services into the city centre. A number of standard and off peak services also run from the bus hub where users are able to easily transfer between connections. A number of residents cycle or walk to the city centre via Central Park.

ARCHITECTURE

Brooklyn features a number of landmark buildings generally located around its centre as well as a number of apartment blocks acting as landmarks on the approach into the centre. Brooklyn has a wide diversity of housing ages, styles, and types. Housing ranges from early 1900 to current. While the majority of housing stock is single storey detached, there are many examples of multi-unit housing types and scales as well as ages indicating a long relationship with higher denser housing.

Brooklyn's lively yet relatively small commercial centre is made up of a great variety of building styles, sizes, and ages and includes some housing located over commercial below giving it a diverse look and feel.

HERITAGE

In 1852, John Fitchett senior, started the 'Fitchett' dairy farm in what is now Brooklyn. In 1888 this was combined with an area known as Goathurst Farm to make today's suburb of Brooklyn. The introduction of an electric tramway through the town belt by Central Park in 1906 was a key factor in the rapid development of Brooklyn as a desirable and well located residential area.

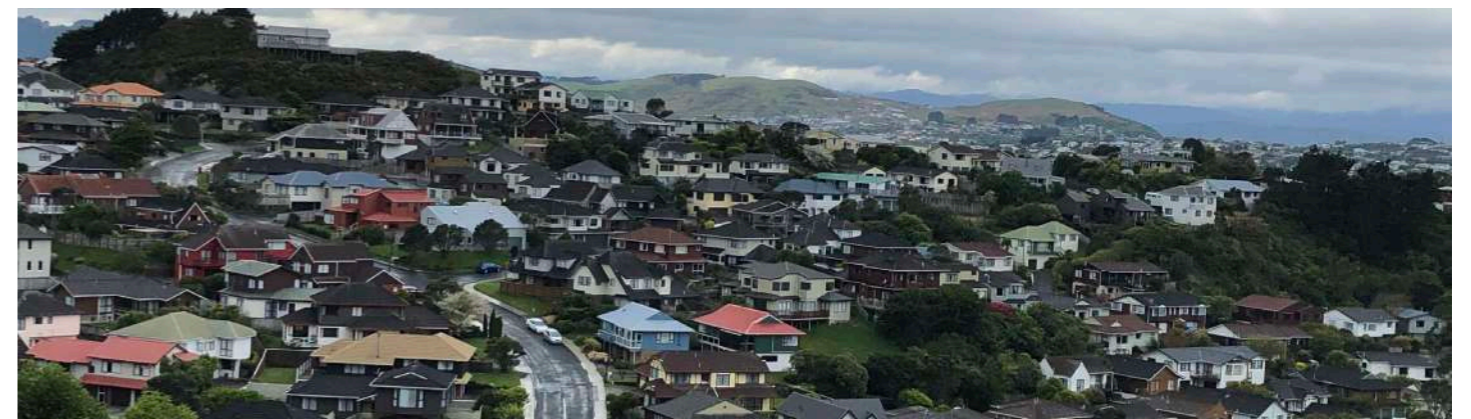
Brooklyn is characterised by hilly topography that creates intimate and interesting spaces and relationships between buildings. Houses can be high above the road or adapted to steeply sloping sites. The topology, together with the harbour views, make this a varied and dramatic setting.

Sections are predominantly small, with close relationships between adjacent properties creating a fine grain to the street scape. The majority of older houses are villas or bungalows, and are predominantly modest in scale. There are significant areas of pre 1920 housing that read and are experienced as a character group.

The town centre is anchored by the two buildings on the

western corner of the Todman St/Ohiro Bay Rd that are both two storied, and form a gateway to the steeply rising Todman St.

The listed buildings very visible and make essential contributions to the main street. The War Memorial, and in the case of the Memorial, to the wider area. There are areas of potential heritage.



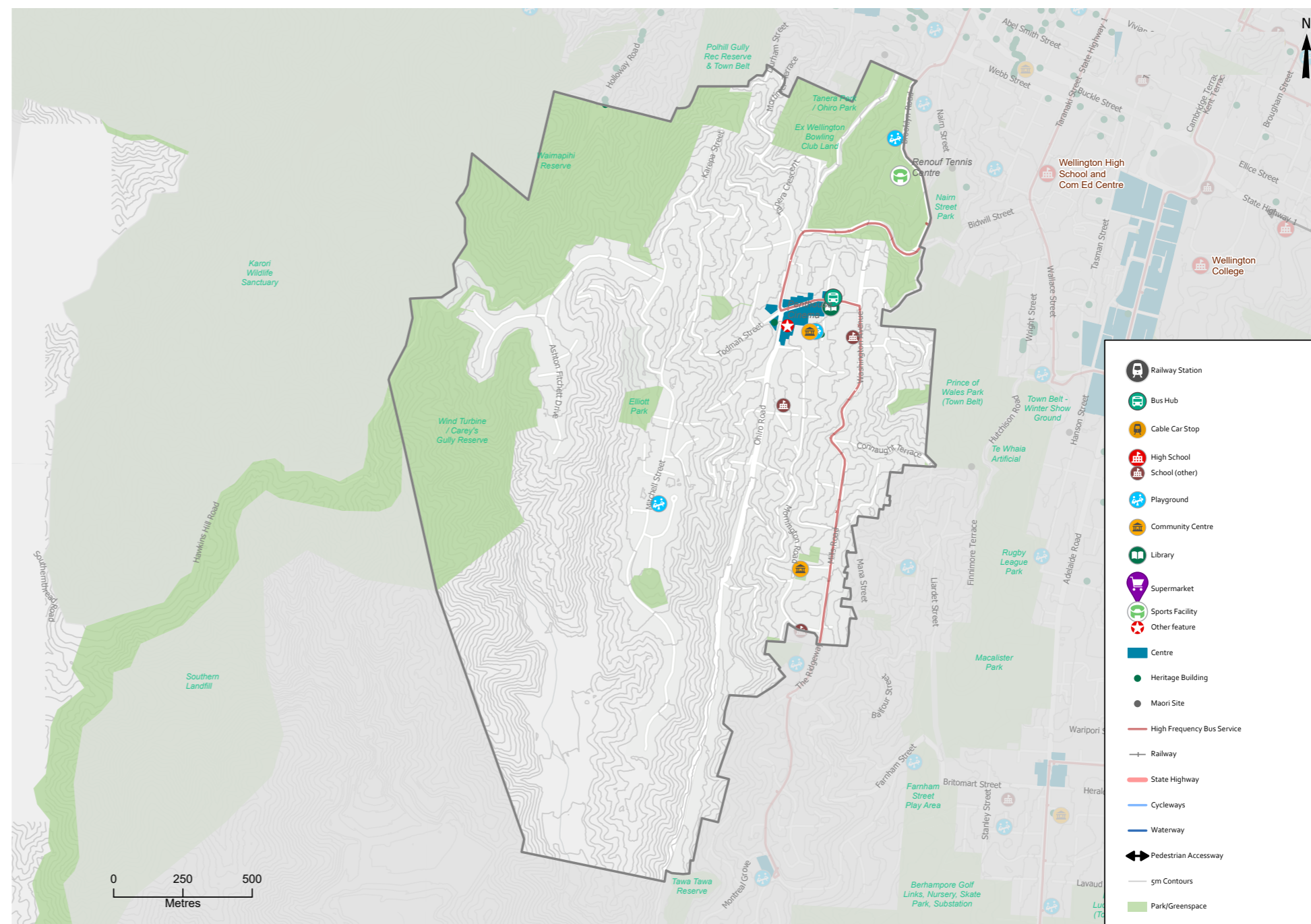
KEY FEATURES

The community is divided by a cross roads and the central Ohiro Road that runs through the valley. Most of the retail and community amenity is on the east side of Brooklyn and focused at the crossroads of Ohiro Road and Todman Street and has a good walkable catchment.

Ohiro has a high frequency bus route and there is a bus hub that provides access to other route options. It is possible to walk and cycle from Brooklyn to the central city both on the road and open space network. This close proximity to the central city is positive in allowing people access to employment and amenity without being car dependent.

The key features that might encourage density in Brooklyn are around the transportation corridor, proximity to the central city and the town centre. These include:

- Good walkability to public transport with quick access into Wellington city for employment and leisure.
- An accessible and walkable town centre.
- A high frequency bus route to provide transport options for medium density development.
- A good quality town centre and community facilities.



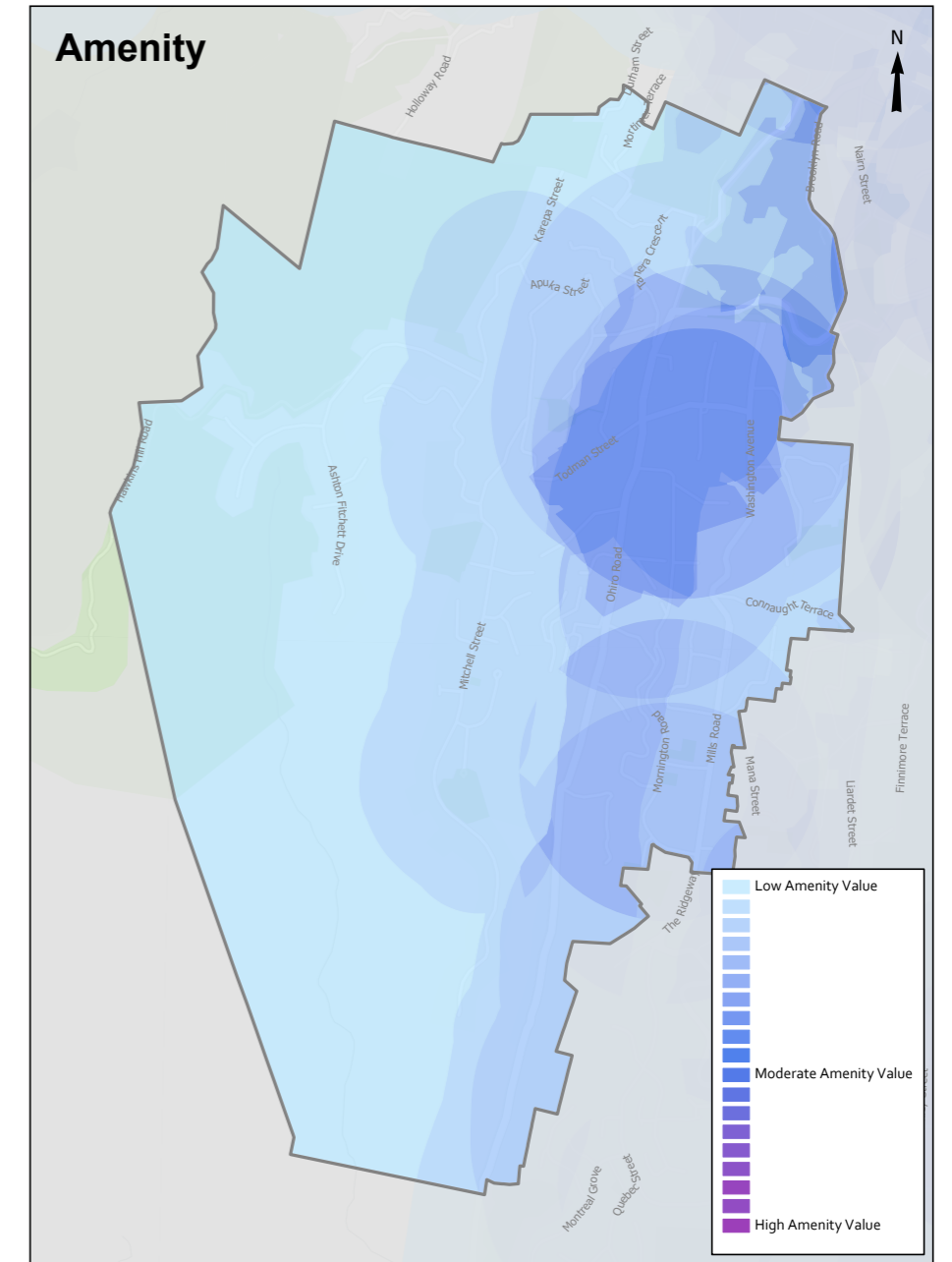
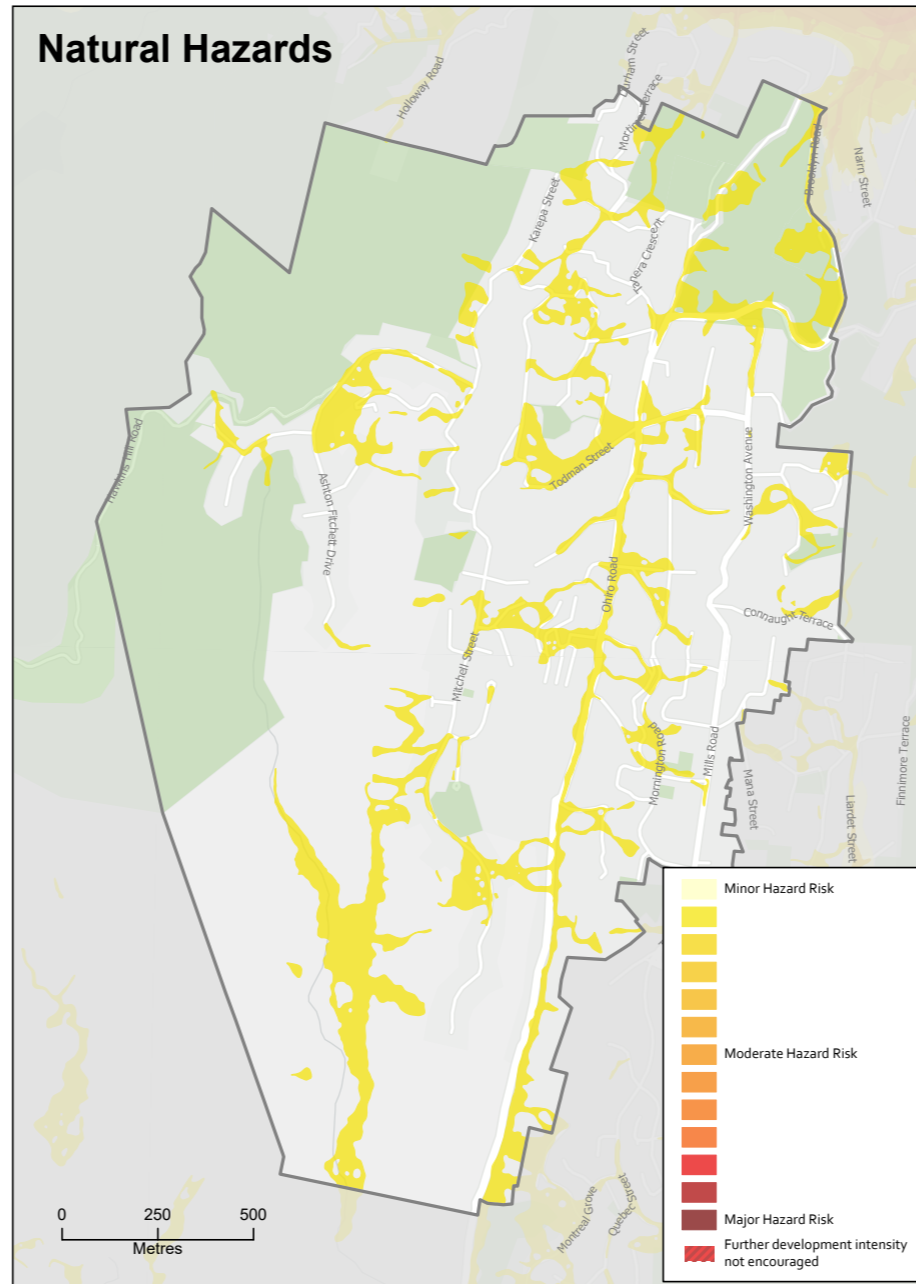
EVALUATION

AMENITY AND HAZARDS HEAT MAPS

In comparison with many of Wellington neighbourhoods Brooklyn has few hazards. In most case these hazards can be mitigated with infrastructure investment at a neighbourhood level and with building standards at an individual residential section level. The flooding on Ohiro Road can be a problem especially to public transport but this can be mitigated through investment in flood management.

The main amenity values (transport, main street, community centre) have been mapped with a 400m walkability circles and show two main patterns:

- A strong focus on the town centre of Brooklyn that has good retail and community amenity values.
- A general linear public transport amenity that follows Ohiro Road and the high frequency bus route, predominantly on the eastern side of the Valley.



EVALUATION

PROPOSED DENSITY

In general, proposed density follows the values set out by the amenity heat map, with a tendency to centre more on the town centre and the eastern side of the valley due to walkability. In general, the hazards were not considered significant enough to remove proposed medium density off the proposed density map.

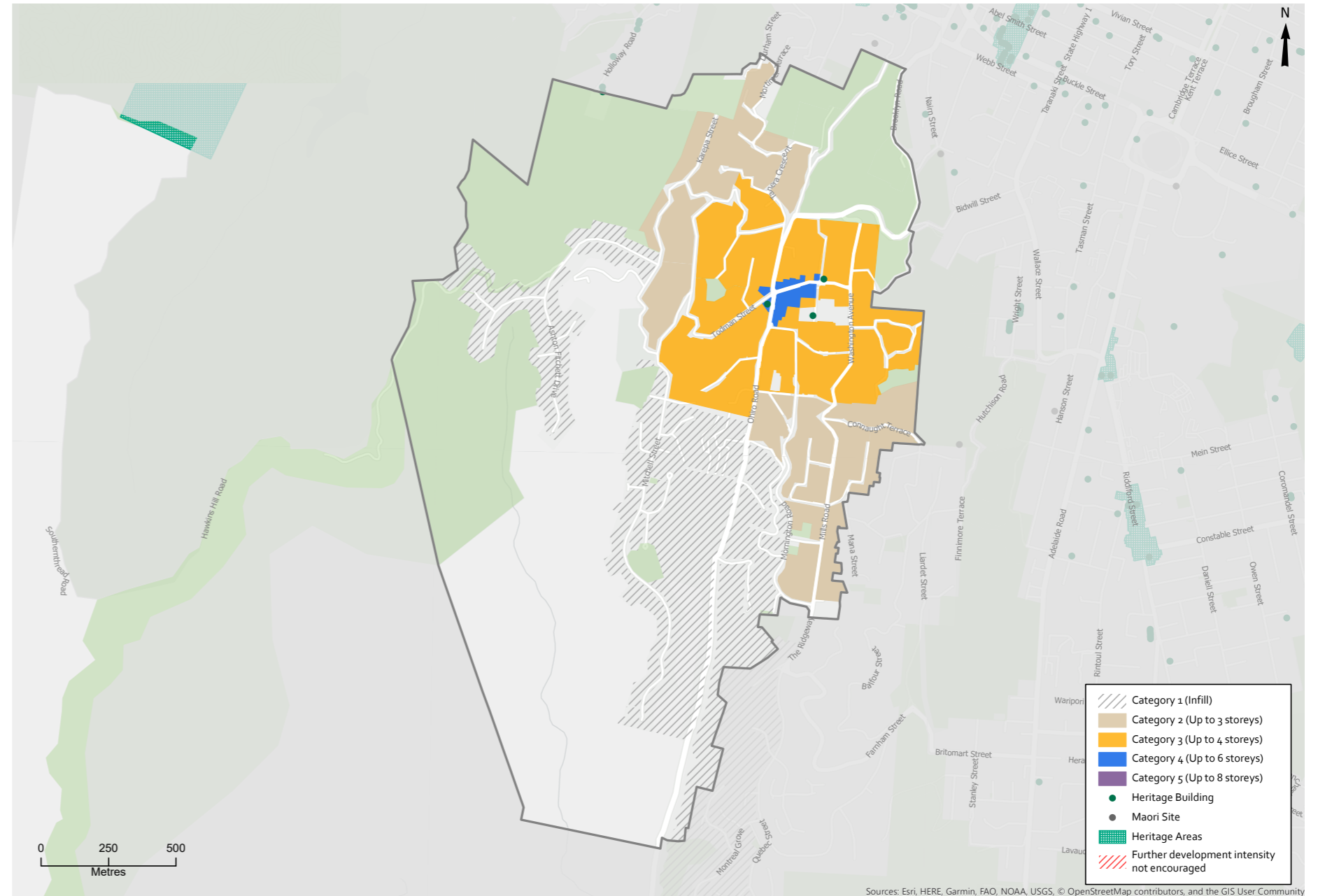
Category 4 has been placed around the retail, commercial and main street centre that allows for a mix use outcome of retail or commercial on the street level with residential above.

Category 3 tend to be located close to the areas of highest amenity within a walkable range of 400m. These areas have focused on the centre of Brooklyn.

Category 2 tends to be located close to the areas of highest amenity within a walkable range of 400m. These areas have been focused on Upland Road and the associated high frequency bus route, the retail centre and the eastern edge of the valley due to walkability access issues from the western side of the valley due to embankments and road corridor.

DENSITY MAPPING PROCESS

All density categories locations and types for Brooklyn were based on analysis of GIS maps, site observations and multi-disciplinary professional collaboration in a two day workshop. This image is of a workshop draft plan used to decide on future density locations. One of the important considerations for Brooklyn that influenced the final proposed density mapping was the strong community and retail centre with the severance issue of the Ohiro Road Valley slopes.

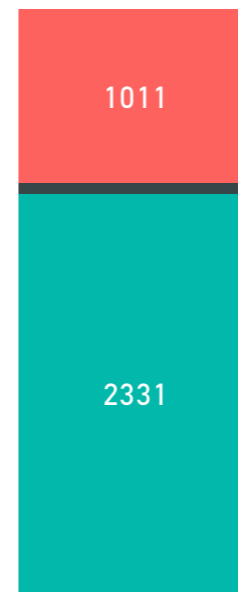


SUBURB SUMMARY

The Brooklyn community has a reasonable range of transport options including a range of bus routes options and walking access into the central city (approx. 20 minute walk). There is a limited range of retail amenity and no supermarket but good community infrastructure to support medium density. Brooklyn's low infrastructure investment requirement makes this a good area for density.

It is suggested that the following be considered to support medium density zoning:

- A heritage character assessment to assess if there are other heritage areas that should be considered and how that might influence medium density zoning.
- A community centre assessment to identify future investment in amenities on existing land or buildings.
- An urban tree assessment to assess if tree protection should be considered and how that might influence medium density zoning.
- An open space assessment to identify future investment in more land or amenities on existing land.

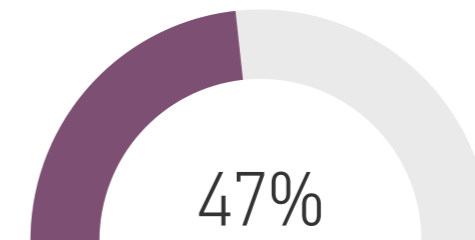


● Existing Dwellings ● Infill Dwellings ● Potential New Dwellings

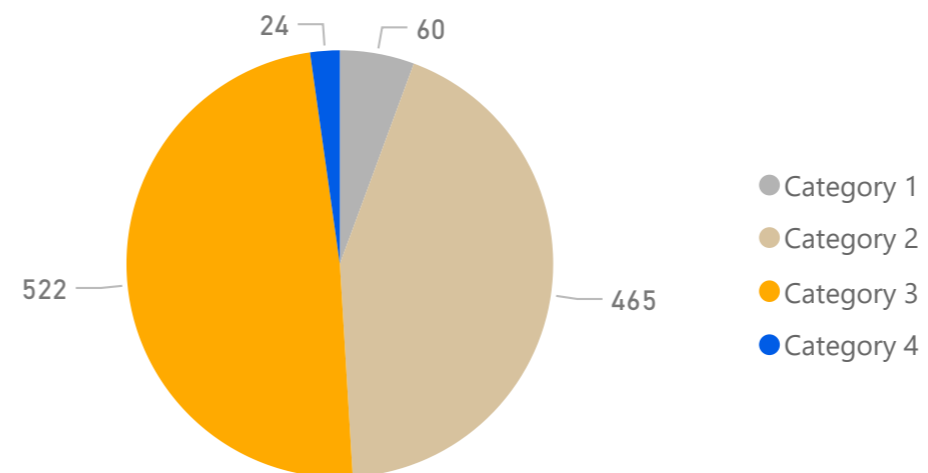
Potential New Dwellings Over Next 30 Years



Land Suitable to Support Growth (Categories 2-5)

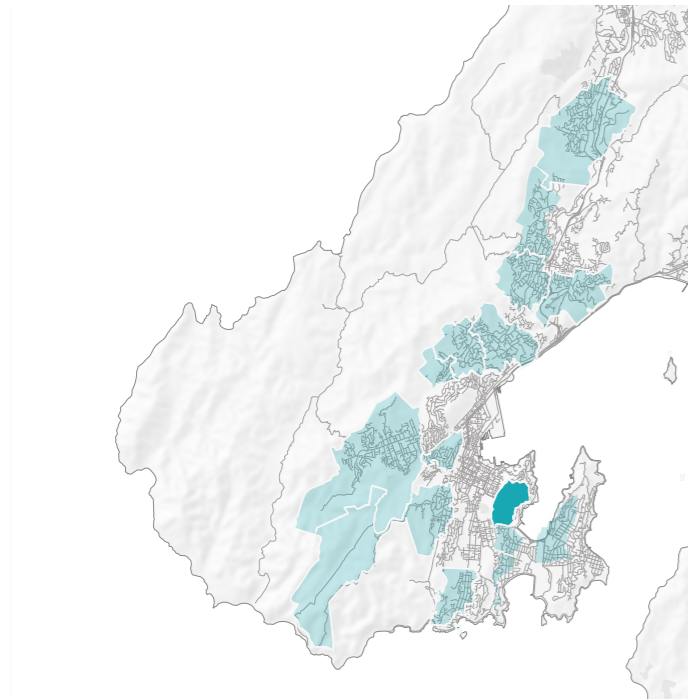


Estimated New Dwellings by Category



The estimation of theoretical dwellings shown here are an indication only. Note that an 'uptake factor' has been applied to these numbers to more accurately reflect that not every available site will be developed. For the methodology surrounding this please refer to the front section of this report.

HATAITAI



The earliest European pioneers in Wellington knew the area that became Hataitai as “Jenkins Estate”. The name Hataitai originated with the syndicate which sub-divided it for building in 1901, and derives from Whāitaitai, the ancient Māori name for present-day Miramar.

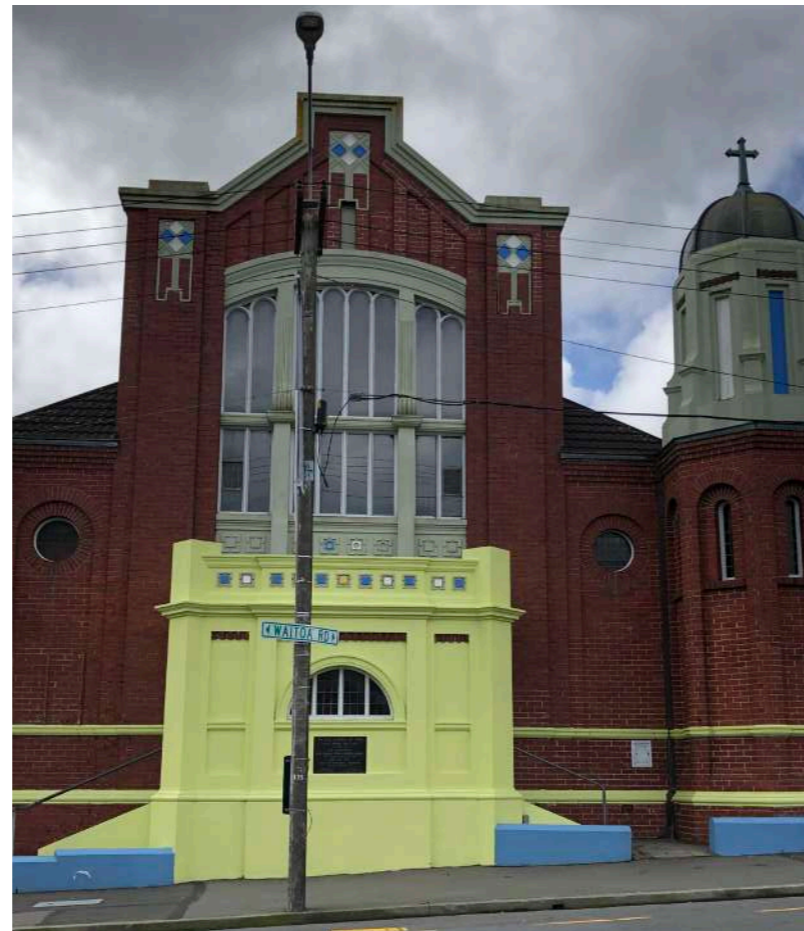


Figure 19



Figure 20



CHARACTER SUMMARY

Hataitai is located just east of the city centre, it is bounded by Mount Victoria and the Town Belt to the west and Evans Bay to the east. Whilst not on the rail line it has good access to buses and can be easily accessed by all modes and users via the tunnel or tracks through the Town Belt. Similar to Brooklyn, it is characterised by a town centre perched at a cross roads of a busy intersection. It is home to a number of iconic buildings and medium to high density living.

SITE VISIT NOTES LANDSCAPE

Hataitai is sheltered under the town belt and has a green vegetated character associated with the town belt and a number of mature and established private gardens. The topography is generally quite hilly with flatter sections along Moxham Avenue to south of town centre.

Good connections into the town belt provide access to walking and recreation opportunities.

URBAN DESIGN

Hataitai centre is classified as a suburb centre that provides small scale convenience based retail for day to day needs. It is a high street based centre with shop top housing above (up to 2 storeys) and comprises a number of food and beverage type retail. It does not have a supermarket. The shops are configured around a cross roads/intersection with zebra crossings and on street parking on each side. The centre is also sharrow marked for cyclists with a speed limit of 30km/h. Walkability and access to and around the centre is good.

Hataitai is serviced by a core bus service that runs high frequency services into the city centre through the bus tunnel. A number of standard and off peak services also stop in Hataitai. The proximity to the Mount Victoria tunnel also provides direct vehicular connection to the city centre, however this is a pinch point for traffic during peak hours.

There is also pedestrian and cycle access to the city centre via the tunnel or through the town belt.

ARCHITECTURE

Hataitai has a number of landmark buildings scattered around its relatively large and varied area from old churches to significant and sometimes characterful apartment blocks (e.g. Roger Walker designed apartments on Tapiri Street). Hataitai's housing has a high level of diversity reflected in the typologies, styles and ages. Hataitai appears relatively compact and densely built with much of the housing built on relatively fine grained sites and located close to street boundaries.

While the majority of housing stock is single and two storey detached (and sometimes 3 storey especially on the hills) there are many examples of multi-unit housing types (including several apartment buildings and townhouse complexes) and scales as well as ages indicating a long relationship with higher density housing.

HERITAGE

Colonial settlement of the Hataitai area dates from 1841 when the land was known as the "Jenkins Estate" and was used mainly for farming and grazing.

The population started to increase in the late 19th century, and in 1901 the Hataitai Land Company was formed to sell sections on the hillsides north from Waitoa Road. The area became known as Hataitai, which derives from the great taniwha Whāitaitai which is the ancient Maori name for present-day Miramar. The 1907 bus tunnel, and the 1931 Mt Victoria tunnel added connectivity and furthered Hataitai's growth, which continued up to the 1950s, with much slower growth in recent times.

Many of the streets in Hataitai are named after native trees: Hinau Street, Konini Road, Matai Road, Rata Road, Rewa Road etc.

The pattern of development is seen in the layout of housing styles. The first areas to be built on are the flats south of the town centre, and feature small villas. More villas spread up the northern valley, with larger villas and bungalows on the

cliff top, and high points. The western hill slopes were the last to be built on, with bungalows spreading up in the 1920 and 1930s. Higher and steeper sections in all area were progressively infilled in the 1950s. Houses are adapted to the sometimes steep topology, and there are multiple connective footpaths winding their way vertically between streets.

The village centre is typically double storied with a line of shops and verandahs at ground level. Shop styles include Californian bungalow, stripped classical, and Edwardian, giving a pleasant mix of styles and materials within the cohesiveness of the one or two level joined facades.

The northwest corner of the main intersection is home to a 1940/50s former telephone exchange which fails to relate to the community as successfully as the older buildings.

There are groups of houses that are potentially significant as heritage areas, specifically those around the bus tunnel, where they are seen by many travellers every day and hence have an additional punch. Another key landmark site is the small rise in the centre of the northern valley which makes features of two homes – essentially popping them above their surrounds, and making them visible in the round. There are also some modernist apartment blocks in Hataitai that warrant further consideration for their simple proportions and clean lines.

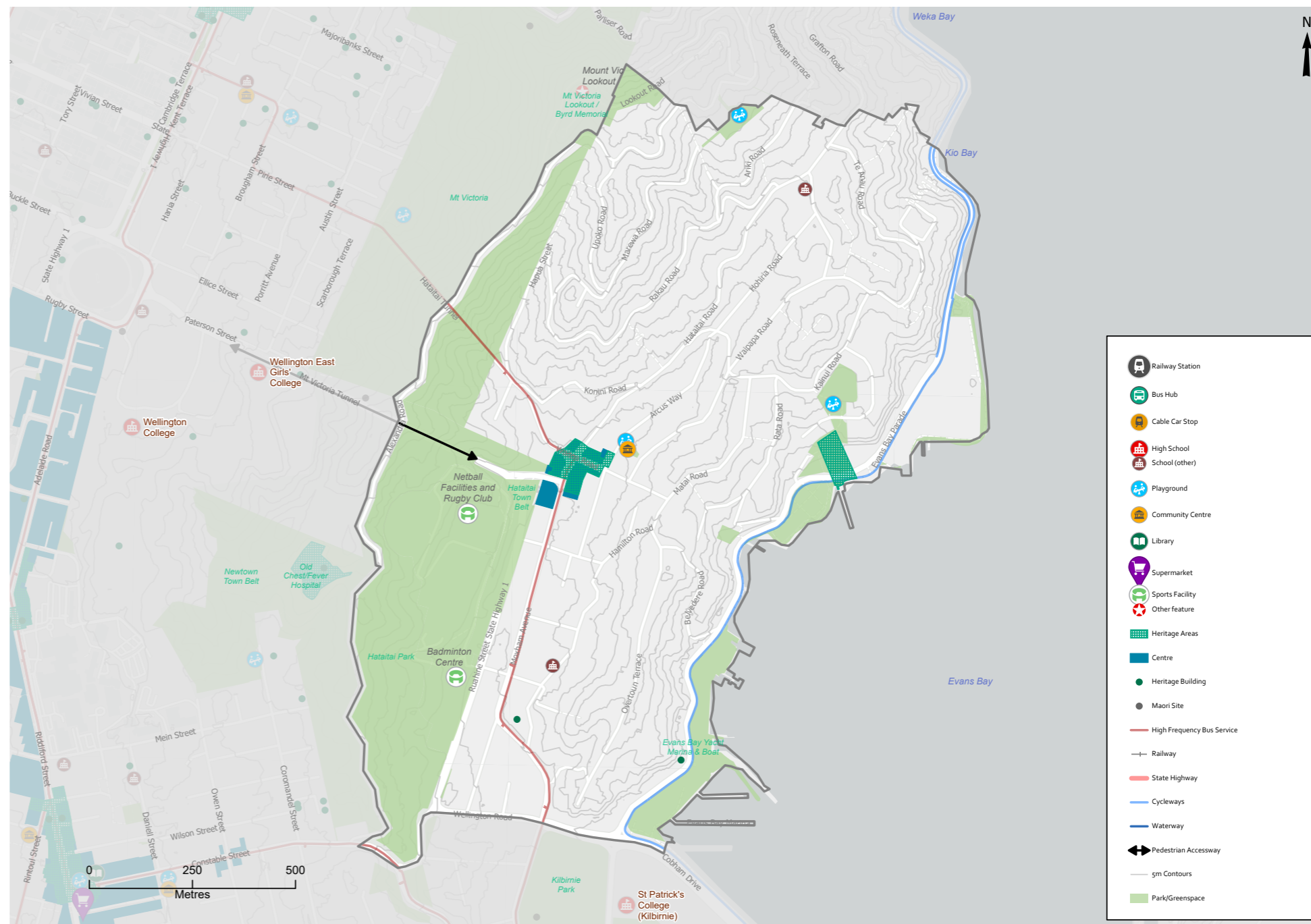


KEY FEATURES

The community is located at the base of the Wellington green belt and close to the Mt. Victoria Tunnel and Hataitai Bus Tunnel. Most of the retail and community amenity is central to Hataitai and there is a high frequency bus route that provides quick access to the central city. It is possible to walk and cycle from Hataitai to the central city both on the road and open space network. This proximity to the central city is positive in allowing people access to employment and amenity without being car dependent.

The key features that might encourage density in Hataitai are around the high frequency bus route, the green belt access to the city and the retail town centre. These include:

- Good walkability to public transport with quick access into Wellington city for employment and leisure.
- Close proximity to the airport and Miramar for employment and travel with bus and cycleway connections.
- An accessible and walkable town centre.
- A high frequency bus route to provide transport options for medium density development.
- A good quality town centre and community facilities.
- Close proximity to recreation and open space opportunities of the green belt



EVALUATION

AMENITY AND HAZARDS HEAT MAPS

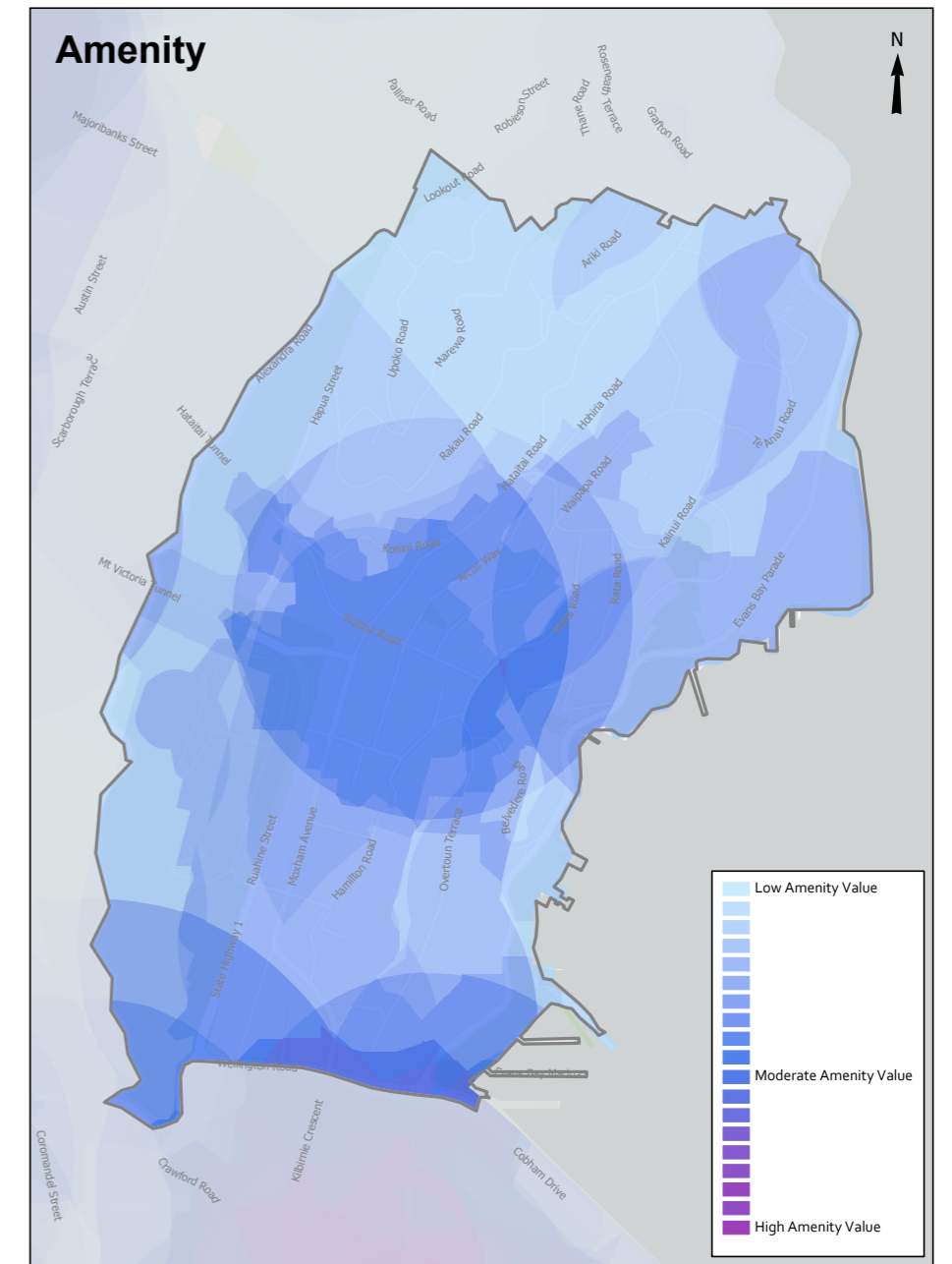
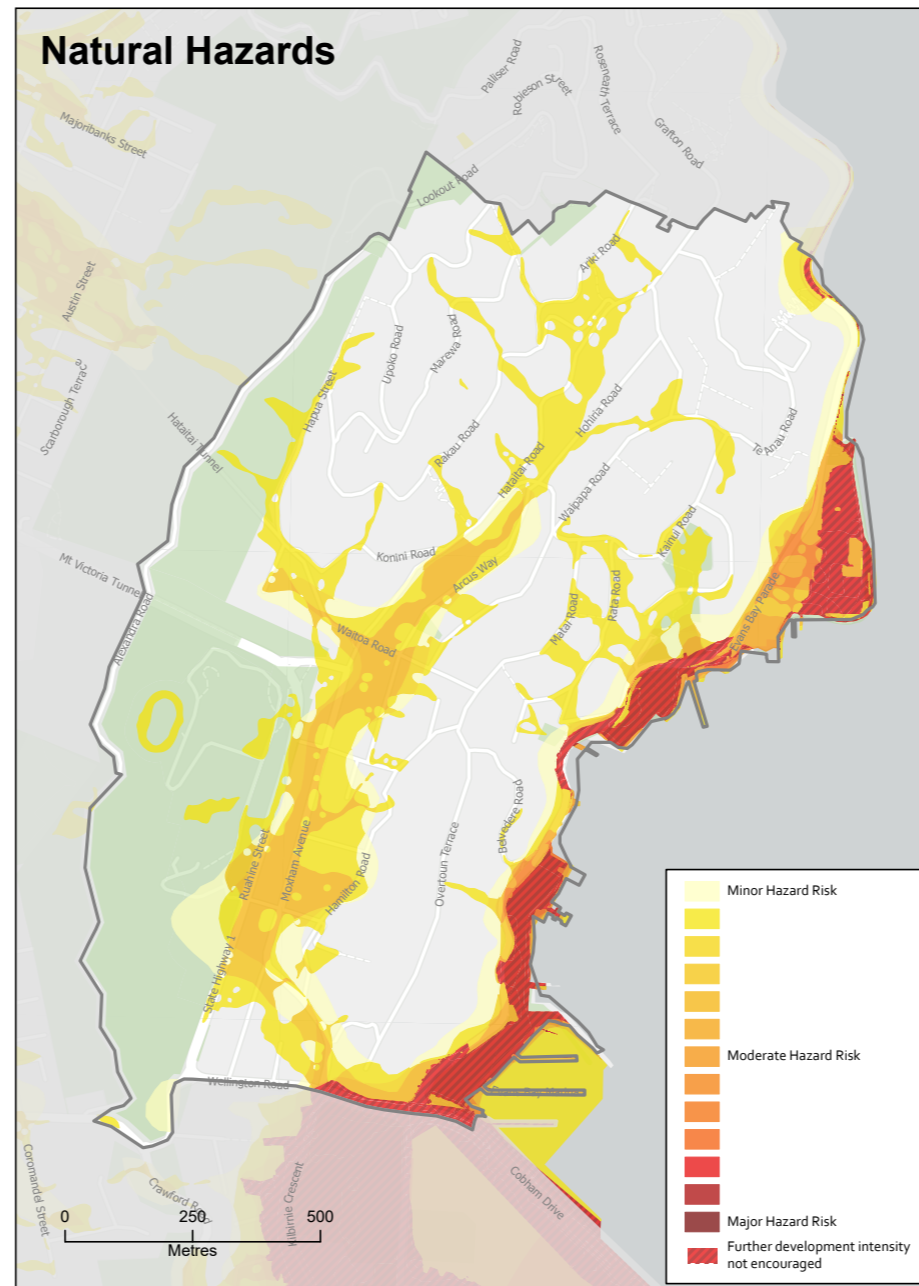
Hataitai has a few hazards' considerations that may limit medium density growth. In most cases these hazards can be mitigated with infrastructure investments at a neighbourhood level and with building standards at an individual residential section level. The exception maybe the area along the eastern coastline of Hataitai, where predicted sea level rise may negatively impact community development on this edge.

The main hazard issues that may affect development run along Moxham Avenue and the village centre:

- Flooding, which can be managed with investment in flood management.
- Liquefaction prone soils, which can be managed with investment in infrastructure and building standards.
- Earthquake ground shaking risk, which can be managed through investment in building standards.

The main amenity values (transport, main street, community centre) have been mapped with 400m walkability circles and show four main patterns:

- A strong focus on the town centre of Hataitai that has good retail and community amenity values.
- A general linear public transport amenity that follows the high frequency bus route.
- The Hataitai southern edge that is affected by the high community amenity of Kilbirnie.
- The eastern coast edge and the high associated open space, recreational and cycleway amenity.



EVALUATION

PROPOSED DENSITY

In general, proposed density follows the values set out by the amenity heat map. The proposed density tended to centre more on the town centre and on the eastern side of the state highway due to existing open space to the west.

In general, the hazards were not considered significant enough to remove proposed medium density off the proposed density map, with the exception of the eastern coastal edge. This coastal edge, due to its slope and elevation change, is disconnected from the Hataitai retail centre, community centre and the high frequency bus route that goes through Hataitai tunnel. There is also potential sea level rise pressure along this edge.

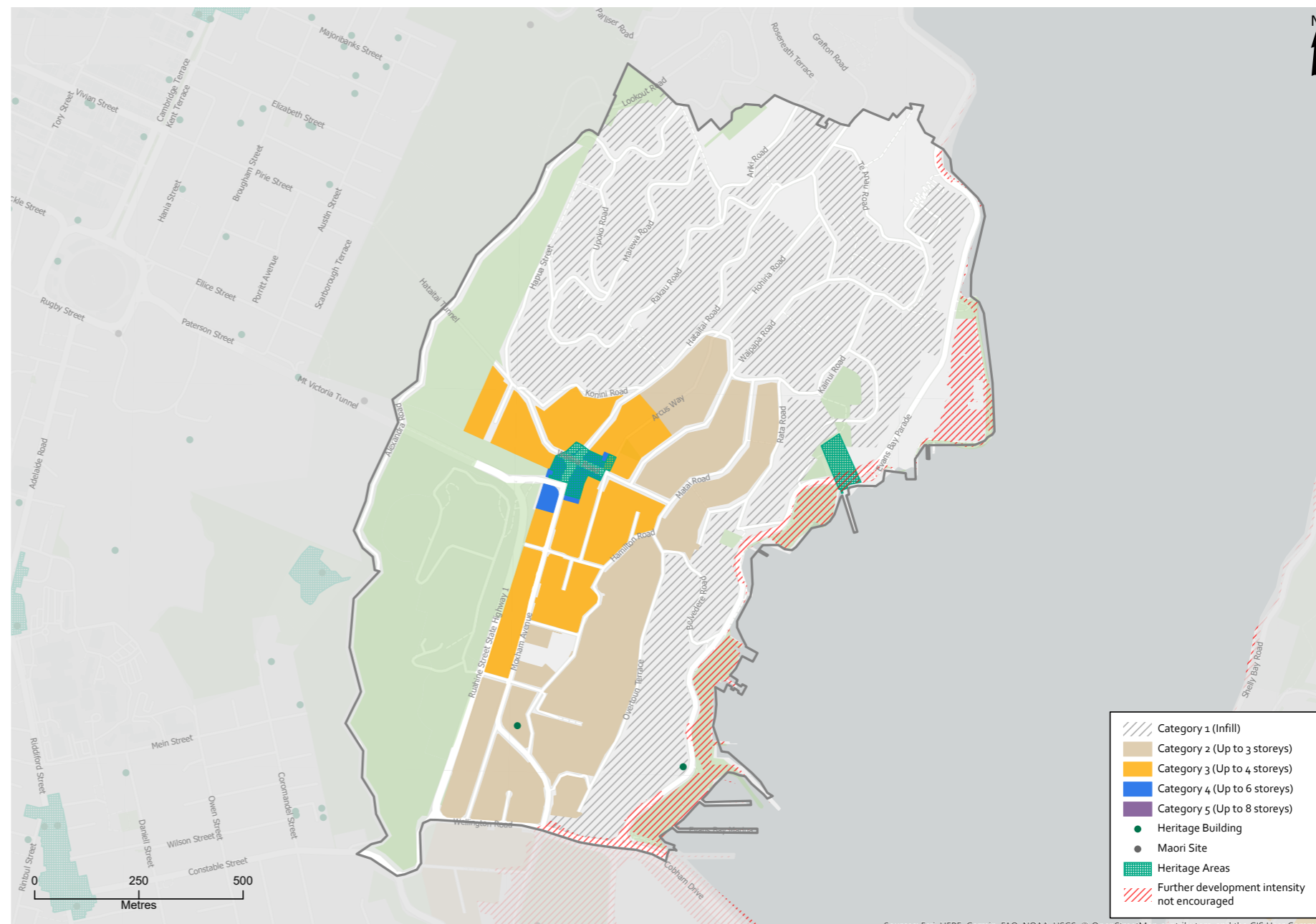
Category 4 has been placed around the retail centre that allows for a mix use outcome of retail or commercial on the street level with residential above.

Category 3 tends to be located close to the areas of highest amenity within a walkable range of 400m. These areas have focused on the centre of Hataitai.

Category 2 tends to be located close to the areas of highest amenity within a walkable range of 400m. These areas have focused on Moxham Avenue, the associated high frequency bus route, and the eastern edge of the valley that has good walkability.

DENSITY MAPPING PROCESS

All density categories locations and types for Hataitai were based on analysis of GIS maps, site observations and multi-disciplinary professional collaboration in a two day workshop. This image is of a workshop draft plan used to decide on future density locations. One of the important considerations for Hataitai that influenced the final proposed density mapping was the proximity to the town belt, the central city and neighbourhood retail centre.



SUBURB SUMMARY

The Hataitai community has a reasonable range of transport options including a range of bus routes, walking and cycling access into the central city and to the airport and Miramar business zones. There is a limited range of retail amenity, no supermarket and average community infrastructure to support medium density. Hataitai's low infrastructure investment requirement makes this a good area for density.

It is suggested that the following be considered to support medium density zoning:

- A heritage character assessment to assess if there are other heritage areas that should be considered and how that might influence medium density zoning.
- A community centre assessment to identify future investment in amenities on existing land or buildings.
- An urban tree assessment to assess if tree protection should be considered and how that might influence medium density zoning.
- An open space assessment to identify future investment in more land or amenities on existing land.
- Traffic assessment on the impact of density growth and access options onto State Highway 1.

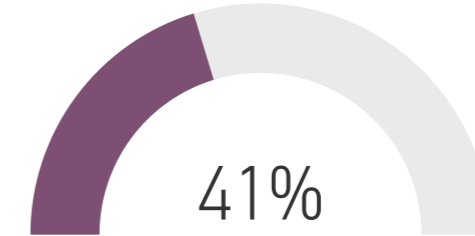


● Existing Dwellings ● Infill Dwellings ● Potential New Dwellings

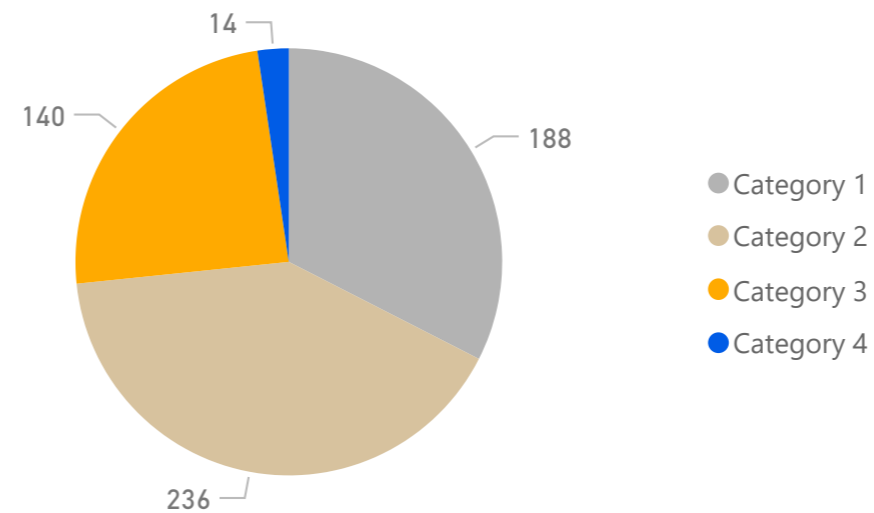
Potential New Dwellings Over Next 30 Years



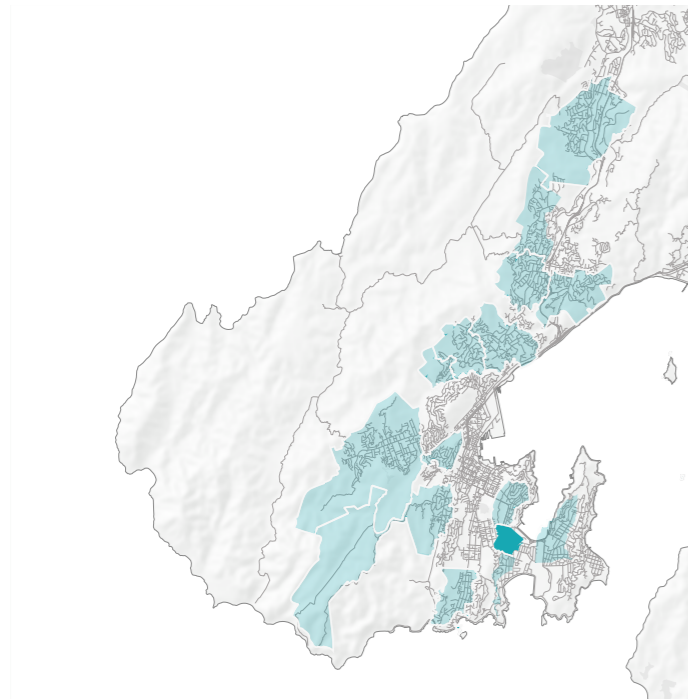
Land Suitable to Support Growth (Categories 2-5)



Estimated New Dwellings by Category



KILBIRNIE



Named after a Scottish town by the farmer James Coutts Crawford, Kilbirnie fills the middle section of the ridge that runs from Roseneath to the south coast. Kilbirnie remained part of Crawford's extensive estate until the 1870s when it was sold for housing.

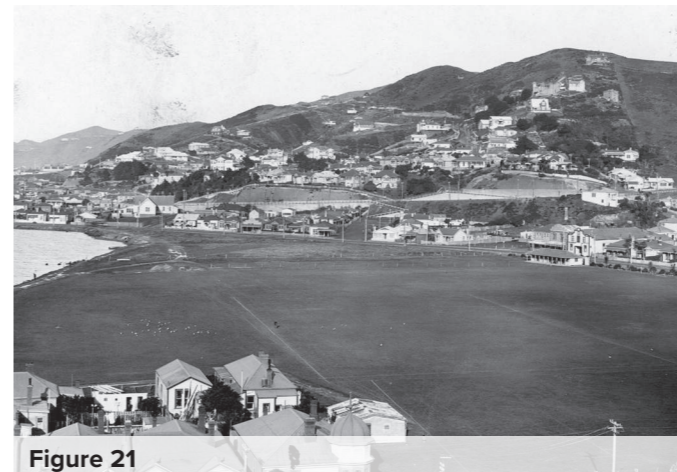


Figure 21



Figure 22



SITE VISIT NOTES CHARACTER SUMMARY

Kilbirnie is located approximately 4km south east of the city centre. It is bounded by Evan's Bay to the north, the airport to the east and Lyall Bay to the south. Kilbirnie and Lyall Bay share a common suburb boundary and appears to form a natural larger suburb with a number of great amenities. Kilbirnie has a large centre with an intimate town centre and a large number of community and sports related complexes. It is also anchored by supermarkets and a number of nearby employment hubs. The Go Wellington bus depot is planned for future relocation resulting in a large redevelopment opportunity for the suburb. Streets are flat, wide and gridded with great access to the city centre via high frequency bus services and a future planned coastal cycle way.

LANDSCAPE

Kilbirnie is built on flat land which was once the sea, creating Cobham Drive as a connection between the Airport to Evans Bay. Kilbirnie Crescent and Rongotai Road form the original shoreline. Vegetation within the suburb is fairly limited to areas of mature pohutukawas associated with Kilbirnie Reserve. The hills to west provide a green backdrop with mature vegetation and houses nestled into the hillside. Residential streets on the flat are very wide and have sparse tree planting.

Private gardens are also sparse leading to a general sense of barrenness associated with the coastal environment. A number of complete and planned cycleways provide good connections to the coastal environment.

URBAN DESIGN

Kilbirnie is a regionally significant centre that serves a number of adjacent suburbs. It is also less than 1km from several employment areas; Newtown, Miramar and Wellington airport. The suburb is bounded by the State Highway and Evans's Bay to the north, the Town Belt to the

west, Wellington Airport to the east and Lyall Bay to the south. The community here is ethnically diverse and home to the Wellington Masjid – Islamic Centre.

The centre's retail offerings comprise a number of typologies; a main street with civic and community centre, supermarkets, several big box retail stores and a sports and recreation node further to the north. Two other large land uses to note are the Rita Angus retirement village and the Bus Depot which is being relocated.

The vehicle movement through the main street is slow, this is a result of a number of factors that create side friction; narrow carriageway widths, a speed limit of 30km/h, narrow markings and a number of raised tables and crossing points. The walkability and pedestrian cross movement within the main street zone is easy and accessible.

However, this walkability is compromised when you are outside of the main street zone as the adjacent streets are dominated by high vehicular movement particularly along Rongotai Road and Coutts Street.

This centre is supported by a bus hub with core bus routes as well as a number of standard and off peak services providing high frequency services in to the city centre as well as to neighbouring employment areas. A number of cycleways are also planned for the Kilbirnie and Lyall Bay area to provide active mode connections to Newtown, Rongotai and the city centre along Oriental Parade.

ARCHITECTURE

Kilbirnie has a number of significant scaled landmark buildings including apartment buildings as examples of higher density. Kilbirnie grew significantly in the 1900-1930 period and there are many examples throughout the area of housing from this period.

The housing is mainly single storied detached housing. Larger scaled and a greater number of two storeyed buildings tend to be further to the north and in the hills. There are many examples of a wide range of multi-unit housing types and scales as well as ages going back perhaps to the 1930's indicating a long relationship with higher denser housing.

The vibrant commercial centre is made up of a range of

mainly 1-2 storey buildings that are significant in scale and diversity. There are also a number of smaller clusters of convenience stores etc scattered around the suburb.

HERITAGE

Kilbirnie was part of James Coutts Crawford's farming estates, and was named after his home town in Scotland.

Kilbirnie was initially isolated from the city, with the road access running along Oriental Parade and via Evans Bay. It was promoted as a sub-division from 1870, but had few takers and remained a farming outpost, known for the Kilbirnie Hotel formerly on the corner of Kilbirnie Terrace and Wellington Road.

Nevertheless, the potential of the area for residential growth was obvious, and along with Hataitai, the demand for better public transport to the area grew. This was answered in 1907 with the completion of the Hataitai tram tunnel and regular electric tram services from the city to Kilbirnie. This resulted in large population growth and building in the 1910s and 1920s. Kilbirnie was subdivided by various different companies, which resulted in variations in layout, and sections sizes, from larger sections in the hills, to some areas of condensed sections for lower cost housing on the flats.

Kilbirnie is notable for the original tram sheds, and for streets such as Salek St which remain examples of the original 1920/30s building style and planning. These are streets of Californian Bungalow style houses, with small and interesting variations for personal style. The character of the hills to the west has more individual architecture to address the complexities of the sites.

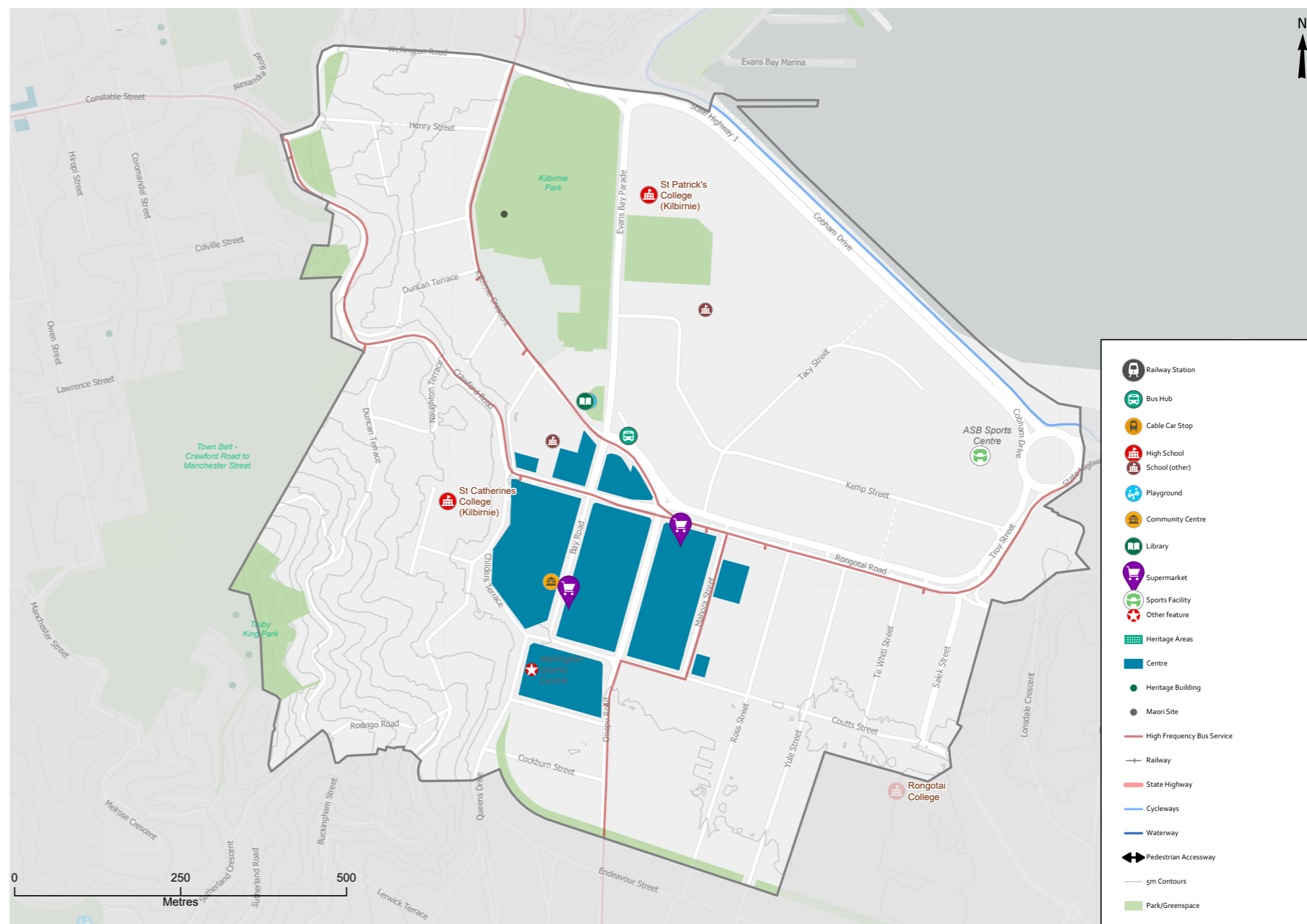


KEY FEATURES

The community is located on a low isthmus of land between two bays. The community has access to a significant retail centre, two supermarkets, excellent community facilities and a bus network. Kilbirnie is close to a range of employment centres such as the central city, Miramar and airport area as well as local employment. Most of the retail and community amenity is central to Kilbirnie and walkable due to the flat land. It is possible to cycle from Kilbirnie to the central city through the Mount Victoria tunnel through Newtown or around the bay. This proximity to the central city is positive in allowing people access to employment and amenity without being car dependent.

The key features that might encourage density in Kilbirnie are around the transportation network and the high retail and community centres such as:

- Good walkability to public transport options with quick access into Wellington city.
- Close proximity to the airport and Miramar for employment and travel with both bus and cycleway connections.
- A very accessible and walkable town centre.
- A good quality town centre and community facilities.
- Good access to the Wellington city green belt.
- Flat land and wide streets that are well suited for medium density architecture.



EVALUATION

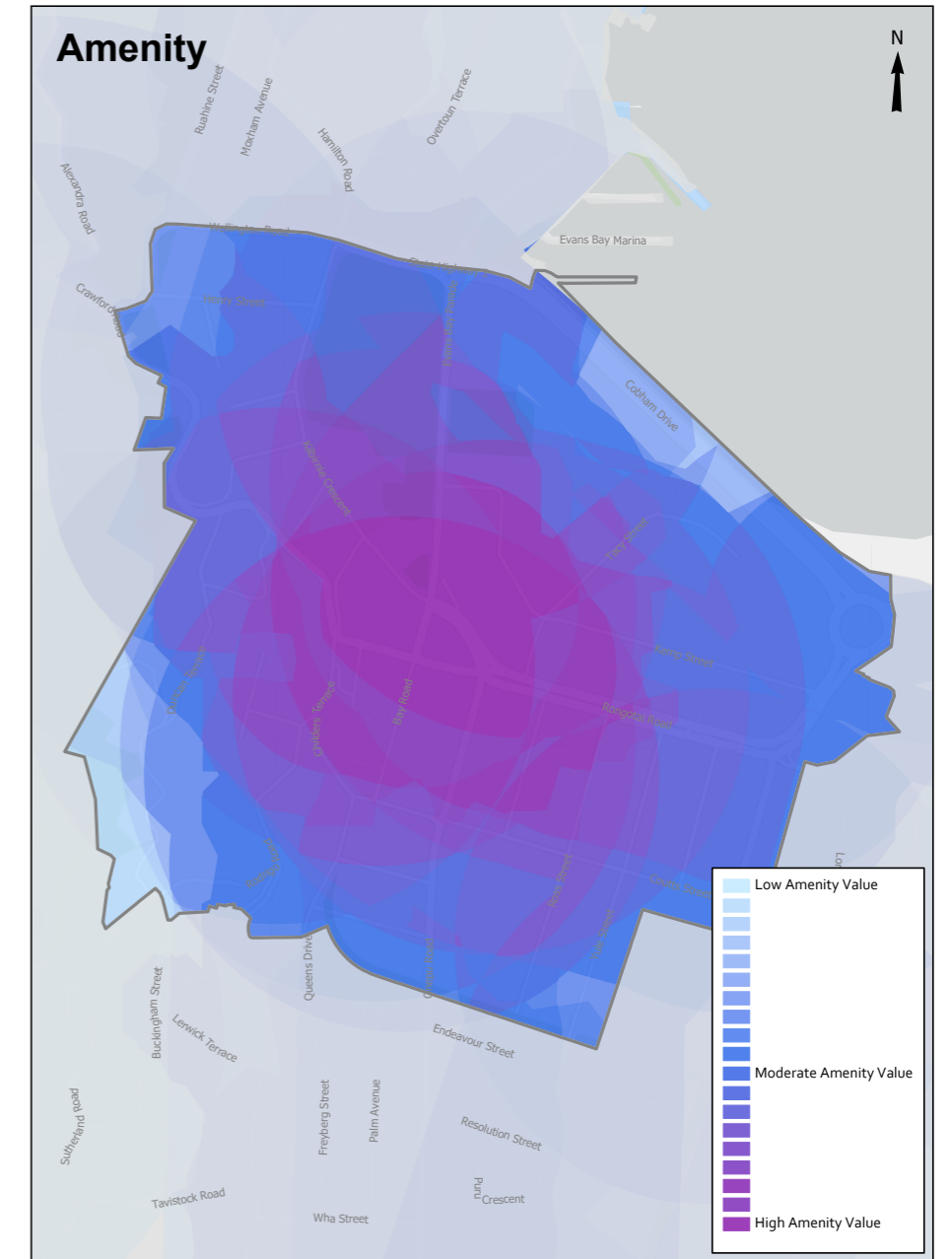
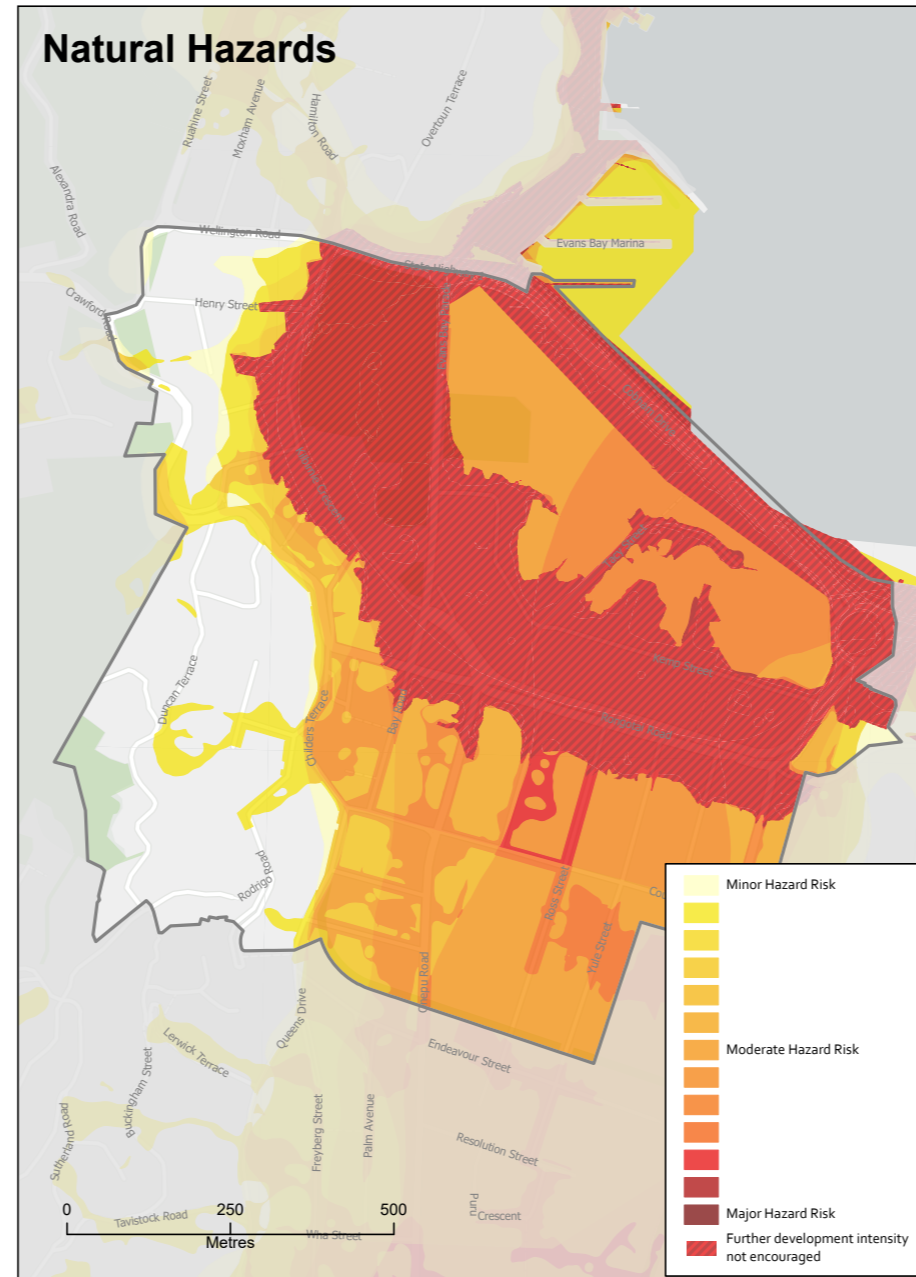
AMENITY AND HAZARDS HEAT MAPS

Kilbirnie has significant hazard considerations that may limit medium density growth including, but not limited to, a fault line west of the airport, significant earthquake ground shaking risk, flooding, liquefaction prone soils, tsunami, and the effect of sea level rise on low lying land to the north. Some of these hazards can be mitigated with infrastructure investments at a neighbourhood level and with building standards at an individual residential section level. The exception maybe the area along the northern coastline of Kilbirnie where predicted sea level raise may negatively impact community development on this edge. These overlapping hazards have had an impact on where proposed medium density has been located including areas north of Rongotai Road and north-east of Kilbirnie Crescent. Outside of the low lying area at risk of sea level rise hazards can be managed though the following methods:

- Flooding, can be managed with investment in flood management.
- Liquefaction prone soils, which can be managed with investment in infrastructure and building standards.
- Earthquake ground shaking risk, which can be managed through investment in building standards.

The main amenity values (transport, retail centre, community centre, employment) have been mapped with 400m walkability circles and show three main patterns:

- A strong focus on the town centre and supermarkets of Kilbirnie that has excellent retail and community amenity values.
- The public transport amenity that follows the high frequency bus route.
- The northern coast edge and the high associated open space, recreational and cycleway amenity.



EVALUATION

PROPOSED DENSITY

In general, proposed density follows the values set out by the amenity heat map and the proposed density tended to centre more on the town centre.

The hazards have had an impact on where proposed medium density has been located including areas north of Rongotai Road and north-east of Kilbirnie Crescent. It has limited the density type on the southern edge of Rongotai Road and the western edge of Kilbirnie Crescent to infill instead of other higher density residential options.

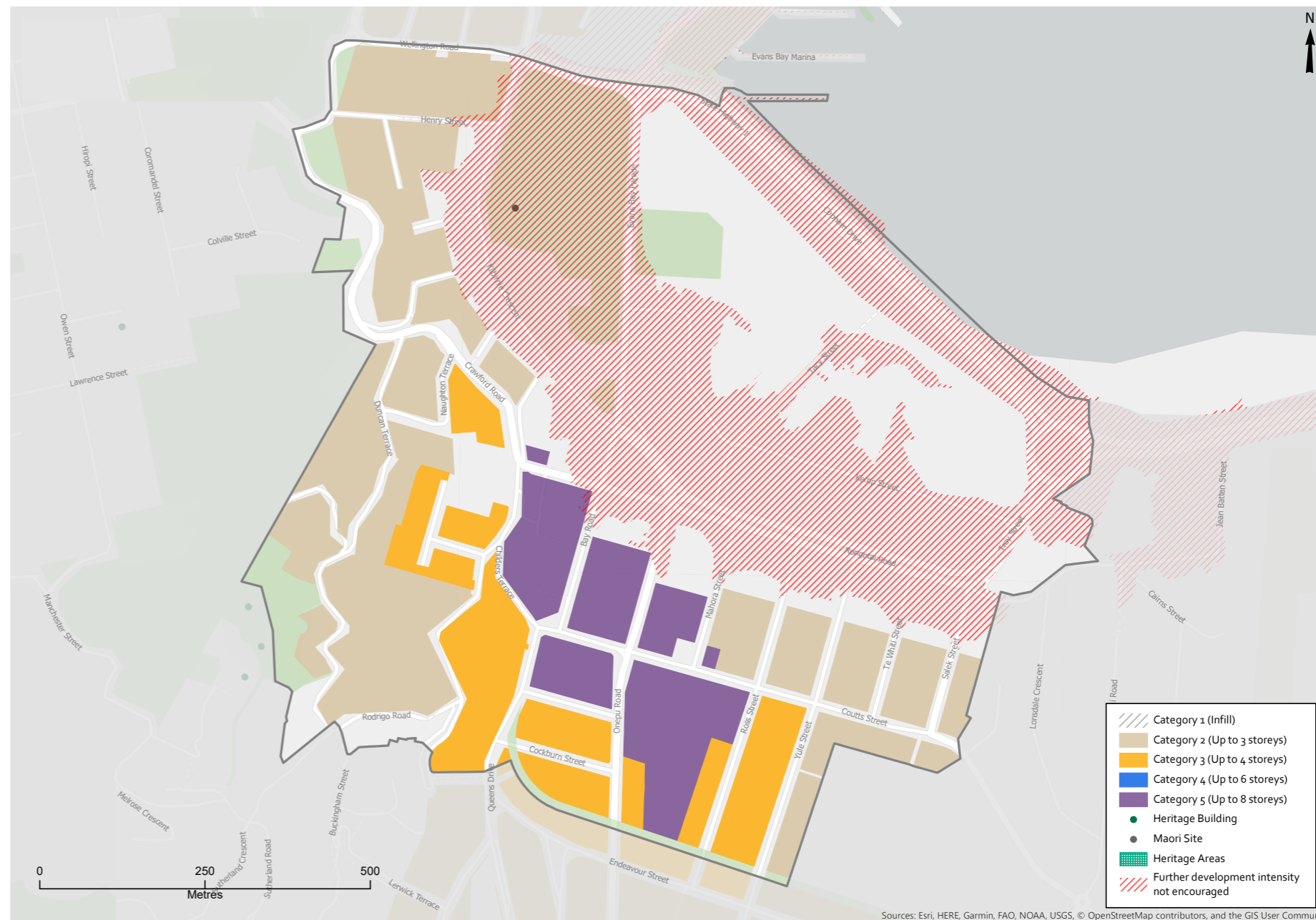
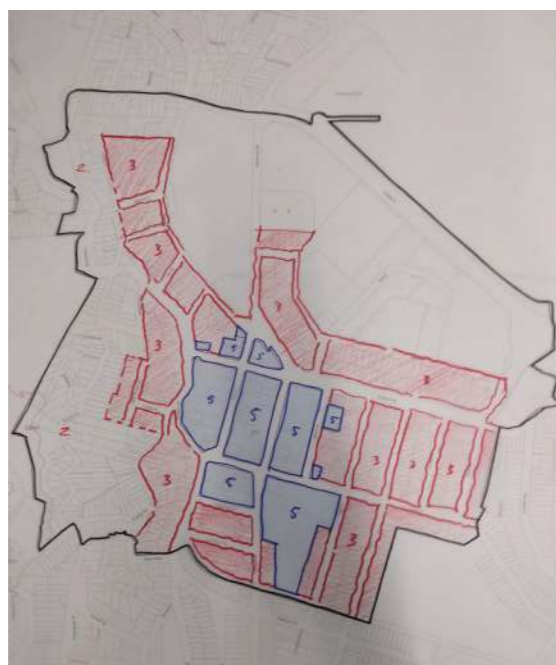
Category 5 has been placed around the retail centre to allow for a mix use outcome of retail or commercial on the street level with residential above.

Category 3 tends to be located close to the areas of highest amenity within a walkable range of 400m. These areas have focused on the retail centre of Kilbirnie.

Category 2 tends to be located close to the areas of highest amenity within a walkable range of 400m. These areas have focused on the western edge of the valley slope that has good walkability to the town centre.

DENSITY MAPPING PROCESS

All density categories locations and types for Kilbirnie were based on analysis of GIS maps, site observations and multi-disciplinary professional collaboration in a two day workshop. This image is of a workshop draft plan used to decide on future density locations. One of the important considerations for Kilbirnie that influenced the final proposed density mapping was a lack of secondary flow paths in some low laying land areas and the significant retail and community amenity.

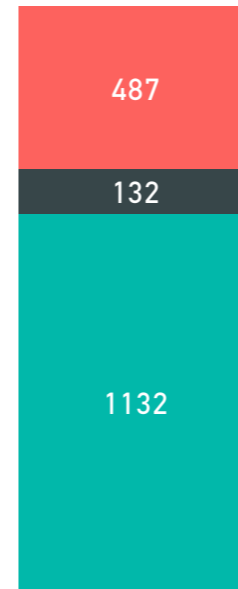


SUBURB SUMMARY

The Kilbirnie community has a good range of transport options including a range of bus routes, walking and cycling access into the central city and to the airport and Miramar business zones. There is an excellent range of retail amenity, two supermarkets and excellent community infrastructure to support medium density. The flat land and a wide grid street network is ideal for supporting medium density development. The main issue is a limited amount of land on the high point of the isthmus that is not compromised by the coast associated hazards.

It is suggested that the following be considered to support medium density zoning:

- A heritage character assessment to assess if there are other heritage areas that should be considered and how that might influence medium density zoning.
- A community centre assessment to identify future investment in amenities on existing land or buildings with the consideration to the potential loss of recreational amenity to sea level rise.
- An open space assessment to identify future investment in more land or amenities on existing land with the consideration to the potential loss of recreational amenity to sea level rise.
- Traffic assessment on the impact of density growth and sea level rise.

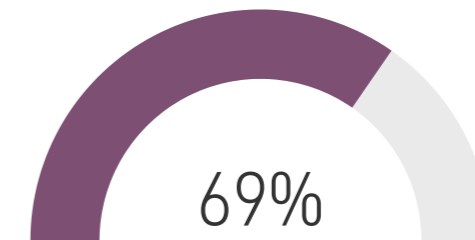


● Existing Dwellings ● Infill Dwellings ● Potential New Dwellings

Potential New Dwellings Over Next 30 Years



Land Suitable to Support Growth (Categories 2-5)



Estimated New Dwellings by Category

