
2. Strategy

PLANNING FOR GROWTH - REPORT BACK ON CITY-WIDE ENGAGEMENT ON GROWTH SCENARIOS

Purpose

1. This report provides the City Strategy Committee with an outline of the feedback received on the Planning for Growth engagement which ran from 8 April to 17 May 2019.
2. The report also sets out the key principles and considerations that could direct the development of the draft Spatial Plan.

Summary

3. City-wide engagement on four growth scenarios was undertaken over a five week period from 8 April to 17 May 2019 as part of the Planning for Growth programme of work. This was the first opportunity for the public to have their say about where and how the City should grow over the next 30 years.
4. A significant amount of engagement activities were undertaken over this period including face-to-face conversations and social media outreach. This resulted in a total of **1372** submissions from a range of age groups, households, and suburbs across the City.
5. The analysis of submissions shows that there is a strong preference for a growth pattern that is primarily focused on intensifying the CBD and within and around existing suburban centres. This is predominantly due to a desire to keep the City compact, encourage a more sustainable and efficient transport system, ensure the city is more resilient to natural hazards, and economic and employment opportunities for suburban centres.
6. Submissions highlight that any further intensification within the CBD needs to consider the impacts of sea level rise and earthquake risk and incorporate the appropriate mitigation measures.
7. There is strong opposition to identifying any further greenfield areas over and above the existing provision in Lincolnshire Farm and Upper Stebbings Valley/Marshall Ridge. The key reasons for this response were that further greenfield development does not support the compact city goal, there would be significant impacts on the transport system as this type of development encourages private car use, and the subsequent increase in carbon emissions. Submitters were also concerned about the potential negative impacts of greenfield development on the natural environment.
8. The feedback received through the submissions provides the Council with a clear indication of how the community wants to see the City grow, and how this should be guided by the proposed Spatial Plan.

9. From this feedback, Officers consider that the following key principles and considerations should form the basis of this next phase of the Planning for Growth programme:
- Integration of planning and decision-making with the Let's Get Wellington Moving (LGWM) Programme. Urban intensification must support a mass transit route from the CBD through Newtown and out to the Airport, as outlined in the LGWM Recommended Programme of Investment released in May 2019.
 - Integration with the *Te Atakura First to Zero* considerations. These projects are interlinked – how development occurs across the city will have a significant impact on achieving our target of being a zero carbon City.
 - Intensification in the CBD and in and around suburban centres that is cognisant of resilience and amenity concerns.
 - Resilience and climate change considerations should be at the forefront of decisions on the City's future growth.
 - No or limited greenfield growth over and above the areas that have already been planned for (Lincolnshire Farm and Upper Stebbings Valley/Marshall Ridge)
 - Retain pre-1930s character protection in areas that demonstrate high levels of character, and remove the protection in those areas or sites where the character has been significantly compromised.
 - A commitment to long term investment in the necessary infrastructure to support growth and a coordinated strategy for its implementation. This includes three waters, community facilities, and transportation.
 - Ensure that the growth pattern supports the City's economy with sufficient provision for business and employment needs over the next 30 years.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Notes the summary of submissions in Attachment 1 and the full submissions analysis in Attachment 2.
3. Agrees to the following key principles and considerations that will form the basis of the next phase of the Planning for Growth programme of work:
 - a. Integration of planning and decision-making with the Let's Get Wellington Moving (LGWM) Programme. Urban intensification must support a mass transit route from the CBD through Newtown and out to the Airport, as outlined in the LGWM Recommended Programme of Investment released in May 2019.
 - b. Integration with the *Te Atakura First to Zero* considerations. These projects are interlinked – how development occurs across the city will have a significant impact on achieving our target of being a zero carbon City.
 - c. Intensification in the CBD and in and around suburban centres that is cognisant of resilience and amenity concerns.
 - d. Resilience and climate change considerations should be at the forefront of

decisions on the City's future growth

- e. No or limited greenfield growth over and above the areas that have already been planned for (Lincolnshire Farm and Upper Stebbings Valley/Marshall Ridge)
- f. Retain pre-1930s character protection in areas that demonstrate high levels of character, and remove the protection in those areas or sites where the character has been significantly compromised.
- g. A commitment to long term investment in the necessary infrastructure to support growth and a coordinated strategy for its implementation. This includes three waters, community facilities, and transportation.
- h. Ensure that the growth pattern supports the City's economy with sufficient provision for business and employment needs over the next 30 years.

Background

10. The Planning for Growth programme of work is a significant project for the Council over the next 3 to 5 years. It involves the development of a Spatial Plan for the City and a comprehensive review of the District Plan.
11. As previously reported to the Committee, this work is in response to significant population growth of 50,000-80,000 more people over the next 30 years and Council's obligations under the National Policy Statement on Urban Development Capacity (NPS-UDC). Capacity modelling required under the NPS-UDC requirements shows that there will be a shortfall of between 4,635 (medium growth) and 12,043 (high growth scenario) houses over the next 30 years.
12. At its 4th April meeting, the Committee agreed to undertake City-wide engagement on a set of four growth scenarios. The scenarios represented four different ways 80,000 people could be accommodated across the city over the next 30 years.
13. The scenarios were as follows:
 - Inner City focus: a high percentage of growth in the Central Business District (CBD) (Te Aro, Wellington Central and part of Pipitea-Thorndon) and the inner suburbs (Mt Victoria, Thorndon, Aro Valley, Mt Cook, Newtown and Berhampore). These areas are collectively referred to as the 'inner city'.
 - Suburban Centres Focus: new development focused in and around suburban centres.
 - New greenfield suburb in Ohariu Valley
 - Greenfield Extensions – Takapu Valley, Horokiwi, Owhrio Bay
14. The scenarios were an engagement tool to help the community understand the different ways the City could accommodate growth, and the trade-offs that will need to be made. They were not intended to be solutions in and of themselves. The community were not asked to pick a scenario, but rather provide feedback on the tradeoffs within each scenario and their level of comfort with those trade offs.
15. Engagement occurred from 8 April to 17 May. A one week extension was provided from the original 10 May deadline, to allow for the Easter and ANZAC break during the

engagement period. This was in response to early feedback from residents' groups that the timeframe was too short.

16. The results from this City-wide engagement will be used to inform the next phase of the project which is the development of a draft Spatial Plan. The Spatial Plan will ensure future growth is directed to appropriate areas and will be a key strategic tool to direct future investment to support this growth.
17. This feedback will enable more detailed analysis to be undertaken on a preferred approach to growth on matters such as three waters (stormwater, water supply, and wastewater), parks and open space, transport and community facilities to support that approach. It will also feed into Council's longer term infrastructure planning.
18. The Spatial Plan will also respond to the outcomes of the consultation on the draft *Te Atakura First to Zero Plan* which was undertaken alongside the Planning for Growth Engagement.
19. The Let's Get Wellington Moving (LGWM) programme of work was also announced on 16th May. The Spatial Plan will provide the necessary direction to enable the LGWM programme to be realised, and ensure that decisions on both programmes are integrated.

Discussion

Engagement objectives

20. The City-wide engagement on the growth scenarios was designed to reach as wide a range of people as possible. This objective was supported by an innovative communications and engagement programme which aimed to motivate Wellington residents to be involved in the conversation about planning for the City's growth. A key objective was to reach those people who do not usually participate in this type of engagement.
21. Given the City's current housing supply and affordability challenges and the future-focused aspect of the project, it was important that the engagement appealed to younger audiences and those who do not currently own a home, but would like to move from renting to home ownership. The more traditional forms of engagement were also undertaken with those in the community who are already strongly engaged in the Council's activities.
22. The engagement built on the *Our City Tomorrow* engagement undertaken in 2017 – the Planning for Growth programme is a continuation of that conversation.

Two phased approach

23. City-wide engagement was undertaken in two phases, as follows:
 - *First phase: Raising awareness of the Planning for Growth project.*
This phase included the Speaker Series which was held across 3 evenings in March 2019. These sessions featured speakers on a range of topics relevant to the future of cities and how to create liveable and sustainable communities through innovation and technology, efficient transportation, and protection of our natural environment. The speaker series was attended by 300 people and provided an opportunity to inform the public of the engagement on the growth scenarios. All of these sessions were streamed live and recorded and are available to view on the Planning for Growth website.

- *Second phase: What's Your View?* This was the opportunity for people to have their say and make submissions. The basis of this engagement phase was the four growth scenarios supported by a survey questionnaire. This phase ran from 8 April to 17 May 2019.
24. A significant number of engagement events were undertaken over the 5-week engagement period. A total of 22 meetings, drop-in sessions, and market pop-ups were completed across the city. Staff spoke to up to 300 people across all of these events.
 25. High school students also provided feedback during the Climate Challenge Conference on 18 May by visually showing their level of support for the scenarios on posters. A total of 250 students were involved in this, with significant support for the suburban centres approach.
 26. The approach of 'going where people already are' (e.g Johnsonville and Newtown markets) proved to be the most successful compared with the one-off/drop-in events that Council organised specifically for Planning for Growth.

Social Media Campaign

27. New approaches were also used to reach a significant number of people who might otherwise have not been aware of the engagement reach a larger audience. This included a substantial digital presence via the Planning for Growth website, social media, and video content. For example:
 - Animated Facebook adverts reached approximately 69,000 people. Of these 1,050 went to the Planning for Growth website for information or to make a submission;
 - 30-second videos on social media relating to the 'Vibrant' and 'Greener' goals were viewed by 25,500 people; and
 - A Facebook survey reached 66,100 people, with 768 of these people completing these questions.

Submissions Feedback

28. A total of **1372 formal submissions** were received on the Planning for Growth scenarios. These submissions were in the form of survey responses as well as long-form submissions via email or letter. These submissions came from individuals, interest groups, and organisations in the public and private sector.
29. The following table provides a brief overview of the feedback received on each scenario. A fuller summary of the submissions feedback is provided in **Attachment 1** with a detailed analysis report prepared by Global Research Ltd provided in **Attachment 2**.

Scenario	Overview of comments
Inner City Focus	<p>There is strong support for this scenario overall.</p> <p>People support retaining a compact city and the significant transport benefits (reduce commuting, congestion, and more active transport modes encouraged) under this scenario.</p> <p>Natural hazard risks in the CBD were the most common concern under this scenario.</p>

	There is strong opposition to the removal of pre-1930 character protection.
Suburban Centres Focus	<p>There is strong support for this scenario overall</p> <p>People support development in areas that are less exposed to hazard risks and the opportunities for increasing the economic, employment and social outcomes in existing suburbs.</p> <p>People were concerned about the suggested building height (up to 6 storeys in some areas), and consider that new development should be subject to stronger design controls.</p>
New Greenfield Suburb in Ohariu Valley	<p>There is significant opposition to this scenario overall.</p> <p>Those in support liked the potential for increase in housing supply and the opportunity to use best practice methods to create a sustainable community.</p> <p>People dislike the impacts on carbon emissions, rural character and the significant investment required to for infrastructure (water services, transport, community facilities).</p>
Greenfield Extensions	<p>A large proportion of respondents did not support this scenario, although there is more support for this option than Scenario 3.</p> <p>Submissions in support liked less people living in hazard areas and increased availability of housing.</p> <p>People disliked the impacts on the environment (e.g. water quality), increased congestion problems and carbon emissions.</p>

30. Overall, it can be concluded from the detailed analysis of the submissions that:
- Submitters are supportive of retaining the City's compact urban form and limiting further sprawl.
 - While people support growth within the CBD, there is also significant support for intensification in and around suburban centres.
 - There is a need to ensure that further development within the Central City is supported by consideration of natural hazard risks and appropriate mitigation methods (e.g. base isolation).
 - People support increased investment in public transport and cycling and walking infrastructure, to reduce congestion and the impacts on carbon emissions as well as making the City more liveable.
 - Planning for the City's future growth must be cognisant of the impacts of development on carbon emissions and the implications of climate change.
 - There is strong support for retaining character protection either in its current form, or with some refinement. There is limited support for complete removal of the character areas.
 - Further greenfield growth is not supported, with significant opposition to a new suburb in Ohariu Valley.

Key Principles and Considerations

31. The feedback received through the city-wide engagement on the growth scenarios provides an indication of the community's preferences for how growth should be managed and the trade-offs they are willing to make.

32. This direction from the community allows Council to proceed to the next phase of the Planning for Growth programme, with the following principles and considerations at the forefront:
- Integration of planning and decision-making with the Let's Get Wellington Moving (LGWM) Programme. Intensification must support a mass transit route from the CBD through Newtown and out to the Airport, as outlined in the LGWM Recommended Programme of Investment released in May 2019.
 - Integration with the *Te Atakura First to Zero* considerations. These projects are interlinked – how development occurs across the city will have a significant impact on achieving our target of being a zero carbon City.
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 - Ensure that the growth pattern supports the City's economy with sufficient provision for business and employment needs over the next 30 years.

Next Actions

33. Further detailed technical work is now required to develop the preferred growth pattern for the City the draft Spatial Plan.
34. The following further work will include:
- Investigating the implications of no or limited greenfield development areas
 - Developing options for changes to pre-1930 character areas and the impact of these areas on residential capacity – this will inform the Spatial Plan with changes to the rules progressed through the District Plan Review
 - Three waters modelling and costings
 - Transport modelling and integration with the LGWM programme of work
 - Determining current provision and identifying future needs for parks, open space, and community facilities
 - More detailed analysis of natural hazards within future growth areas, the level of risk and investment required to build resilience in these areas
 - Assessment of the current provision for business and employment land in relation to residential growth, determine the role of these areas for the City's economy and identify gaps in provision.
35. Timeframes

36. The Planning for Growth programme timeframes are outlined in the following table:

Milestone	Date
City-wide engagement outcomes available on the Council website	21 June 2019
Development of Draft Spatial Plan	July-January 2019
Draft Spatial Plan consultation	February 2019
Spatial Plan finalised and adopted	June/July 2020
Draft District Plan consultation (non-statutory)	Late 2020/early 2021
Proposed District Plan publicly notified (statutory process)	Late 2021/early 2022

Attachments

Attachment 1.	Summary of Engagement Feedback on Growth Scenarios	Page 16
Attachment 2.	Planning for Growth - Growth Scenario Engagement Synthesis of Comments Report by Global Research Ltd	Page 20

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SUPPORTING INFORMATION

Engagement and Consultation

City-wide engagement involved a number of face-to-face conversations with members of the public at 22 different engagement opportunities. The digital and social media campaign reached a substantial number of people. A detailed analysis of the submissions received is set out in the report in **Attachment 2**.

Iwi leaders have been briefed on the Planning for Growth programme of work. As the programme progresses we will engage with iwi at key stages of the project.

Treaty of Waitangi considerations

As noted above, we will continue to engage with iwi at key stages of the project.

Financial implications

The outcomes of the City-wide engagement provide a clear signal as to the preferred growth pattern for the City over the next 30 years. This will inform the development of the Spatial Plan which in turn will inform Council's decisions on funding for three waters infrastructure, transport, community facilities, parks and other key services to support population growth in future Long Term Plans.

Policy and legislative implications

The Council has a statutory requirement under the National Policy Statement on Urban Development Capacity (NPS-UDC) to provide for population growth over the short, medium and long term. The Spatial Plan will respond to this, and will inform the full review of the District Plan which is required under the Resource Management Act 1991.

Risks / legal

N/A

Climate Change impact and considerations

The impacts of climate change are a key consideration in planning for the City's growth and the Spatial Plan will be developed on this basis. The preference for a focus on growth in and around suburban centres with some growth in the CBD will assist in reducing the impacts of climate change and sea level rise. More detailed analysis is required in areas that are particularly at risk to fully understand the implications of further development in those locations.

Communications Plan

N/A

Health and Safety Impact considered

N/A

Attachment 1: Summary of Planning for Growth Engagement Feedback

NB. A more detailed analysis of the submissions and data is provided in the report 'Planning for Growth – Growth Scenario Engagement Synthesis of Comments' by Global Research provided in Attachment 2 to the City Strategy Committee Paper 'Planning for Growth – Report back on City-wide engagement on growth scenarios', 20th June 2019.

Scenario 1: Inner City Focus

There was a high level of support for a CBD focussed scenario, with 57% of respondents agreeing that this scenario balances the trade-offs well, and 26% disagreeing.

Some of the key aspects that people liked about this scenario include:

- Strong support for retaining a compact city, protecting the rural environment, and reducing sprawl
- Higher density housing around the CBD adds vibrancy to the centre
- Less commuting required, more efficient transport system, and reduced carbon emissions
- Strong support for investment in infrastructure, particularly public transport and less cost associated with upgrading existing infrastructure.

The key aspects that people would like to change or improve in this scenario include:

- Strong support for retaining the protection of pre-1930 character areas, but there is also support for reducing the extent of the character protection and relaxing the rules. Few respondents support the complete removal of character protection.
- Concern about more people living within hazard prone areas – if growth occurs in the CBD there is a desire to improve the resilience of this area and introduce higher building standards.
- More provision for lower rise or medium density housing in the inner city – not just high rise.
- Provision for more green spaces.

Comments in opposition to this scenario, or aspects of it, included:

- A large number of respondents categorically oppose the loss of character proposed under this scenario.
- Concerns about the natural hazards issues in the CBD and the high costs and risks associated with this.
- The level of intensification in Scenario 1 and the perceived implications for overcrowding, traffic and character preservation.
- Building heights being too high and the impact on views, sunlight access, creation of wind tunnels and the insurability of these buildings.

Scenario 2: Suburban Centres Focus

There is a higher level of support for more growth in and around suburban centres with 66% of respondents to the survey agreeing that this scenario balances the trade-offs for the City, and 15% disagreeing.

The key aspects that people liked about this scenario were:

- Less development in areas at risk from natural hazards (e.g. central city) which would help build the City's resilience to climate change
- Increased economic and employment activity in areas close to where people already live
- Development of more community facilities and amenities in these centres.
- Opportunities to build on the existing public transport provision and improve it, and also improve transport issues across all modes of transport.
- A better balance between providing for intensification and protecting character

The key aspects that people would like to change or improve in this scenario included:

- Natural hazard risks in some specific areas (e.g Kilbirnie, Lyall Bay, Miramar, Island Bay).
- Densification should be focussed along transport spines.
- Alternative methods of funding and providing infrastructure should be investigated and the costs of improving infrastructure should be borne by those who use the services
- Significant investment is required to improve public transport across the City to support growth in suburban centres
- Greater controls over building design and quality, accessibility and development that builds social wellbeing.
- New development should be sympathetic to the character of an area; 'good' character areas should be strongly protected, and 'run down' areas should be retrofitted to create healthier homes.
- More green/open spaces.
- The suggested building height around suburban centres (up to six storeys) is too high and should be reduced.

Comments in opposition to this scenario, or aspects of it, included:

- Opposition by a moderate number of respondents to suburban intensification generally
- Concern that the age of existing infrastructure would not support the growth anticipated
- Provision of housing in pre-1930 character areas and concerns about changes to the look and feel of these areas.

Scenario 3: New greenfield suburb in Ohariu Valley

There is significant opposition for this scenario, with only 24% agreeing that the scenario balances the trade-offs well, and 64% of respondents disagreeing.

The key aspects that people liked about this scenario included:

- Increased provision and availability of housing – an opportunity to create a modern development, using current practice and methods.
- The character areas would remain protected
- It is a good way to manage hazards
- It could be part of a balanced scenario alongside the other scenarios

The key aspects that people would change or improve included:

- A modern, thoughtfully designed development would be needed, including sustainable principles for transport, building, water management and energy.
- This should be a 'last resort' scenario and if it is developed it should be self-contained with a commercial centre, jobs, and a community hub
- Better public transport and transport options need to be provided to manage the impacts on congestion and the environment and less reliance on private car use

Comments in opposition to this scenario included:

- The scenario increases urban sprawl – existing suburbs should be invested in and developed first, maintain Wellington's compact form.
- Development in Ohariu would have significant impacts on the environment and is at odds with the goal of reducing carbon emissions.
- Rural land should not be used for development and this area should be protected for its natural values
- This scenario would encourage more driving/private car use and contribute to congestion and increased travel demand.
- There would need to be significant investment in infrastructure required to support a new suburb in Ohariu.

Scenario 4: Greenfield Extensions

There was slightly more support for this scenario than Scenario 3, with 29% of submitters agreeing that the scenario balances the trade-offs well, and 49% of respondents disagreeing.

The aspects that people liked in this scenario include:

- Less people would be living in hazard areas compared with the other scenarios
- There are efficiencies in this scenario in terms of extending infrastructure from existing development
- This scenario is a balanced approach
- The character areas would remain protected

The aspects that people would change or improve include:

- The significant impacts on commuter traffic and there would need to be significant investment in public transport, and walking and cycling infrastructure to support development in these locations.
- New development should be environmentally sensitive.
- The density should be increased in these areas to mitigate the impacts of urban sprawl.

Comments in opposition to this scenario included:

- Environmental concerns – including the significant impact on carbon emissions, water quality, loss of greenspace and biodiversity.
- Urban sprawl – this scenario would increase dependence on car use and contribute to traffic congestion; it would also require more infrastructure to be developed
- Transport – this scenario would increase travel demand, car use and congestion; development should be occurring in areas where there is good public transport infrastructure.



Global Research
Turning Information Into Insight

Planning for Growth | Growth Scenario Engagement

Synthesis of comments report

11 June 2019

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For



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Contents

Executive Summary.....	3
Background	3
Summary of findings	3
Key findings	6
Overview	10
Project background.....	10
Analysis	10
Report structure	11
Scenario 1: Inner City Focus.....	12
Scenario summary.....	12
What Scenario 1 survey respondents selected	15
Survey respondents' comments on Scenario 1	19
Scenario 2: Suburban Centres Focus	44
Scenario summary.....	44
What Scenario 2 survey respondents selected	47
Survey respondents' comments on Scenario 2	51
Scenario 3: New Greenfield Suburb in Ohariu Valley	76
Scenario summary.....	76
What Scenario 3 survey respondents selected	77
Survey respondents' comments on Scenario 3	79
Scenario 4: Greenfield Extensions	95
Scenario summary.....	95
What Scenario 4 survey respondents selected.....	96
Survey respondents' comments on Scenario 4	98
Other comments	114

Executive Summary

BACKGROUND

- The comments analysed in this report are from Wellington City Council's online and paper survey, asking about the city's future options to accommodate 50,000 to 80,000 more people over the next 30 years, and from documents sent to The Council by groups and individuals on the issues presented. The survey is one part of the Our City Tomorrow Planning for Growth public engagement process.
- Between 8 April and 17 May 2019 Wellington City Council asked people to have their say on the pros and cons of four growth scenarios – 1,372 submissions were received: 1,274 online submissions forms; 50 paper submission forms; and, 48 email submissions.
- All answers provided by the 1,372 respondents have been analysed and included. The proportions of the 1,324 (online and paper survey) respondents who agreed/disagreed with 22 'balance' or 'trade-off' statements presented in survey questions have been analysed and presented as percentages. Every written comment (online/paper survey and email) received has been individually read and grouped with other similar comments in order to synthesise the content and weight of points made on particular topics.

SUMMARY OF FINDINGS

Balance of scenario assessments

- Comparison of agreement on the overall balance of the four scenarios:
 - o Scenario 2 was the most agreed with scenario, for balancing trade-offs, either strongly agreed with or agreed with by **66% of respondents**
 - o Scenario 1 was strongly agreed with or agreed with by **58% of respondents**
 - o Scenario 4 was strongly agreed with or agreed with by **29% of respondents**.
 - o Scenario 3 was strongly agreed with or agreed with by **24% of respondents**
- Of the 18 trade-off questions asked of respondents, the following three were agreed with most:
 - o Scenario 1: **88% strongly agreed/agreed** – I support reducing carbon emissions even if it means more investment in public transport and walking and cycling infrastructure.
 - o Scenario 2: **88% strongly agreed/agreed** – I support more development around suburban centres and public transport routes, even if it means more investment in existing water, transport and social infrastructure (e.g. libraries, community centres etc.).
 - o Scenario 1: **71% strongly agreed/agreed** – I support more people walking, cycling, using public transport even if it means more people living in hazard prone areas.

Support comments

- The common theme within supporting comments across all scenarios was support for increased housing provision. For the comments received in support of aspects of Scenarios 1 and 2, intensification of the central city and suburbs leading to more housing was heralded. For those commenting on Scenarios 3 and 4, increased availability and affordability of housing was also supported.
- For Scenario 2, reduced natural hazard risk exposure was supported, along with the development of suburban hubs and the communities that will ideally flourish. Again, improved environmental outcomes were anticipated from increased use of public transport and efficient infrastructure

delivery. Reduction of heritage protection was supported if it replaced cold, damp rundown housing stock, with high-performing modern options.

- For Scenario 1, support was expressed for the benefits that will come from increased density in the central city, such as improved vibrancy, liveability and reduced environmental impacts. Reducing urban sprawl and lifestyle improvements such as living close to work and social opportunities was also positively appraised. Improved housing stock quality was also appreciated.
- For Scenarios 3 and 4, housing affordability and availability were the main initiatives supported. Creating a modern suburb (Scenario 3) and reducing exposure to natural hazard risks (Scenario 4) were the other strongly supported initiatives.

Change/improvement comments

- Appropriate management of character protection was the most discussed issue. Overall, four main arguments were put forward by respondents, those who supported the provisions to relax character protection in Scenarios 1 and 2, those who partially supported relaxing of provisions, those who wanted all character protected, and those who thought there was no need to protect character.
 - o While there was no clear consistent guidance on how character provisions should be amended in Scenarios 1 and 2, some places were consistently mentioned, namely Mount Victoria, Thorndon and Newtown as warranting protection. Overall the general sentiment was that character protection should be to some degree stricter than what is outlined in Scenarios 1 and 2, although there was tolerance for relaxing protection if it resulted in the replacement of cold, damp and rundown houses. If character houses are replaced, there was a desire for new housing to be sympathetic to the existing character and heritage of neighbouring areas.
- Another key topic discussed extensively across scenarios was natural hazard risk management. The key focus was ensuring that less people live in high risk areas, without appropriate risk mitigation in place for earthquakes, tsunami, sea level rise, flooding and climate change related hazards. Ensuring quality urban design and building design to reduce risk, if an event occurs, were the most common suggestions. For some, reducing natural hazard risk was a key reason to support Scenarios 3 and 4.
- While a minority, a significant proportion of respondents supported some level of greenfield development in Scenarios 3 or 4. However, there was a consistent desire to reduce the negative impacts of urban sprawl, which was frequently discussed. The key issues identified with urban sprawl were the impacts on rural land and natural environments, along with congestion and emissions issues, attributed to private vehicles moving between new greenfield development and the central city each day. Ensuring high quality, low-emissions, public transport is in place prior to development was a common suggestion. For some, a mitigation would be ensuring there is high density development included in greenfield developments, to reduce the overall footprint.
- Transport was commonly discussed in Scenarios 1 and 2, with people wanting more and better provision of public and active transport infrastructure.
- Building heights were discussed by many respondents, and a broad range of points were made. The variety of arguments included: the city should not be built too high in the centre because of the negative human impacts from wind tunneling and de-humanising of the city. Other points made on height were encouragement of medium density in suburban areas, while others opposed tall buildings in areas where heritage buildings remain because of negative impacts such as shading and visual appearance.
- Across all scenarios, high quality building design and standards were desired, with some stating this should be regulated for. There was also a desire for high quality urban form which includes public spaces, such as pocket parks and parks, and amenities such as schools and medical centres that nurture communities and provide for increased populations in intensified areas.

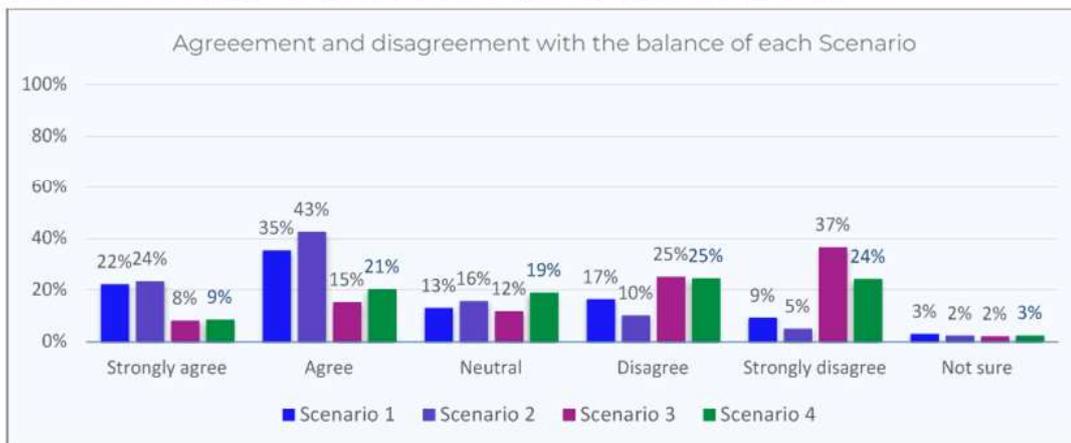
Opposition comments

- The topics covered in opposition to aspects of the scenarios were similar to those in the change/improve section (above). However, these comments were more adamant in their opposition.
- A large number of simple statements opposed Scenarios 3 and 4, with comments such as “nothing” made in response to the question, what was liked. There were around 250 of these on Scenario 3, and 150 on Scenario 4. Less than 50 similar comments were made on each of Scenarios 1 and 2.
- Adamant opposition to character loss was expressed in around 200 comments on Scenarios 1 and 2, with the main sentiment being that the essence of what makes Wellington a great city will be lost if character is not protected.
- Actions which contribute to negative environmental impacts was another key topic. In particular, people objected to suburbs being built in places which increase travel demand. For this reason, these respondents opposed greenfield development, preferring intensification of central suburbs to accommodate growth instead. People emphasised the benefits of all scenarios being built with modern and sustainable planning, design and building approaches.
- The avoidance of natural hazards was a key reason for some to oppose development in or near the current CBD.

KEY FINDINGS

AGREEMENT AND DISAGREEMENT WITH THE FOUR SCENARIOS

Respondents were asked if they agreed or disagreed with the balance presented in each of the four scenarios. The chart below compares the level of agreement across the scenarios.

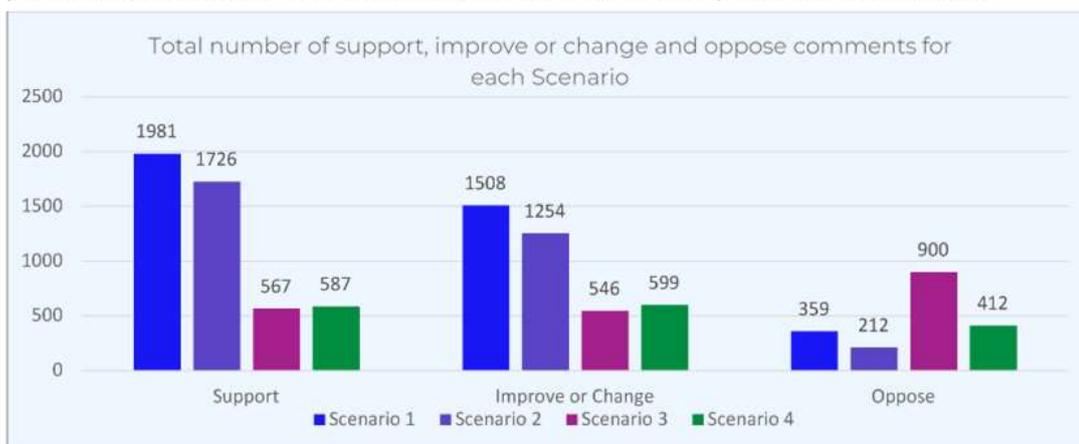


- Scenario 2 was agreed with most, either strongly agreed or agreed with by 66% of respondents
- Scenario 3 was agreed with least, either strongly agreed or agreed with by 24% of respondents
- Scenario 1 was agreed or strongly agreed with by 58% of respondents
- Scenario 4 was agreed or strongly agreed with by 29% of respondents.

NOTE: The totals in the text don't exactly match the bars shown on the chart, because the chart numbers have been rounded to whole numbers.

SUMMARY OF COMMENTS MADE ON THE FOUR SCENARIOS

The chart below presents the number of comments coded to support, improve/change or oppose themes, from the questions, 'what are some things you like about this scenario' and 'what would you change about this scenario', and comments contained in other submissions provided to The Council. It presents a basic measure of the level of interest and the sentiment expressed on each scenario.



- Scenario 1 received the most support comments (1981) and the most improve or change comments (1508). It received the second least oppose comments (359)
- Scenario 3 received the least support comments (567) and improve or change comments (546). It received the most oppose comments (900)

- Scenario 2 received the second most support comments (1726) and the second most improve or change comments (1254). It received the least oppose comments (212)
- Scenario 4 received the second least support comments (587) and the second least improve or change comments (599). It received the second most oppose comments (412).

Scenario 1: Inner City Focus

Support comments

- The supporting comments provided on Scenario 1 were underpinned by a very large number of people supporting Wellington increasing density in the central city. Subsequent positive outcomes were anticipated to be many, including increased vibrancy and liveability, and reduced environmental impacts. Avoiding sprawl –an alternative growth approach – was appreciated. The lifestyle options that this scenario would deliver, such as being able to live, work and socialise with minimal travel were also celebrated.
- Other outcomes were also supported. Reducing personal vehicle use through increasing public and active transport provision was important for a very large number of respondents. A similar number of respondents supported improvements to housing stock in terms of performance and variety. A considerable number of these respondents would tolerate the loss of cold, damp and rundown character houses.

Change/improvement comments

- A key improvement suggestion for this scenario was natural hazards mitigation. A very large number of respondents were concerned with hazards and considered urban design and building design key areas to focus on to reduce risks. The provision of green infrastructure was an approach promoted by a moderate number of respondents, with similar numbers in support of new developments including ecologically-friendly and sustainable design attributes.
- A very large number of respondents wanted restrictions placed on building heights due to the negative impacts they have on surrounding areas and the risk they pose to residents during natural hazard events. A considerable number of respondents favoured medium density and a substantial number preferred increased density further into the central suburbs.
- A number of measures were proposed to counter the negative impacts of increased central intensification, including more public space; spaces dedicated to facilitating quality interactions; and, improved amenities such as schools and medical centres.
- A very large number wanted more protection of Wellington's character, particularly in Mount Victoria, Thorndon and Newtown and the city's overall character. A moderate number of respondents emphasised the need for new buildings to consider existing heritage and be in keeping with Wellington's existing heritage building styles.
- A sizeable number of respondents sought enhancements to the transport system, ensuring it is highly accessible for pedestrians and cyclists, prioritises public transport and discourages the congestion and emissions cars create.

Opposition comments

- The greatest opposition was from a large number of respondents categorically opposed to the loss of character, proposed in Scenario 1. For some, removing heritage buildings would mean losing the essence of what makes Wellington a great city. These comments were in addition to the very large number of respondents who sought *changes* to the heritage protection proposed in Scenario 1.

- A considerable number of respondents opposed proposed building heights because of the negative environmental outcomes which will detract from liveability, such as wind tunnels and shading of other buildings.
- A substantial number of respondents opposed increasing the number of people living in the central city due to the risk of human and physical damage from natural hazard events. Note that these respondents directly opposed development which exposes people to risks, whereas a very large number (above) sought actions taken to mitigate risks.

Scenario 2: Suburban Centres Focus

Support comments

- A very large number of respondents supported intensification of the suburban areas outlined in Scenario 2, with medium density development the preferred approach. Spreading development to suburban areas was considered prudent management of natural hazard risks. People were enthusiastic about the opportunity to develop discrete suburban villages, retaining a compact rather than sprawling city, which was anticipated to deliver vibrancy, liveability and increased economic activity. Suburban hubs were desired for their ability to facilitate quality personal interactions leading to stronger community bonds.
- Improved environmental outcomes, particularly from better public and active transport provision was another anticipated positive outcome. A substantial number of respondents supported the relaxing of heritage protection, believing replacing old cold and damp houses with new ones was an acceptable approach. A variety of housing types were supported including higher-rise buildings, with a moderate number of respondents anticipating improved housing affordability.

Change/improvement comments

- Those who sought changes to this scenario focused most on character loss. A very large number of respondents sought amendments to the proposed scenario so that more character is retained. A moderate number of respondents sought protection of good quality character and removal of poor character buildings.
- A range of suggestions were also provided regarding building height with some favouring taller buildings than what is proposed and some favouring shorter buildings. A sizeable number of respondents identified quality building design as an important issue, with some requesting regulation to ensure minimum building standards are upheld. Housing choice was important for a considerable number of respondents.
- A sizeable number of respondents sought more care taken to mitigate hazards. A similar number had mixed views on intensification with some wanting more, and others less intensification.
- A considerable number of people sought: better delivered infrastructure; developments to deliver high quality public outcomes, if necessary, by regulation; an increase and variety of green space developed; and, further spread of development to suburbs than what is proposed in Scenario 2.
- A very large number of respondents felt that without significant investment in transport, particularly improving public and active transport infrastructure this scenario would be undermined and not be successfully delivered. A key desirable outcome was mode shift from cars to more sustainable transport options.
- A substantial number of respondents sought infrastructure to develop community hubs and ultimately foster community development and cohesion.

Opposition comments

- A large number of respondents opposed loss of character in Scenario 2, and sought pre-1930's protection, particularly in central suburbs to retain their look and feel and retain Wellington's identity. Intensification of suburban Wellington was opposed by a moderate number of respondents.

Scenario 3: New Greenfield Suburb In Ohariu Valley

Support comments

- Support came from those who valued the provision of new housing, which was viewed as increasing housing availability and improving affordability, as well as providing an opportunity to develop a new, modern suburb.

Change/improvement comments

- While a very large number of respondents who opposed this scenario did not offer a reason, a large number cited urban sprawl and its associated negative impacts on rural land, increased vehicle emissions, and congestion as the main reasons for opposition. Infrastructure costs from developing this scenario and associated opportunity costs for investing in other places and activities were also frequently discussed.

Opposition comments

- If it was to be developed, the key suggested changes identified were creating a suburb which uses modern sustainable development principles and practices and in particular the provision of efficient transport options. Some thought it important for the suburb to be self-contained and have its own centre, providing services and jobs for residents.

Scenario 4: Greenfield Extensions

Support comments

- Those in support of this scenario identified benefits from reducing exposure to natural hazard risks by developing in a comparatively safer area. They also welcomed increased availability and affordability of residential housing.

Change/improvement comments

- The most commonly suggested change to this scenario was solving the environmental and congestion problems caused by the large number of private vehicles traveling to and from the central city each day. Urban design approaches, which foster community development were encouraged.

Opposition comments

- Around one third of the opposition comments to Scenario 4 were simple statements which did not contain explanatory arguments. When arguments were provided, they were most commonly focused on the environmental impacts associated with urban sprawl, particularly increased carbon emissions, along with the cost of development.

Overview

PROJECT BACKGROUND

Planning for Growth is a project about the people of Wellington and bringing the things its people love and value into the conversation about how the city's future growth is planned. Planning for Growth builds on the goals from Our City Tomorrow and includes a review of the Wellington Urban Growth Plan as well as the District Plan, both of which impact and shape Wellington's urban environment.

In the next 30 years Wellington will be home to 50,000 to 80,000 more people. That will have a big impact on the city. Not just on where people live, but how they live.

Between 8 April and 17 May 2019, Wellington City Council asked people to have their say on the pros and cons of four growth scenarios. 1,372 of you made a submission.

- > 1274 online submissions forms
- > 50 paper submission forms
- > 48 email submissions

Online and paper survey respondents (1324) were asked to answer a series of agree/disagree questions on each Scenario (see the beginning of each Scenario section) and, also, one overall agree/disagree question about the balance of each scenario. They were also asked the following open ended questions about each scenario:

- > What are some of the things you like about this scenario?
- > What would you change or improve in this scenario?

The 48 email submissions were included and analysed with the responses to the two open ended questions.

ANALYSIS

The percentage of respondents who answered the agree/disagree questions for each scenario were calculated, presented in charts and interpreted. The results are provided at the beginning of each scenario discussion throughout the report.

Qualitative analysis of the eight free-text written responses was undertaken by Global Research analysts. All comments were read and organised (coded) into themes and topics. A coding schedule used to organise all information received and inform the structure and detail of the report was approved by Wellington City Council staff.

Comments were coded into themes of support, suggested changes or opposition to each of the scenarios. While an opposition question was not asked, it became apparent during early analysis that some people were opposed to particular aspects of scenarios and so it was considered appropriate to create an opposition theme. Key topics within each scenario were identified, covering: built city outcomes, residential development, transport, community outcomes and other comments. A series of subtopics emerged under each of the key topics and these are all presented and discussed throughout the body of the report.

The qualitative analysis process was assisted by NVivo qualitative analysis software. To ensure consistency, coding was peer-reviewed.

REPORT STRUCTURE

This report commenced with an Executive Summary presenting a synthesis of opinions expressed in all submissions.

Following this section's overview, the report presents discussion under the four Scenarios:

- > Scenario 1: Inner City Focus
- > Scenario 2: Suburban Centres Focus
- > Scenario 3: New Greenfield in Ohariu Valley
- > Scenario 4: Greenfield extensions

Discussions are divided into topics for each scenario and three themes Support, Improve or Change, and Oppose. The most frequently discussed topics under each theme are presented first within each section, through to the least frequently discussed topics. The number of comments made on each topic are noted in headings.

Throughout discussion of written comments, the number of points made on particular topics have been consistently represented by the amounts described below:

- > A very large number = 150+ comments
- > A large number = 100 – 149 comments
- > A sizeable number = 75 – 99 comments
- > A substantial number = 50 – 74 comments
- > Considerable number = 25 – 49 comments
- > A moderate number = 15 – 24 comments
- > Several comments = 8 – 14 comments
- > A small number = 4 – 7 comments
- > A few = 3 comments
- > A couple = 2 comments

The following descriptions were also used to describe the number of comments on particular topics within particular sections: one quarter, one third, half, two thirds, three quarters, and, all of the comments.

Direct quotes from respondents are presented throughout the report to illustrate particular points made. Quotes are italicised and indented from the margin. Spelling mistakes and grammar are generally not corrected.

Scenario 1: Inner City Focus

SCENARIO SUMMARY

WHAT WAS SAID...

Overall assessment

Support comments

- The supporting comments provided on Scenario 1 were underpinned by a very large number of people supporting Wellington increasing density in the central city. Subsequent positive outcomes were anticipated to be many, including increased vibrancy and liveability, and reduced environmental impacts. Avoiding sprawl –an alternative growth approach – was appreciated. The lifestyle options that this scenario would deliver, such as being able to live, work and socialise with minimal travel were also celebrated.
- Other outcomes were also supported. Reducing personal vehicle use through increasing public and active transport provision was important for a very large number of respondents. A similar number of respondents supported improvements to housing stock in terms of performance and variety. A considerable number of these respondents would tolerate the loss of cold, damp and rundown character houses.

Change/improvement comments

- A key improvement suggestion for this scenario was natural hazards mitigation. A very large number of respondents were concerned with hazards and considered urban design and building design key areas to focus on to reduce risks. The provision of green infrastructure was an approach promoted by a moderate number of respondents, with similar numbers in support of new developments including ecologically-friendly and sustainable design attributes.
- A very large number of respondents wanted restrictions placed on building heights due to the negative impacts they have on surrounding areas and the risk they pose to residents during natural hazard events. A considerable number of respondents favoured medium density and a substantial number preferred increased density further into the central suburbs.
- A number of measures were proposed to counter the negative impacts of increased central intensification, including more public space; spaces dedicated to facilitating quality interactions; and, improved amenities such as schools and medical centres.
- A very large number wanted more protection of Wellington's character, particularly in Mount Victoria, Thorndon and Newtown and the city's overall character. A moderate number of respondents emphasised the need for new buildings to consider existing heritage and be in keeping with Wellington's existing heritage building styles.
- A sizeable number of respondents sought enhancements to the transport system, ensuring it is highly accessible for pedestrians and cyclists, prioritises public transport and discourages the congestion and emissions cars create.

Opposition comments

- The greatest opposition was from a large number of respondents categorically opposed to the loss of character, proposed in Scenario 1. For some, removing heritage buildings would mean losing the essence of what makes Wellington a great city. These comments were in addition to the very large number of respondents who sought *changes* to the heritage protection proposed in Scenario 1.

- A considerable number of respondents opposed proposed building heights because of the negative environmental outcomes which will detract from liveability, such as wind tunnels and shading of other buildings.
- A substantial number of respondents opposed increasing the number of people living in the central city due to the risk of human and physical damage from natural hazard events. Note that these respondents directly opposed development which exposes people to risks, whereas a very large number (above) sought actions taken to mitigate risks.

What was supported

- A very large number of respondents supported the positive outcomes that this scenario would create for Wellington city. Increased density was the most commonly discussed topic, support arguments included: increased city vibrancy and city-life, more housing in the CBD; more green spaces/pocket parks incorporated; and, the need for cars and carbon emissions to be reduced. The retention of Wellington's compact nature, and retaining character and walkability, were also positively appraised.
- The flow on benefits for the environment were also valued, with reduced carbon emissions noted as a positive consequence of a dense, compact city. The perceived alternative to this scenario – urban sprawl – was acknowledged and as a result this scenario supported because it will curtail rural land being converted to residential housing. Comparatively cheaper costs for infrastructure development and increased central city housing were also supported.
- Transport was another topic commented on by a very large number of respondents. The key theme flowing through these comments was support for reducing personal vehicle use and actions taken to increase public and active transport uptake. Respondents supported the emphasis on creating a city and way of life that is more amenable to walking and cycling and the individual and community benefits this initiative will deliver.
- A very large number of respondents focused on the direct benefits for individuals and the community. Anticipated city vibrancy was discussed by a sizeable number of respondents, who looked forward to a more enlivened city. Being able to live where one works, socialises and recreates was also positively appraised for the benefits returned, particularly less time spent travelling.
- Liveability was another predicted positive outcome, described in a variety of ways, including amongst other aspects: availability of communal social spaces; availability of housing choices; and improved inner city safety and resident health. Inner city communities were also considered a positive development.
- A very large number of respondents supported the delivery of high-quality buildings in Wellington's central city. Increased building heights were supported by a substantial number of respondents who believed higher buildings will improve city outcomes. The opportunity for modern, insulated, earthquake strengthened, staggered (in terms of heights, to allow views and/or light) residential buildings, delivered in a variety of housing types, was also favourably anticipated. A considerable number of these respondents would tolerate the loss of some character houses, particularly cold, damp and rundown ones.

What should improve or change

- A very large number of respondents were concerned about the risk of more people living in hazard zones – earthquakes, tsunami, sea level rise, flooding and climate change were the most commonly identified risks. Improved urban design and building design were considered key areas to focus on to reduce these risks. A moderate number of respondents suggested that 'greener' infrastructure should be developed to mitigate risks, while a similar sized group of respondents sought a more direct focus on environmentally sustainable practices such as lifestyle changes and sustainable design such as green roofs.

- A sizeable number of respondents critiqued density with medium-rise density preferred by a considerable number of respondents. A substantial number of respondents wanted intensification to spread into central suburbs beyond the CBD, in particular creating suburban villages. While a moderate number would like to see greater provision of affordable housing.
- Public green space in a variety of forms, such as pocket parks, parks, recreational areas, open space, urban agriculture, and natural spaces were considered important to counteract reduced private green space that will occur from increased apartment living.
- A very large number of respondents sought protection of Wellington's residential character and heritage by retaining character protection provisions and restricting development. The importance of character areas, particularly Mount Victoria, Thorndon and Newtown and the overall character and feel of Wellington was emphasised.
- A large number of respondents wanted restrictions on building heights, due to the negative impacts they will have on the city, including: impacts on existing character, hazard management, shading, wind tunneling, view obstruction and removing Wellington's human scale. Note there is a conflict here with the substantial number of respondents who supported higher building heights. Additionally, a moderate number of respondents argued the need for buildings to be designed to withstand earthquakes, sea level rise and tsunami events.
- In order to placate concerns regarding loss of character, a moderate number of respondents emphasised the need for new buildings to consider existing heritage and be in keeping with heritage building styles. A similar number of building design suggestions were in favour of new developments including ecological and sustainable design attributes.
- A sizeable number of respondents sought enhancements to the transport system, primarily focused on improving the connectivity in Wellington and making the transport network efficient, reliable and sustainable. In general, respondents supported a transport network that is highly accessible for pedestrians and cyclists, prioritises public transport and discourages the use of cars, due to congestion and the emissions they create. A moderate number of respondents identified the need to improve infrastructure to allow cars to flow more freely.
- Public transport investment was considered important by a substantial number of respondents, to reduce the need for private vehicles and enable cleaner and more efficient movement throughout the city.
- A considerable number of respondents wanted the provision of spaces dedicated for community use in city developments in order to foster community interaction and cohesion. This was particularly the case if central city density is to increase.
- Improved city amenity was sought, particularly to cater for more families living in the city. This covered multiple aspects, including: schools, medical centres, apartment community spaces and hospitality options

What was opposed

- The greatest opposition to Scenario 1 was the possible loss of character. A large number of respondents supported retaining character, and for some losing character would mean losing the essence of what makes Wellington a great city. Several respondents stated that one character is lost it cannot be returned.
- A considerable number of respondents made short direct statement, such as 'nothing' when asked what they like about this scenario.
- A considerable number of respondents opposed Scenario 1 because of its proposed building heights. High-rises were objected to for different reasons, including: blocking views and sun; creating 'canyons', and wind tunnels; fostering anonymity; and, harming Wellington's charm and

liveability. Similarly, a moderate number of respondents felt growth will reduce Wellington's liveability and instead favoured limiting growth.

- A substantial number of respondents felt natural hazards made the central city a vulnerable place to develop, due to the likelihood of earthquakes, tsunamis and sea level rise, and were concerned by the idea of concentrating development in hazard-prone areas. Some were adamant with their criticism, using terms such as this action is: a poor idea, short-sighted, unethical and foolhardy. They were specifically concerned with the human, monetary and ongoing costs of a significant event.
- A relatively small number of comments opposed the transport measure proposed in Scenario 1, with no clear theme emerging within the comments.
- Similarly, a relatively small number of comments discussed community development issues, with a broad range of issues covered by on a small number of respondents each.

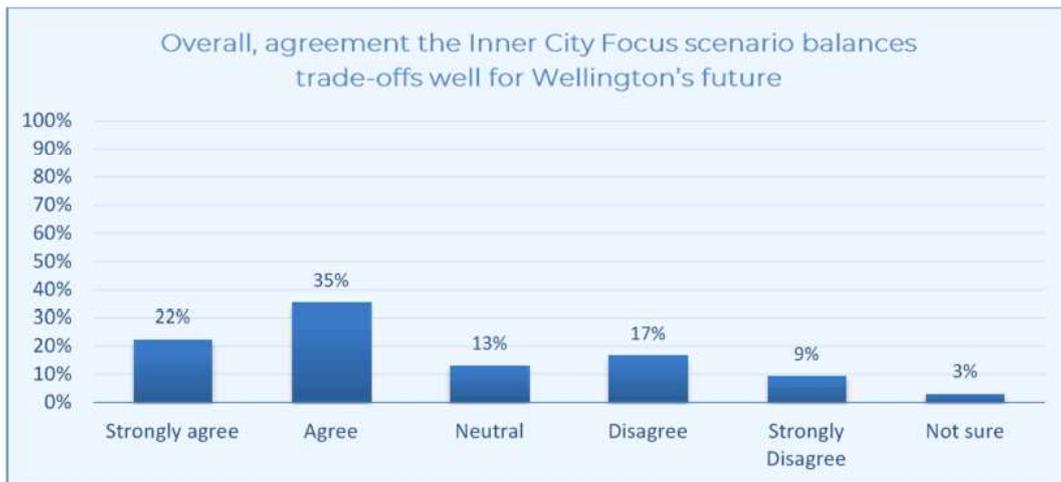
WHAT SCENARIO 1 SURVEY RESPONDENTS SELECTED

OVERALL AGREEMENT WITH THE BALANCE OF SCENARIO 1

The chart below presents overall agreement and disagreement with the balance of Scenario 1.

Survey respondents were asked: **Overall, do you agree the inner city focus scenario balances trade-offs well for Wellington's future?** (select one option)

In total, 1,305 people answered this question.

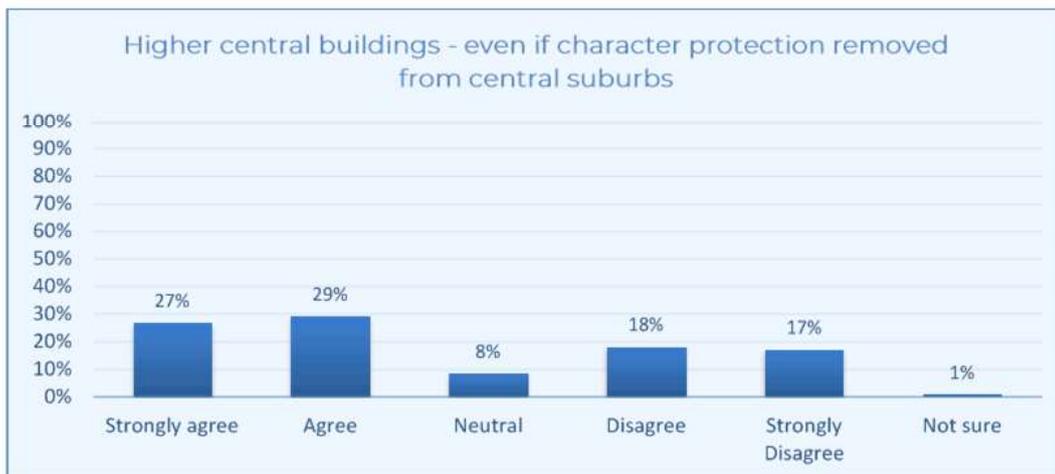


Overall, the majority of respondents agreed that the Inner City Focus Scenario balances trade-offs well for Wellington's future – 58% (755) of respondents agreed or strongly agreed, whereas only 26% (338) disagreed or strongly disagreed.

AGREEMENT WITH HIGHER CENTRAL BUILDINGS EVEN IF CHARACTER PROTECTION REMOVED FROM CENTRAL SUBURBS

Survey respondents were asked to agree or disagree with the statement: **I support higher buildings near the central city even if it means removing the protection of the character of Newtown, Mt Cook, Mt Vic, Thorndon, The Terrace, Holloway Road, Aro Valley and Berhampore.** (select one option).

In total, 1,290 people answered this question.

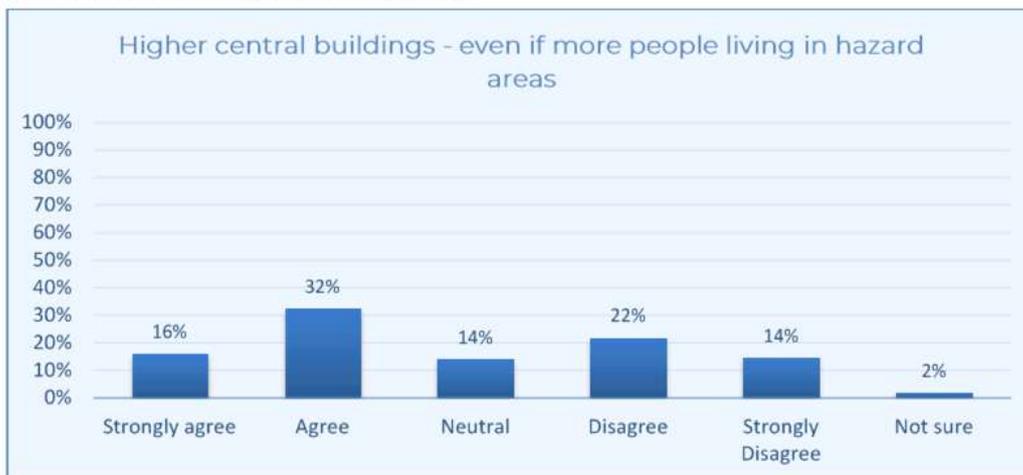


The majority of respondents agreed with higher central buildings, even if it means character protection is removed from central suburbs. In total, 56% (720) of respondents agreed or strongly agreed, whereas only 35% (453) disagreed or strongly disagreed.

AGREEMENT WITH HIGHER CENTRAL BUILDINGS EVEN IF MORE PEOPLE LIVING IN HAZARD AREAS

Survey respondents were asked to agree or disagree with the statement: **I support higher buildings near the central city even if it means more people living in hazard prone areas.** (select one option)

In total, 1,316 people answered this question.

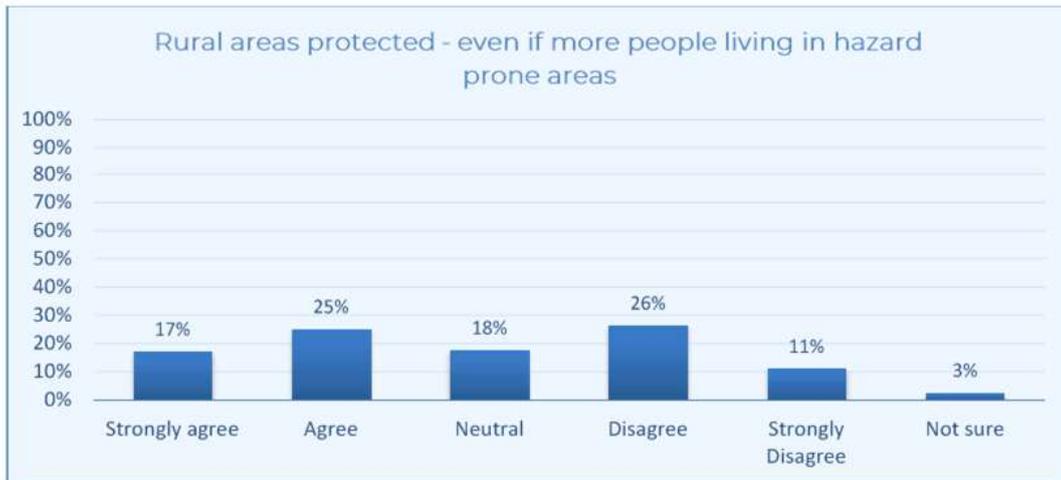


More respondents agreed than disagreed with higher central buildings, even if more people are living in hazard areas. In total, 48% (635) of respondents agreed or strongly agreed, whereas only 36% (477) disagreed or strongly disagreed.

AGREEMENT WITH RURAL AREAS PROTECTED EVEN IF MORE PEOPLE ARE LIVING IN HAZARD PRONE AREAS

Survey respondents were asked to agree or disagree with the statement: **I support protecting rural areas even if it means more people living in hazard prone areas.** (select one option)

In total, 1,316 people answered this question.

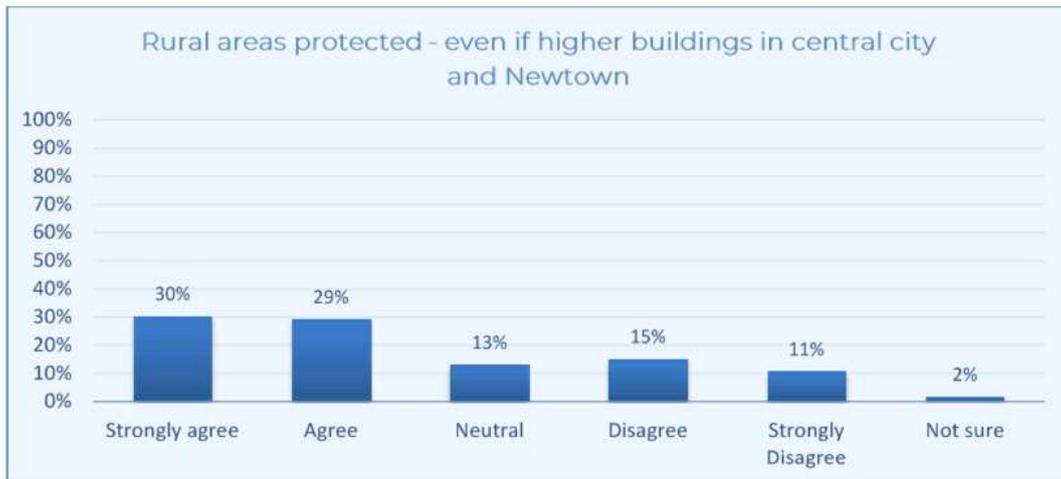


More respondents agreed than disagreed with rural areas being protected even if more people are living in hazard prone areas. In total, 42% (557) agreed or strongly agreed whereas only 37% (493) of respondents disagreed or strongly disagreed.

AGREEMENT WITH RURAL AREAS PROTECTED EVEN IF HIGHER BUILDINGS IN CENTRAL CITY AND NEWTOWN

Survey respondents were asked to agree or disagree with the statement: **I support protecting rural areas even if it means higher buildings in the central city and Newtown.** (select one option)

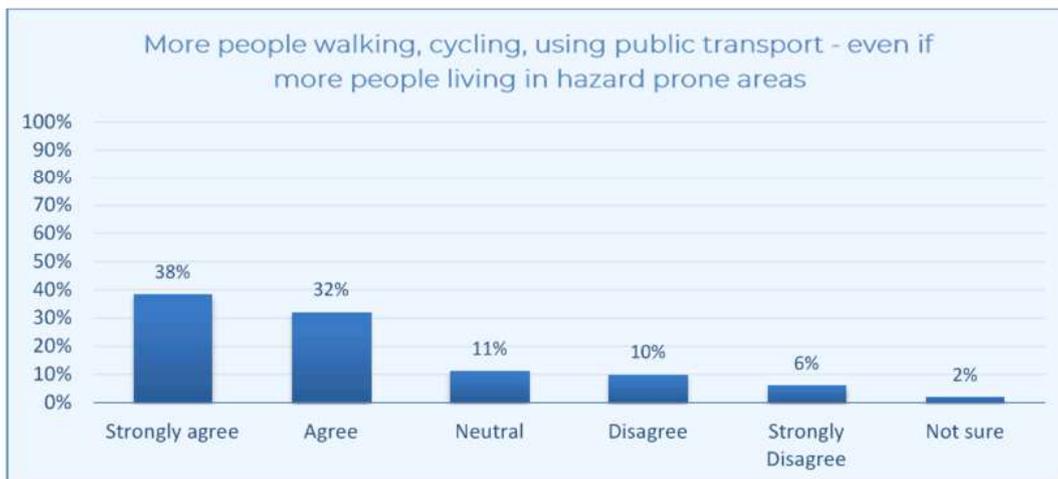
In total, 1,313 people answered this question.



The majority of respondents agreed with protecting rural areas even if it means higher buildings in the central city and Newtown. In total, 59% (781) agreed or strongly agreed whereas only 26% (339) of respondents disagreed or strongly disagreed.

AGREEMENT WITH MORE PEOPLE WALKING, CYCLING, USING PUBLIC TRANSPORT EVEN IF IT MEANS MORE PEOPLE LIVING IN HAZARD PRONE AREAS

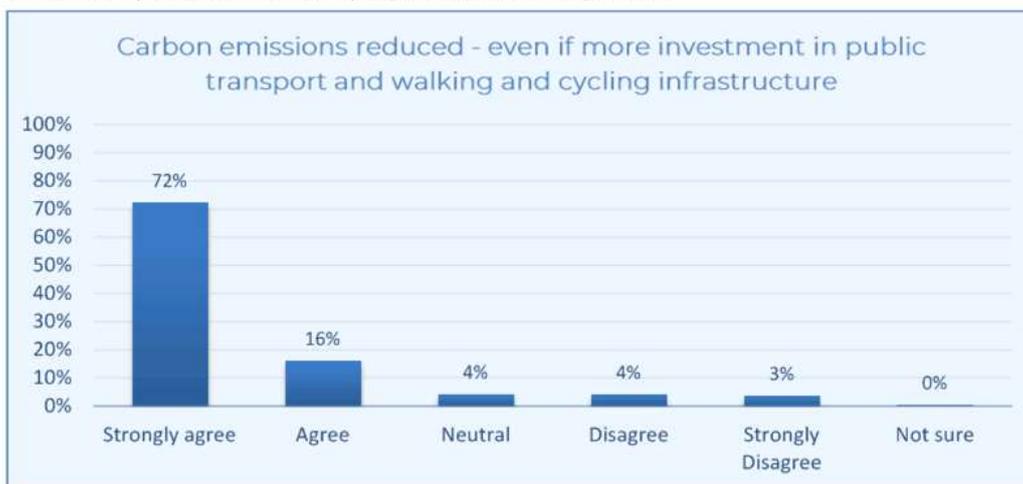
Survey respondents were asked to agree or disagree with the statement: **I support more people walking, cycling, using public transport even if it means more people living in hazard prone areas.** (select one option). In total, 1,316 people answered this question.



The majority of respondents agreed with more people walking, cycling, using public transport - even if more people living in hazard prone areas. In total, 71% (930) agreed or strongly agreed whereas only 16% (213) of respondents disagreed or strongly disagreed.

AGREEMENT WITH CARBON EMISSIONS REDUCED EVEN IF MORE INVESTMENT IN PUBLIC TRANSPORT AND WALKING AND CYCLING INFRASTRUCTURE

Survey respondents were asked to agree or disagree with the statement: **I support reducing carbon emissions even if it means more investment in public transport and walking and cycling infrastructure.** (select one option). In total, 1,316 people answered this question.



The majority of respondents agreed with carbon emissions reduced even if more investment in public transport and walking and cycling infrastructure. In total, 88% (1159) agreed or strongly agreed whereas only 7% (98) of respondents disagreed or strongly disagreed.

SURVEY RESPONDENTS' COMMENTS ON SCENARIO 1

COMMENTS SUPPORTING SCENARIO 1

1981 COMMENTS

City outcomes

High density supported

196 comments

A very large number of respondents supported Scenario 1 because of its emphasis on increasing the density of the population in the city centre. A considerable number of people simply stated that they liked the scenario because of "higher density of housing". The rest of the comments included an explanation as to why they wanted an increase in the density of housing in the CBD.

Reasons given included: adds vibrancy and life to the centre; provides more housing in the CBD; allows for green spaces/pocket parks to be incorporated; reduces the need for cars and carbon emissions; adds to the quality of life in the CBD; and, contributes to a walkable city. The following comments express some of the diversity in reasoning in the comments supporting density:

I would like to see most of the growth in the CBD. This has the following advantages: new construction would have a smaller footprint. Many buildings could be removed because these are old and don't look that nice...

The challenge with this scenario is how to determine when the Inner City reaches an optimal saturation level. If you compare cities such as Singapore and Hong Kong, this is feasible and for sure, it is difficult to see Wellington reaching these saturation levels. As long as the infrastructure system, that is the services such as water, storm water, electricity and transport is upgraded to handle the additional population. The seismic risks can be readily mitigated with technical and engineering solutions.

Increased density will be better for businesses in the city and offer better variety and services for locals. This will allow for more pedestrian priority, greater spending on public transport and increased access to cycle lanes and even emerging technologies like E scooters that could potentially change the way people move about the city. We have an opportunity for a thriving livable city

One of Wellington's fabulous attributes is that we can walk around our city, consequently having density retains that feeling of community I get when I bump into friends on the street. If Wellington was spread wider, I would struggle to walk to all my events. I love the combination of Living and working in the CBD. It brings a 24hour vibrancy to the CBD, along with a sense of safety.

Compact city supported

129 comments

A large number of respondents supported Scenario 1 because it allows the city to remain compact.

Of these comments, a considerable number did not contain descriptions as to why a compact city was preferable, simply conveying admiration for a compact city.

Various reasons were provided by those supporting a compact city. These include: less need to travel; maintaining Wellington's character as a walkable city; different to Auckland; allows people to live close to where they work, and it makes Wellington feel like a 'real city'.

Longer comments from respondents about why building a compact city is supported include:

Building up makes sense, even if it is not always desirable. It means that when population continues to grow we have more options available. It also takes less resource per person.

A compact, more densely populated city centre, with more walking, cycling and public transport is attractive in terms of reduced emissions, [and] reduced noise pollution

Environment**116 comments**

Just under half of the comments about environmental aspects regarding Scenario 1 were in relation to carbon emissions. (Note that carbon emissions explicitly linked to vehicle use are discussed under Transport.) In all of these comments, Scenario 1 was admired for its focus on reducing carbon emissions. People phrased this in a number of ways, including:

encourages carbon reduction

Increased density most effectively facilitates a decrease in Wellington's carbon emissions

Reducing carbon footprint

In addition, a considerable number of people were in support of the sustainability offered by Scenario 1 and cited better environmental outcomes as a result of this scenario. There was broad support for sustainability, which was phrased in a variety of ways, including: sustainable living, greener initiatives, helping to safeguard the natural environment, and the mitigation of environmental problems.

The following comment is from a respondent who admired Scenario 1 for its:

sustainability - growing the city in a way that supports a transition to a low-carbon economy & maximises the utilisation of infrastructure.

A moderate number of respondents supported Scenario 1 because it will result in less destruction of rural land, and/or green space. People felt that this scenario has minimal negative impacts on the rural land immediately adjacent to central Wellington. This land was viewed as an asset for Wellingtonians and one that should be preserved. A small number of comments about green space were in support of Scenario 1 because it ensured some green space is preserved in the city centre.

Several respondents specifically referenced preservation of the green belt in their support of Scenario 1. These comments were related to those who supported the protection of rural land generally, as the following quote shows:

Keeping some of the town belt for use by inner city dwellers.

Protection of rural land and urban sprawl**115 comments**

A large number of respondents supported Scenario 1 because they did not want the city to expand into rural areas and create urban sprawl. Three quarters of the comments made simple statements like 'less sprawl' or 'protecting rural areas' when commenting on why they preferred this scenario.

Several respondents mentioned that this scenario helps protect the environment. A couple of comments that reflected this sentiment are as follows:

Feel the development of high rise apartments is the natural progression for housing globally as it actively addresses the environmental issues around sprawling suburbs.

It limits the spread of Wellington into the green spaces and rural land that surround it. It puts the environment first, and that's what we absolutely have to do from here on in

Infrastructure**61 comments**

A substantial number of respondents supported Scenario 1 because infrastructure is already in place and the cost to improve it was considered less than what will be required to create the new infrastructure proposed in Scenarios 3 and 4. People commonly mentioned economies of scale, sustainability and efficient use of existing infrastructure when describing what they liked about this scenario.

Wellington Electricity Lines Limited had the following to say to about their support of Scenario 1:

4.3 In principle, WELL support more growth being provided via intensification within the City centre and inner suburbs. The reason for this support in principle, from an electricity supply perspective, is that efficiencies regarding network upgrading will be able to be better realised.

4.5 Not only would Scenario 1 contribute to a compact urban form for the City, but also would facilitate energy conservation through the lessening of transportation costs, as well as from more

centrally derived insulation and heating provision through higher occupancy multi-unit developments....

4.7 From WELL's perspective as an electricity distribution business, Scenario 1 is supported in principle to the extent that increasing the City's central and inner suburban residential density allows for network efficiencies (both for supply and demand) – and furthermore will allow for improved energy conservation.

4.8 In addition to the above feedback, WELL would also like to note that by providing for Scenario 1, issues derived from reverse sensitivity are expected to already be largely mitigated in central and inner city suburban environments as much of the core infrastructure are already in place – and furthermore, are already functioning in an integrated manner with the surrounding high density residential land use.

Southern Cross hospital also supported Scenario 1 because:

High to medium density residential development will enable the efficient use of existing infrastructure in this area, and provide for cost effective investment in new infrastructure where required.

Housing affordability

50 comments

A substantial number of people supported Scenario 1 because of the increased availability of housing and the possibility of lower rents as a result of this increase in supply. This was viewed as being of particular benefit to those on lower incomes, including students and families with young children.

Respondents called for the following: more housing; more affordability and more accommodation. The following comment summaries the thoughts of others:

Ensuring we have adequate supply of affordable housing for everyone.

Economic benefits

46 comments

A considerable number of respondents supported Scenario 1 because they thought it makes economic sense to do so. Several people commented that increasing the number of people living in the CBD would be good for business as people will shop where they live. This point is summarised in the following comment:

Business benefits from more people close to shopping areas

A small number of people said that having more people in the CBD would create more employment opportunities, which would be good for the local economy. A small number of people also commented that savings made from not having to use a car/living in a walkable city would contribute to the wider economy as that money would be spent in other ways.

Public amenity

39 comments

A considerable number of respondents supported Scenario 1 because it includes pocket parks, recreational activities and that it preserves open- and play-spaces. Green space in the city was deemed vital for liveability and amenity value.

A small number of respondents mentioned other countries where intensification of the CBD includes areas for people to enjoy green space and socialise. One respondent suggested that the Council look to Berlin for inspiration. They stated:

The 6-story apartments will be really nice. Think of Berlin! That's what they have with plenty of green parks. Makes people go out and socialise, rather than confining to their white picket fence. Has a good affect on social wellbeing. New developments means less cold, damp homes!

Inner city housing

28 comments

A moderate number of people commented that what they liked about Scenario 1 was that it provides for an increase in housing and an increase in the types of housing that will be available. Several respondents

stated this in simple terms of 'more housing' or 'more housing options'. Whilst others mentioned the type of housing they would like to see. A couple of people explained their reasoning as follows:

It's the only way Gen Y/Z young adults like myself have a chance of getting ahead. We want to live in the city, are willing to live in more compact, economical houses, and don't need sprawling properties. This is the only option that feels like it represents what my generation needs, rather than just more giant houses for baby boomers.

You've targeted areas where there are lots of students but make sure there's a mix of "Party Central" properties as well as for those in different stages of life.

Suburban outcomes

19 comments

A moderate number of respondents discussed suburban outcomes in their comments. The common thread amongst these comments was that people admire Scenario 1 for its dense city centre and decreasing density in other suburbs. This is summarised in the following comments:

Town continues to have apartments, suburbs continue to have space - this gives people a choice about lifestyle without removing all the benefit of suburban living (which med or high density in the suburbs would do).

High to medium to townhouse dwellings radiating from CBD - Inner - Outer Urban is logical, economic and efficient.

Hazards

17 comments

A moderate number of respondents supported Scenario 1, despite the risk of hazards in the CBD and inner city, because they thought the benefits outweighed the risks involved. Opinions include: the hazard in question may never happen so development should not be hampered by 'what ifs'; or the environmental impacts of urban sprawl were greater than the risk of hazards in the CBD.

Below are a couple of comments echoing the thoughts of multiple respondents on this topic:

Personally, I don't see the hazard prone areas as a reason to steer away from development. Realistically, Wellington or even New Zealand as a whole is a hazard prone area and it becomes the peoples decision to choose to live there.

All NZ is a hazardous zone: or haven't you learnt that.

Density of housing on transport links

12 comments

Several respondents were supportive of Scenario 1 because it increases density alongside the transit spine in the inner city and suburbs. As one person said succinctly:

Focusing density around transport corridors and nodes is important!

Balanced approach

6 comments

A small number of people stated they supported Scenario 1 because it represented a balanced approach. They liked that inner city and suburbs would be intensified, and felt the levels of development proposed for particular areas was appropriate. They also thought that is offered something for everyone.

Other city outcomes

10 comments

Several comments fell outside the topics discussed above. They included statements about the following issues: that growth is inevitable; that Scenario 1 represents the easiest way to cater to growth; that this scenario is modern, and that it will "strengthen" Wellington; that it is a better use of land; and, that it will improve Wellington's status.

Transport

Public transport

203 comments

A very large number of respondents supported Scenario 1 for its focus on public transport. The provision of public transport was consistently supported across the 200 comments discussed in this section. In some cases, support was expressed emphatically.

The majority of people who supported investment in public transport did so in general terms. These comments were in response to the question “What are some of the things you like about this scenario (1)?” and frequently included more than one aspect. The following words and phrases were used:

An enhanced public transport network

A working public transport system between suburbs and city

Improved public transport

I like the focus on less carbon emissions in the city - multi modal transport systems

Strong public transport links.

When additional information was provided, people cited public transport as preferable to the use of cars and other individual motorised vehicles.

Several respondents specified that increased or better rail or train services would be beneficial, with requests for investment in light rail services. Light rail was frequently mentioned in the context of sustainable and/or “quiet” transport. However, the majority of comments were generalised and simply supported public transport.

Reduced use of private vehicles

196 comments

A very large number of respondents stated they supported Scenario 1 for its proposed reduction in the use of cars, and resultant carbon emissions. (Note that carbon emissions generally are discussed elsewhere in this report, under *Environment*. This section only includes emissions related directly to car or vehicle use.)

Respondents overwhelmingly agreed that the projected reduced dependence on cars and consequent vehicle emissions was positive, and in some cases necessary. Respondents spoke approvingly of the following aspects: fewer cars in the city; less people in cars; the scenario requiring less cars/buses; lower carbon emissions; reducing the need for driving; and, the need to get cars out of the city. The following comments are typical of many:

Less use of private motor vehicles

This scenario offers opportunities to reduce congestion and carbon emissions

It helps solve transport issues - and is a low carbon option

I support less traffic more free non vehicle movement throughout the city

I like the idea of reducing transport and CO2 emissions

Active transport

169 comments

Provision for active transport modes was an aspect of Scenario 1 admired by a very large number of respondents. People wanted more walking and cycling infrastructure and a more walkable and cyclable city. This was frequently phrased in simple terms, and alongside other aspects such as public transport (discussed earlier). Comments included the following:

Promotes walking and cycling.

Increased investment in walking, cycling and public transport.

Preserving green field sites and supporting walking and cycling as transport options

Respondents supported this scenario for its emphasis on creating a city and way of life that is more amenable to walking and cycling. These modes were viewed as complementary to other sustainable modes. The importance of interconnective modes of transport and of living were also discussed. The following discussed interconnective models’ relationship to carbon emissions as:

Increasing the density of the central city, so more people can readily walk, cycle, use micromobility, and connect to public transport and mass transit so they can also use those readily. Reducing greenhouse gas emissions from transport and urban form in the city is crucial.

Positive commuting outcomes from ease of movement**75 comments**

A sizeable number of people noted the general benefits of Scenario 1 in terms of its potential to improve transport and movement in and around the city.

People expressed that the daily traffic commute is currently problematic. Some foresaw that these issues would worsen under alternate scenarios, as evidenced by comments highlighting Scenario 1's ability to reduce rather than increase cars in the city. There was the perception that this scenario will reduce transport problems. A comprehensive "cross-city transport system" was sought and the following comments describe aspects of this:

More inner city dwellings will reduce day to day vehicle traffic within the city.

Lesser sprawl - not turning into a super city like AKL with an hour commute everywhere

In several of comments, Auckland was referenced, and that Wellington should do what it can to avoid becoming "like Auckland", which was characterised as a sprawling city in which movement was difficult and time-consuming.

The overall sentiment of comments in this section were that Scenario 1 is admired for its ability to make transport and travel in the city more efficient.

Other transport comments**13 comments**

Other comments addressed parking, transport corridors and transport generally. The "transport focus" was admired by a few respondents, with no further explanation offered. A few others admired the reduction in parking this scenario was thought to result in. One person added that it moved the focus off cars and on to people.

Community**Vibrancy****98 comments**

A sizeable number of respondents supported Scenario 1 for its ability to create a vibrant, lively and thriving city centre, with the majority using variations of the word "vibrant" in their responses. The following quotes are indicative of the sentiment present in many of the shorter comments that liked Scenario 1:

Beneficial for urban dynamism, community and innovation

Concentrating population in the CBD will contribute greatly to a vibrant city.

We need an urban cultural centre which has a buzz

Compact Inclusive + Connected Greener Resilient Vibrant + Prosperous

Longer comments typically added that a vibrant centre was ideal for one of the following reasons: as a tourist attraction; as it is what Wellington is known for; enabling ease of living in the city; creating a cultural attraction; and, improvements to commercial activities in the centre. The following respondent highlighted the importance of this to them:

A vibrant inner-city where people live and work is a great attraction to international visitors and great for business opportunities. That is important not to lose site of

Living and working in once place**91 comments**

In addition to the support for a vibrant city, Scenario 1 was positively appraised for enabling residents to live, work and play within the same area. A sizeable number of respondents supported Scenario 1's proposed dense inner city with a mix of housing, commercial and community spaces.

Comments were mostly broad, simply noting that there would be benefits from locating living areas close to where people work and socialise. This included such comments as:

Fostering a range of affordable housing close to amenities.

More people close to the main business areas and social areas

Several respondents linked Scenario 1 with sustainability and the environmental benefits of the perceived reduction in travel times associated with this scenario. However, the comments discussed under this heading consistently showed general support for more people living in the city and/or more activity in the centre. This was thought to make living easier and more pleasant (discussed below), and better environmentally and commercially. As one person said:

Concentrating people where they work and recreate makes more sense than extending the urban sprawl.

City liveability

42 comments

A considerable number of respondents were in favour of Scenario 1 as they perceived it would result in a city that was more liveable.

Liveability was characterised in a number of ways, including: the availability of communal spaces to enable informal social interactions; better living on account of less travel; the availability of a range of housing options in the centre; the safety that is a result of more inner city residents; and, an active inner city life because of increases in the uptake of active transport and/or recreation. In many cases, various aspects of liveability were listed together, as the following comments show:

Helps create compact and hopefully attractive live/work/play environments

The infrastructure benefits that will be possible with denser living - a more human-centric, pedestrian and cycle friendly and overall more connected city.

In a small number of cases, other "liveable" cities were cited as examples to emulate. These included Berlin, Hong Kong, Paris, and Barcelona. Such cities were claimed to be family-friendly, easy to live in, and easy to get around.

Community development

35 comments

A considerable number of respondents agreed that Scenario 1 was ideal because it encouraged inner city living and the communities that go with that. People admired the idea of cohesive city neighbourhoods. Several comments expressed the value in promoting communities, such as:

Communal living in harmony with neighbours, more resilience

Brings people closer together (important in this world where we're all so alienated).

The concept of a neighbourhood was positively appraised, with people emphasising the importance of social connections. In a few cases, people associated less car travel with increased community development. This was due to increases in active transport promoting informal exchanges, and that more people would be attracted to active modes by less vehicular traffic. The idealised nature of some of these comments is reflected in the following quote, where Scenario 1 is hoped to bring about:

Enhanced community and the promotion of social and cultural interaction.

Other community outcomes

13 comments

Several comments identified a variety of positive community outcomes from Scenario 1. Shorter commutes were associated with "happier" people. Active modes that this scenario promotes were deemed "healthier" and the scenario was supported as a necessary way to accommodate growth. Cycle Wellington expressed support for Scenario 1 on the basis that it promotes a lifestyle suited to modern living, which, in addition to promoting active modes of transport, has positive outcomes for communities:

We see density as an essential move to modernise our city and give people more options in how they arrange their lives.

A few people noted that Scenario 1 would or could be beneficial for students, particularly the availability of low-cost housing.

Lastly, one respondent added the following point about Scenario 1:

*Supports the preferred outcomes from The Our City Tomorrow engagement carried out in 2017:
compact, inclusive and connected, greener, resilient, vibrant and prosperous.*

Health and wellbeing

9 comments

Scenario 1 was supported by several respondents for its perceived health benefits. Dense(r) inner city living was deemed beneficial to wellbeing because of reduced time spent commuting; more walking; more cycling; and, the general point of more healthy living. The comment below is just one example of benefits to wellbeing made by respondents:

People walking and cycling to work are healthier and put less pressure on the health system, take fewer sick days, etc.

Southern Cross Hospitals Limited noted that more people living close to the Hanson Street Hospital and Wakefield Hospital would allow increased access to healthcare.

Residential housing

Building design and types

117 comments

A sizeable number of respondents supported Scenario 1 because of its description of building types and design. Two thirds of the comments in which building design or type were discussed were in support of high-rise development. The respondents agreed with "higher buildings", "building up", and "higher rise apartments" in the CBD. There was broad support from this group for high-rise living to cater for growth, as the following comment shows:

Wellington has lots of capacity to grow up, let's do it

Several people supported the proposed higher building heights in this scenario to a certain degree. Comments included: support for mid-density, low rise, higher rise – but, "not more than 5 storeys". As one person said:

We do need some areas of higher density but would not wish to affect Newtown or Berhampore with high buildings

In some comments, people cited specific locations where development was supported. These were frequently cited as being in the inner city suburbs, but in the majority of cases respondents simply supported the concept of building "up". The following comments are representative of the thoughts of respondents on this topic:

I support higher buildings in the central city including areas like Mt Cook Newtown, Kilbirnie Aro valley A lot of the buildings here are either rotten, needs to be updated.

I also feel compared to other global cities there is some good space to build more high rises in the city. We are leaders in earthquake tech and we should leverage this

A moderate number of respondents supported Scenario 1 because it will result in a modern residential housing stock. Respondents expressed that high quality building design was essential in the implementation of Scenario 1.

Respondents frequently addressed hazard mitigation, or sustainable design in their comments. People support buildings that are: insulated, earthquake strengthened and do not obstruct views/light. Respondents also asked for useable, and well-designed buildings. Typical comments include:

It will incentivise better quality apartment development

Example could be deploying enabling planning controls whereby developers may be allowed to increase floor levels if they include green roofs, win win scenarios which use development as trigger for improved urban outcomes

Several respondents said that this scenario allowed for a variety of home designs to be built in the city. People valued choice, good housing options, and the extra housing supply that was perceived to be a result of Scenario 1. As one respondent stated:

When I moved here there weren't enough options for living in the city so more would be beneficial.

Character loss tolerated

34 comments

A considerable number of respondents reported that some character loss as a result of Scenario 1 was tolerable. In the majority of comments, respondents characterised character houses as cold, damp, and rundown. They felt that better, modern, and liveable housing was preferable. The following respondent stated that they have lived in character homes previously and:

As a tenant, and they're horrible cold and damp. Many of them are at the end of their natural lives anyway. Replacing them with modern housing is good thing.

In several comments, people noted that although some character should remain, there was scope for upgrading or improving some "older" housing or suburbs:

We should obviously take reasonable measures to protect buildings that have genuine heritage value, but not at all costs. The character value of the suburbs described in the scenarios are massively overstated.

Specific areas for development

22 comments

A moderate number of respondents identified a specific location they deemed suitable for development. Several respondents said that Newtown could be developed further. They supported medium-rise housing, or apartment buildings in Newtown. A couple of respondents said the reason for this was because it would have a flow on economic benefit to nearby commercial precincts.

Other comments mentioned the suburbs of Thorndon, the Terrace, Aro Valley, "along Adelaide Road", Mount Cook, Kilbirnie Aro Valley as areas that could be further developed. The following comment offered the following reason for development:

Lots of potential to redevelop areas such as Newtown, Berhampore, Mount Cook. Even though these areas have character value, the quality of living within these buildings is poor.

Other comments on residential housing

16 comments

A moderate number of comments talked about residential outcomes but were generalised in nature. A small number of people stated their support for Scenario 1 because it maintained historical areas rather than mentioning character. These suburbs included Kelburn, Newtown, and historic precincts of Wellington in general.

The remaining few comments discussed: support for Council-owned apartments (so that rents can be set at fair rates), retention of visual amenity and an admiration that Scenario 1 will provide an "interesting skyline to look at".

Other topics

General positive appraisal of Scenario 1

14 comments

Several people responded to the question about what they would change about Scenario 1 with "nothing" or that they supported Scenario 1 because it was simply good, or the most appropriate. A few said that it applied common sense; provided exciting opportunities for Wellington; and, was efficient.

COMMENTS SUGGESTING IMPROVEMENT/CHANGE TO SCENARIO 1

1508 COMMENTS

City outcomes

Hazard management

235 comments

A very large number of respondents supported Scenario 1 but had concerns about the risk of increasing density and building in an identified hazard zone. People mentioned the risks posed by earthquakes, sea level rise, flooding and climate change when commenting on things they would change in this scenario.

A sizeable number of people mentioned a hesitancy to build high-rise buildings and increase density in the CBD, due to the risk of earthquakes and tsunamis. Three quarters of respondents commented that Scenario 1 would be ok if the risks associated with earthquakes could be mitigated through: limiting building heights; using innovative technologies to make buildings earthquake resistant; not building in areas prone to liquefaction; mitigating tsunami risk through building design or sea walls, and making sure that existing earthquake prone buildings are brought up to standard or replaced before further development of the CBD is undertaken. Several people talked about not wanting to live in high-rise buildings during an earthquake and suggested building heights be capped. The following quote recounts the experience of living in a high-rise apartment during the Kaikoura earthquakes and suggests a possible mitigation:

I agree that there should be more buildings for apartments built. However, after living in a 10 floor apartment during the big Kaikoura earthquake, I strongly disagree that apartments go higher than 10 floors. We immediately moved out of our apartment to a lower storey apartment. I think building lower apartments would be safer for everyone in the city. There will be less glass coming off tall buildings in big earthquakes. There would be less damage to be reported to EQC. A lot of our stuff was damaged in the 10th floor because it swayed a lot whereas lower apartments didn't have much damage to their belongings

Several respondents commented that there was nowhere in the Wellington region that wasn't at risk from earthquakes and therefore this should not be a reason to dismiss this scenario. They argued that the environmental risks associated with Scenarios 3 and 4 were greater than the risks associated with earthquakes.

A substantial number of Wellingtonians commented on the risks associated with rising sea levels and climate change. Nearly all the comments conveyed simply that they were concerned about changes in sea levels and the effect this would have on the proposed Scenario 1 developments. However, few suggested how sea-rise could be mitigated. Several people commented that the Council should be working on mitigating sea level rise and climate change now, and that it was an issue for the whole of Wellington, not just the CBD and inner suburbs. The Wellington Youth Council agreed with this view on the need for the Council to make climate change a priority. They said:

Youth Council places particular emphasis on the environmental impact of each of the scenarios, as well as the impact climate change will have on the City, and encourages the Council to keep this top-of-mind when considering options.

Several people commented that there should be no new houses built in low lying or reclaimed land without careful consideration of sea level changes and climate change. A few respondents identified areas that should be excluded from this scenario because of rising sea levels. This person suggested:

Sea level rise is a more gradual concern and needs to be planned for now. No new residential apartments should be built right next to the water e.g. on Oriental Bay or other places likely to be affected by sea level rise. Instead the biggest developments could go into e.g. Mt Cook, Mt Victoria.

A substantial number of respondents mentioned hazards in general, commonly stating that the risk of hazards was the only thing they disagreed with in this scenario. It was agreed that safety was the biggest priority and that any development in the proposed suburbs had to take into consideration the risks of natural disasters, with effects sufficiently mitigated or avoided altogether.

A moderate number of people commented that they would like to see more information about how risk factors would be mitigated before deciding if they wanted this scenario to be developed further or not. Several respondents commented that the term hazard was too ambiguous and wanted the Council to provide more information on how big the risks were; what specific hazards they were concerned about, and which areas were most at risk. A couple of comments that reflected the views of others were as follows:

Too many options are unclear: what hazard-prone areas?

I think the point you make about hazard prone areas is misleading - improvements in building safety standards can go a long way to mitigating the risks from earthquakes. The threat of inundation is extant and will have to be tackled regardless of whether more people are living near the city centre.

Several respondents mentioned flooding as a risk in Scenario 1 and did not want further development to be undertaken in areas that were already flood prone, without significant mitigation or avoidance considered beforehand. As one respondent commented:

We need more downtown high-density options (but not in areas that may be flooded in 50 years' time)

Density and intensification

83 comments

A sizeable number of people commented on density and intensification. Of these, a substantial number identified changes they would like made to Scenario 1. The majority of comments advocated for including more provision for medium-rise housing. They also preferred a mix of building heights that added to the amenity values of Wellington, rather than detracting from them.

Several people stated that intensification should be concentrated around transport corridors. Several people commented that high-rise buildings should include communal areas and green space should be situated close by. As one person said:

I think we should have some high density housing in the city centre, but it needs to be built in a way that people want to live in them. A lot of apartments in the city currently are not places that people want to live long term.

A small number of people were concerned that more high-rise buildings would only increase the number of 'wind tunnels' in the CBD and care should be taken to not create sunless and cold environments. This was one person's perspective on this topic:

Low density over a greater area of the inner city. The 15+ storie apartments already built in the inner city create dark, cold corners and Wellington is cold enough!

Green space

78 comments

A sizeable number of respondents commented that they would like to see a provision for more green space in Scenario 1. Green space was defined as pocket parks, parks, recreational areas, open space, urban agriculture, more trees/flora and natural spaces.

Several people equated the provision of green space with wellbeing and argued that increased density was suitable as long as people were still in close proximity to nature. Mount Cook Mobilised are concerned that:

There is no clear and quantified commitment, as an offset to greater population density, to improve the quality of life in the central business district (CBD) and inner suburbs by providing or requiring the provision of green space (an example might be a specified area of green park or parks should be required for every (say) 1,000 people living within a square kilometre), or to provide other measures and facilities to mitigate the health and other effects of smaller dwellings and minimal outside private space.

Inner City Wellington proposed that:

Specifically, ICW submits that the WCC Green framework be built into the District Plan to ensure that every person lives within a five-minute walk of accessible public parks, greenways, or other green spaces with enough area for children to play and with ample seating.

Several people commented that because intensification does not allow for people to have their own garden, it was important that this scenario include provisions for green space so that those people could interact with nature. As one person commented:

Preserving green spaces. This lifestyle doesn't allow people to have gardens so it's important to provide communal green space within walking distance.

Suburban focus

62 comments

A substantial number of respondents indicated that they supported Scenario 1, but also commented that they would like to see an increase in density in the suburbs as well. Several people commented that they would like to see the creation of suburban villages that resembled mini CBDs with high-rise apartment and mixed-use developments. As one person said:

Shift the focus away from crowding more people into the Wellington CBD area and instead allow intensive development in other CBD areas like Johnsonville, Tawa, Porirua, Waterloo, Upper Hutt, - all of which would benefit from redevelopment - so allowing people to still live in built up areas and enjoy apartment living if they wish but also be near existing public transport services so they can travel around the region without using a car.

This person also suggested increasing intensification further afield. They suggested:

I would spread the inner city focus to be a bit larger - I feel the inner city focus could do with involving other areas that are a little bit further. Sort of like a middle ground between scenarios 1/2/3/4 - like Newlands is fairly easy to access, Johnsonville, Ngaio, Khandallah - and improve frequency of public transport. It removes the issue of developing new suburbs from scratch (e.g. sewage, electricity etc) and incorporates that "easy access" feel that Wellington does so well.

Infrastructure

29 comments

A considerable number of respondents supported Scenario 1, but would like to see existing infrastructure improved or 'greener' infrastructure developed that would reduce hazard risk and cope with more people efficiently. Storm and wastewater infrastructure were cited as in need of upgrading if additional demand arose from population increases. However, in most cases, infrastructure or utilities were noted in general terms, as the following quote illustrates:

I like the focus on CBD and inner suburbs. People often prefer the hubbub of city living, but the current infrastructure does not necessarily support this lifestyle..

A few respondents noted that the flooding hazard mentioned in this scenario could be mitigated through infrastructure investment. This person suggested:

Stormwater flood hazards in Newtown, Mt Cook etc. could be controlled by some investment in water sensitive urban design and investment in other stormwater management solutions (the incentive for this would hopefully increase with densification).

There was broad agreement that quality infrastructure was needed, and that Scenario 1 would be improved with increased emphasis on this aspect.

Environment, sustainability and climate change

24 comments

A moderate number of respondents suggested that Scenario 1 include additional considerations of the environment. For several this meant a broader awareness of environmental issues and lifestyle changes in order to facilitate this. They suggested "consume local", smaller dwellings, electric vehicles, and sustainable design (i.e., water sensitive design, green roofs, and use of sustainable energy) be incorporated into this scenario. As one person said:

If we are going to have more tall buildings in the CBD they should be made to meet tough sustainability standards, eg to minimise energy use.

Several other respondents supported more green areas either in, or close to, the city. One person wanted to see the rural land surrounding Wellington planted in trees as a carbon sink.

A small number of respondents cited the need for awareness and preparedness in planning to address climate change.

Affordability

23 comments

A moderate number of respondents who supported Scenario 1 would like to see a provision for affordable housing included in the development. Affordable rental accommodation was also mentioned as an important aspect to include in this scenario. Why affordable housing was important was explained by this person as follows:

Also, the affordability of high-density housing could help to reduce social inequalities. If lower-income families are able to live well closer to where they have to work, they could experience better health outcomes, and more easily adopt low-carbon lifestyles.

The costs involved with apartment living was mentioned by a small number of respondents with a couple of people suggesting that the Council should either own rent controlled apartments, or include a clause for new builds that set a cap on rents. As one person said:

Property planners are taking advantage of areas but putting extremely overpriced properties in and around the wellington region. With such a diverse community here of students, workers, investors etc it is unfair to set the market at the high end with only few can afford it. Student accommodation is some of the worse I've seen around the city with over crowded rooms and high rental prices. Cheap apartments should be made available and regularly monitored to maintain their condition

Another person suggested that ownership of new apartments should only be by people who lived in the area. They cautioned:

We need protection against inner city apartments being used merely as investment vehicles and AirBnBs. This is what's happening in cities like Melbourne and London, and it hollows out the soul of a place. Apartments should be owned and inhabited by committed members of the community, not absentee businesspeople.

Economic considerations

18 comments

A moderate number of people who supported Scenario 1 commented that economic consideration also had to be given some thought before the intensification of the CBD could be undertaken. Comments were varied and included: how insurance premiums would be affected by the development of projects in an identified hazard area; whether a bed tax would be included in apartments built for air b&bs; how much contribution commercial ratepayers will be asked to contribute to the development of the CBD, and how much each scenario would cost to implement.

Residential zoning

16 comments

A moderate number of respondents who supported Scenario 1 would also like to see some zoning changed so that commercial land that was not being fully utilised could instead be used for residential purposes. A few respondents mentioned car yards, and said that land occupied by them would be better suited to residential buildings. As one person suggested:

Also focus on kicking out the car dealerships and other industrious enterprises along Kent/Cambridge Terrace and Adelaide Road - they use a grotesque amount of space than could house thousands of people if 4-story apartments/homes were built instead.

Another person would like to see zoning along ridges and hilltops changed to allow residential builds. They proposed:

My submission is that to release land for development, the "no build" zone on this map be moved up-contour so as to align to the ridgelines and hilltops overlay. This will reduce the area in which no structures are permitted. This will increase the scope for housing supply (subject to existing zoning and rules.)

Balanced approach required **15 comments**

A moderate number of respondents commented that they would like to see a more balanced approach to development, which would involve increasing density in outer Wellington suburbs as well.

Efficient land use **9 comments**

Several respondents felt that some existing land could be put to better use in order to accommodate growth. This included car dealerships and other sprawling commercial or industrial land in the city. In addition, car parks and vacant buildings were identified as suitable to develop. One respondent suggested:

Maximising the inner city land use first. There shouldn't be ground level car parks (i.e. New World) or single level buildings in the CBD.

Mixed-use development **9 comments**

Several respondents wanted to see a provision for mixed-use development increased in Scenario 1. Comments ranged from wanting commercial spaces to include some residential living, to comments in support of better opportunities for residents to work closer to home. The Architecture Centre discussed mixed-use as follows:

The documentation restricts consideration of the predicted population growth to housing impacts without addressing where and how these people may work, go to school and access essential services such as medical care. As such, potential densification of residential building through light industrial/commercial zones, such as Kent/Cambridge Terrace and Adelaide Road, is not presented as an option. Bringing people closer to where they work increases the opportunity for active modes of transport and enlivens non-residential areas that go dead after work hours.

Reducing greenfield development **7 comments**

A small number of respondents who supported Scenario 1 used the opportunity of commenting in the improve/change field to reiterate that development in the rural areas of Wellington should not be undertaken.

Building incentives **7 comments**

A small number of respondents who supported Scenario 1 would like to see incentives put in place to encourage developers to include sustainable building practices in their development plans. Other incentives mentioned in this topic included: dropping the requirement to include parking in housing plans; providing incentives to include base-isolation technology in building plans; provide low interest loans to owners of character buildings to be brought up to code, and provide incentives for existing land to be sub-divided. With regards to incentives to sub-divide, this person said:

My suggestion is that there is still plenty of space for new housing. My section and my neighbour's section could easily be sub-divided. Why doesn't the city council establish incentives for sub-division - at the moment there are actually disincentives. In the end the council receives higher rates after a section is subdivided.

Other **12 comments**

Other comments that respondents would like to see changes/improvements were varied in nature and included: planning for a greater population increase than 80,000 people; align this plan with those for nearby cities; focus on policies that limit growth and provide an alternative scenario of moving some of Wellington's business activity to other regions to spread risk.

Transport**Enhanced transport system** **82 comments**

A sizeable number of respondents suggested improvements or changes could be made to Scenario 1 to enhance the transport system. Comments were varied, but generally outlined suggestions to improve connectivity in Wellington and make the transport network efficient, reliable and sustainable. A moderate

number of respondents supported a transport network that is highly accessible for pedestrians and cyclists. Several respondents talked about prioritising public transport and discouraging the use of cars. Other suggestions included: removing inner city highways; delivering a combined and integrated transport service that benefits all users; make all buses electric; more pedestrianised streets; invest in ferries; proceed with light rail; reduce inner city driving speeds and develop high-density housing around existing transit hubs. The following comments reflect the sentiments surrounding public and active transport:

More bike friendly plans in the future, no need for roads in the city if bikes are the overwhelming majority.

Design focus on pedestrian accessibility to urban and suburban centers.

Support a focus on excellent public transport links which make it practical and easy to commute to the CBD from the outer ring.

While the majority of respondents expressed support for forms of transport other than the private motor vehicle, a moderate number of comments noted the need to improve infrastructure for cars as well. It was suggested that roading infrastructure is currently inadequate and could be enhanced to reduce congestion issues and improve the overall connectivity of Wellington. Specific suggestions included widening of terrace tunnels; building a road from Tawa to Hutt; building a tunnel from the Terrace to Mount Victoria; developing emergency exit routes out of the city; and generally improving road links. It was noted that electric vehicles are an increasingly popular mode of sustainable transport and should be provided with the necessary infrastructure.

Investment in public transport

73 comments

A substantial number of respondents specifically called for a greater investment in public transport. All of these comments conveyed similar sentiments, viewing public transport as necessary in reducing the need for private vehicles and allowing for cleaner and more efficient movement throughout the city. While the majority of respondents simply called for general improvements to public transport, others specifically sought a focus on the bus system; more rail connections; planning for light rail and cheaper public transport. Several respondents drew attention to problems with the current bus system and suggested significant improvements are needed for Scenario 1 to be viable. The following comments are indicative of many received under this topic:

I also think it's crucial that you consider improving public transport for the inner city, but also pedestrianizing key parts of the CBD. If you are trying to go carbon free you need to plan for a life without cars (again difficult to do when kiwi's are so obsessed with their cars).

The bus system since it changed is a joke. I regularly experience bus delays of 10 minutes, or more, as well as buses that don't turn up at all. Yesterday it was a 37 minute delay including a ghost bus, so I don't blame anyone for taking to their car as the only reliable alternative.

Car use and emissions

35 comments

A considerable number of respondents believed Scenario 1 should have stronger focus on reducing the use of cars. Instead, respondents sought an increase in the prioritisation of sustainable transport modes such as walking, cycling and public transport. It was noted that this is necessary to reduce carbon emissions in the city. The following quotes reflect these ideas:

Take the focus off a carbon-based vehicular traffic and allow pedestrians to move more freely through the city.

Bike lanes, pedestrian only access (except service vehicles), less car parks. Build more roads=more cars will use them, build more car parks=more car will clog our city.

We will also need to make a strong push to get more cars off the road to compensate for population growth. No model will work well if there is lots of road congestion.

Other comments**19 comments**

A small number of respondents mentioned parking. A couple of these did not support the removal of parking in general. One person stated that removing carparks does not work for the disabled or those with children. A couple of people wanted to ensure parking is guaranteed for those living in dense inner city developments.

Several comments about changes to Scenario 1 were general in nature and did not align to other topics. A couple of people stated that carbon emissions will be reduced through electric vehicles and should therefore be provided with the necessary infrastructure. Other individual suggestions included: developing a resilient transport system; more motorcycle parks; balancing density with infrastructure to avoid congestion; and removing cyclists from the waterfront.

Community**Community spaces****42 comments**

A considerable number of respondents wanted to see the provision of spaces dedicated for community use in city developments. (Note that green spaces such as parks are discussed under city outcomes - Green space) The comments discussed under this heading emphasised the role of development plans in actively promoting community cohesion. A strong theme present in these comments was that if density in the centre increases, people will need public spaces to offset this. The following comment describes the need for shared space:

I really feel like overseas progressive cities the promotion of "know your neighbours" share resources, gardens etc... needs to be promoted. Far too many apartments have no shared space ... We need to work far harder to collaborate like the European and Scandinavian type models. A real culture change to empower inner city living.

Other comments referenced the inclusion of community centres and facilities for the public in their comments. Generation Zero submitted that:

We must provide public spaces that people can use like libraries, public hangouts, community centers, and open spaces.

This was consistent with many peoples' comments which supported facilities and services for those who live and work in the city. Schools, medical centres, parks and "green" areas for people to meet in and recreate in were supported. The need for these spaces was viewed as particularly important for families with children. One respondent stated that developers should be mandated to provide a community space in any apartment complex with more than 30 people.

Enhancement of city living**22 comments**

A moderate number of people wanted to see aspects included in Scenario 1 that would enhance city living. These aspects were frequently about common or open areas (e.g., parks); aspects that add amenity; sustainable aspects; or hospitality options such as cafes for people to enjoy. The following comment is an example of one that is simple in its description:

More schools, services, stores, parks, etc required to preserve quality of life.

Other comments with more description raised the importance to residents in a city of having "things to do". The concept of "liveability" was present in these. People wanted Scenario 1 to include buildings that were 'human scale', enticing and welcoming.

A couple of respondents were averse to buskers and the noise of buses and were in agreement with a small number of people who felt that a quieter city would be more pleasant for residents.

Variety in community living**9 comments**

A small number of different living approaches were suggested in comments about how to improve or change Scenario 1. People wanted to see housing that accommodates a range of living styles, this

included co-housing, co-living, and “dorm-style options”, as well as provision for young, old and a mix. As one person said:

I also think you can have dorm-style options, providing housing with some communal spaces. It's massively efficient, a growing movement and also helps an ageing population, especially to create communities.

Other

9 comments

A positive inner city “feel” was sought in a few comments as something to aim for although this was not explained further other than one respondent who said they wanted “a village feel”.

Remaining comments were varied, and included: support for zero population growth (to mitigate the need to grow the city) and consideration of “inter-generational implications”. A couple of people wanted to see mana whenua/tangata whenua and the community involved in planning.

Residential housing

Protection of character and heritage

214 comments

A very large number of respondents spoke about their desire to protect the character and heritage of Wellington. A sizable amount of comments noted the desire for character to be preserved; the character protection provisions to remain, and development to be restricted. Citing the importance of these areas on the overall character and feel of Wellington, one respondent commented:

Protect the heritage character of inner city suburbs - it's part of the character and identity of Wellington.

A considerable number of comments discussed the protection of specific areas. A moderate number of comments identified Mount Victoria as an area of special character that should be maintained. Several comments identified Thorndon and Newtown as areas where special character should be maintained. A small number of comments noted that Aro Valley should also be protected. The following comments outline the thoughts of the Mount Victoria Residents Association, Newtown Residents Association and International Council on Monuments and Sites. These comments are taken from their larger submissions:

Mount Victoria Residents Association:

MVRA opposes the removal of pre-1930s protections in the District Plan and would prefer these to be strengthened to prevent loss of heritage /character areas. Heritage and character areas can be, and are densely populated but also add much to the character of our city as a whole.

Newtown Residents Association:

We appreciate the heritage of character commercial buildings in Newtown, and would want the character respected, retained and made earthquake safe. The tapestry of age contributes to Newtown's identity, our local sense of place, and is celebrated by the whole city and the region once a year as the setting for our legendary Newtown Festival. District Plan rules and Newtown Suburban Centre Design guide provisions need to be crafted to encourage working with this character, preserving significant facades, while adding height and occupancy density. New builds should read as of their time, but have the grain and human scale as documented in the current Newtown Suburban Centre Design Guide.

International Council on Monuments and Sites:

ICOMOS NZ supports continuing to protect the character of Newtown, Mt Cook, Mt Vic, Thorndon, The Terrace, Holloway Road, Aro Valley and Berhampore. ICOMOS NZ does not support removing or reducing the protection of the character in Newtown, Mt Cook, Mt Vic, Thorndon, The Terrace, Holloway Road, Aro Valley and Berhampore.

A substantiable number of respondents discussed various building standards, planning opportunities, building provisions and ideas to develop, but also retain the character of the inner city suburbs.

Comments included:

Retain the facade of character and heritage buildings

Upgrade existing character buildings

Provide grants to bring character homes up to building specifications

Ensure that any new development design is keeping with the character of its surroundings.

Limit the height allowed for buildings in character areas

Develop an urban design guide to facilitate such development.

Protect a certain percentage of character areas:

Protect important character and heritage buildings

Keep some character streets

Implement character zones within larger character areas

Protect the character of some areas and develop in other character areas

Heritage New Zealand, Mount Victoria Residents Association and the International Council on Monuments and Sites also provided their own ideas on how to proceed with development in character areas. Their comments are as follows:

Mount Victoria Residents Association:

Mt Victoria still has potential for some housing expansion, but the MVRA is emphatic that any developments are within the District Plan and guidelines for Mt Victoria, and sympathetic to the design form of the neighbourhood's mostly Victorian and Edwardian houses. This in line with the Council's Heritage Policy (September 2010), which states that the distinct character of communities, neighbourhoods and urban quarters are relevant factors in protecting and managing Wellington's heritage and under the Policy this is achieved through the application of a variety of both regulatory and non-regulatory measures.

International Council on Monuments and Sites:

ICOMOS NZ considers if new development (including higher buildings) is well designed to be compatible with the character areas, their character will be able to be maintained.

Heritage New Zealand:

Heritage New Zealand (HNZPT) recognises the need to provide for increased housing to meet Wellington's future growth demands. In developing options for future growth, it is important that the potential for conflict between urban intensification and heritage protection is well understood and managed accordingly. Heritage contributes to the form, character, identity and sustainability of the City. Heritage should be carefully integrated into planning for future urban form and growth alongside other key issues such as transport.

A considerable number of comments wanted to retain character areas, but believed that some character provisions could be "relaxed" and that there were certain character areas that could be used for development. The overall sentiments of respondents are detailed in the following quotes:

The removal of character of some areas. If high rise buildings or medium rise apartments are to be used, please build them in a way that fits in with the character, if possible.

I would not like to see the pre-1930s demolition controls removed from all current areas (only some)

Building height critique

103 comments

A large number of respondents wanted to reduce the height of residential buildings proposed in Scenario 1. Reasons why were varied and included:

Protection of the character of the central city and the inner suburbs

Hazard management (focus on earthquake resilience)

Concerns over shading

View obstruction

Creation of wind tunnels

Creation of a Canyon

Removes Wellington's "human scale"

A small number of these respondents wanted to keep the amount of tall buildings developed to a minimum. A small number of people mentioned in this part of the survey that they also wanted to increase the building height provisions proposed by Scenario 4.

Building standards

93 comments

A considerable number of comments said that any development needed to be hazard resilient. A moderate number of these comments argued the need for earthquake resilient buildings. Commenters expressed concern about the impacts of hazards, such as earthquakes, sea level rise and tsunami and believed that buildings needed to be developed to accommodate such events. Respondents cited that buildings should be equipped with base isolators, minimum first floor apartment building heights and earthquake strengthened earthquake buildings standards. A couple of respondents commented:

Make sure we build in resilience for new buildings in the 'hazard prone' areas, and for taller infrastructure. Most of Wellington is hazard-prone to a certain degree, but we can build thoughtful, resilient and sustainable buildings with proper planning.

If we are going to intensify in areas which are hazardous areas then those buildings need to be future-proofed to cope. If that means base isolation as a standard then so be it. If Sea level rise is an issue then have flood spaces/zones at the base of buildings which can be used for parking or green spaces that will recover from being flooded.

A moderate number of respondents discussed the need for New Zealand to increase its building standards in general. Often discussions that highlighted the need for an increase in standards discussed this in conjunction with hazard or earthquake resilience. Building standards were also discussed in conjunction with the need for buildings to be insulated, soundproof and warm. The following quotes are representative of others:

Implementation of improved building codes to minimise the risks of building collapse or subsequent destruction following earthquakes such as those experienced by Christchurch this century.

NZ building standards are crap - if we are going to have more apartment buildings they should be built to German standards with super insulated thick walls (for noise and warmth), double glazing, good natural light, no leaks, communal outdoor green space.

Several respondents were in favour of developing standards for building design. Respondents expressed the desire of standards that would ensure that buildings were designed to a 'liveable' standard as well as to be designed to fit the character of the surrounding area. As one respondent commented:

Require architectural standards - don't just let developers throw up more little boxes that are supposed to be houses

Building design

94 comments

A moderate number of respondents were in favour of designing new developments so that they would be in keeping with the character of the surrounding area. Respondents believed that this was a way to facilitate growth whilst preserving the historic elements and character of the inner city and suburbs. The following quote echoes the sentiments of respondents on this topic:

The design of new buildings in the inner city should be carefully designed to keep in character with Wellington city, and possibly have design elements of some of the character buildings/houses that they would replace.

Several respondents said that new development must be visually appealing. Respondents felt that designs should be, classic, timeless, have complimentary visual character, a harmony of aesthetics, attractive, “not ugly” and designs that “add value”. A similar number of respondents said that new development should have ecological and sustainable design attributes. Some of these comments simply noted that new developments should be sustainable. Others stated that there should be solar energy provision; that developments could be passive; have water sensitive design; communal and private gardens; have green roofs or that there should be “environmental housing”. One respondent stated:

There should be a focus on how to make the residential buildings sustainable - ie, green roofs, communal gardens, offering access to electric cars for residents rather than building a lot of carparks

A small number of respondents discussed the need for development to cater for a range of housing options so that a range of family sizes, and people at various stages of life, could live in apartment style and higher density living arrangements. The following quote outlines the sentiment of comments on the need for a mixture of housing provisions in new developments:

In addition, I would like a range of apartment layouts/ sizes, even within buildings. People's needs are different, and there is currently an excellent range of stand-alone houses, but there should be a similar range of apartments if a greater range of people is expected to live in them.

A small number of respondents were in favour of ensuring that apartments in new developments are of a reasonable size, and are not “too small” or “shoe box” apartments. One respondent commented:

Ensure that the high density apartments are too small. So many of the new apartments in the city are incredibly small and incredibly expensive, although theres got to be some balance no one wants to pay \$600,000+ to live in a shoebox.

A similar number of respondents wanted new developments to be ‘family friendly’. Respondents stated that new developments should be suitable and cater for families, and that apartments should have ‘homes’ that are designed for this group. One respondent commented about the current scepticism of apartment living for families and suggested that the Council should designate a “family precinct” that had model apartments blocks suitable for families. The following quote outlines the “need” for family inclusive development:

Please make sure that any higher density central housing developments cater for the needs of families with children. These means creating decent size apartments, with plenty of outdoor space, communal or private. Please enhance playgrounds and parks and design central, medium density housing that is peaceful and safe for all age groups. Lots of communal spaces to help build communities.

Several respondents were concerned about the development of high-rise buildings due to the earthquake risk. They were concerned about the earthquake resilience of such buildings and did not want people safety or their lives to be at risk due to their development.

A small number of comments called for the development of resilient buildings that would stand up to stress from an earthquake event.

Character values

7 comments

A few respondents stated that some character areas were worth keeping over others, noting that these areas should be protected whilst others can be developed. A couple of respondents believed that character in the traditional sense should not be prioritised over development. They also said that character should not be defined by the buildings in a suburb but rather become a reflection of the communities in that area.

Other comments included, the need to modernise Wellington; to only retain a few character homes; the unimportance of character homes and that a "liveable city with warm safe and not mouldy homes" is more important.

Other comments

4 comments

A small number of respondents made generalised residential comments with regard to changing Scenario 1. These included: more townhouses in the outer residential areas; the removal of "derelict, uninviting buildings in central Wellington", and concern over repurposing commercial buildings in the inner city without adjacent green space also being developed.

Other topics

More information needed

23 comments

A considerable number of respondents had further questions about the survey material, or information provided in the Planning for Growth consultation material. Several of the comments wanted more information on how the scenario would be implemented. These included querying exactly how character would be affected by Scenario 1, and questioning the definition and boundaries of hazard-prone areas. As one person asked:

I think to answer that question I would need more information on what you mean by "hazard-prone areas".

Respondents also wanted a general discussion on housing types in New Zealand. A small number of people said that some questions were difficult to answer either because of a lack of information or the knowledge of the respondent. For example, one respondent stated:

The question about more energy efficient forms of transport and hazard areas was difficult to answer.

One respondent stated that the options were incomplete and failed to consider the use of vacant land such as car parks, car storage areas and commercial land.

General comment

16 comments

A moderate number of respondents made general comments about improvements to Scenario 1. A couple of people sought no change to the city at all, citing its current development was "just fine".

Other general comments included: more emphasis on home ownership; more communication; demolition of the Basin Reserve to accommodate growth; inner city rates to be reduced; and, increasing the percentage of Council-owned housing stock.

Alternative or blended scenario suggested

15 comments

Several respondents suggested other scenarios, or aspects of other scenarios, as an alternative to or as complementary to Scenario 1. Combining Scenario 1 with Scenario 2 was supported by a small number of people who said they liked the idea of increasing housing density "all over the city".

Other suggestions included support for expansion into rural areas (i.e., Scenarios 3 and 4). A couple of people wanted to see growth everywhere, i.e., building "up and out", including in rural land. The following comment highlights the complexities involved in the presentation of scenarios:

Link it to the other scenarios. This should not be the only choice. Picking a "winner" is not prudent.

COMMENTS OPPOSING SCENARIO 1

359 COMMENTS

City outcomes

Hazard management considerations

77 comments

A substantial number of respondents opposed Scenario 1 due to their concern over natural hazards. These respondents recognised the vulnerability of the central city to hazards such as earthquakes, tsunamis and sea level rise and were concerned by the idea of concentrating development in hazard-

prone areas. Concentrating development in high-risk areas was described as a poor idea, short-sighted, unethical and foolhardy. Respondents noted the high cost and risk to human lives as negative outcomes of this scenario. The following comments summarise the ideas presented under this topic:

I think this scenario would leave too many people vulnerable in emergencies

I do not think it is wise to build high rise residential buildings in areas that are earthquake prone (all of Wellington) and have the potential for tsunamis and flooding with global warming.

We cannot, under any circumstances compromise safety. A major earthquake will happen at some point. We must consider impacts in terms of re-build, debris and construction waste management.

Placing people in high hazard zones should not be considered. We should be building away from these areas.

While the majority of comments under this topic were succinct and stated in simple terms, a few respondents provided lengthy discussions outlining other considerations regarding hazards. One drew on experiences from the Christchurch and Kaikoura earthquakes and noted: the length of time it takes to recover from a major event; distant quake events can cause losses in Wellington; an earthquake will result in the loss of the CBD which will result the spatial distribution of the population across the city permanently.

Another long submission expressed the importance of not concentrating development in a single area, so that people still have some access to goods, services, employment and community facilities.

The Inner City Wellington group stated that planning for an 80,000 population increase in a known seismic area is detrimental to resilience of the city. They also stated that engineering solutions such as base isolation in all new apartments will be costly, forcing developers to decrease the size and overall liveability of apartments. They finally noted that Scenario 1 limits development in suburban centres, meaning there will be little economic activity elsewhere if the CBD is red-zoned.

Limiting growth

23 comments

A moderate number of respondents did not support planning for growth and instead stated steps should be taken to limit growth. The general sentiment of these comments was that Wellington is a geographically small city that does not have the resources to accommodate for growth. Respondents noted that encouraging growth would simply increase traffic, put more pressure on infrastructure and have a detrimental impact on quality of life. The following quote was typical:

I'd like to see Wellington actually limit its population growth and its ground footprint and stay as compact as possible. All these scenarios will degrade life in Wellington because of the tendency to go cheap on important factors that make our lives worthwhile in a lovely city.

Several respondents specifically focussed on limiting growth in the inner city stating that there were already enough people living in central Wellington. Instead, they noted that land should be "opened up" and growth focussed in outer areas.

Density and intensification

12 comments

Several respondents opposed Scenario 1 on the basis of density and intensification. These respondents did not support the intensity of development proposed in Scenario 1, arguing it would be overcrowded, unpleasant and inaccessible. They also noted implications for hazard management, traffic and preserving the character of the city.

Suburban focus

5 comments

A small number of respondents believed Wellington would benefit from focussing on increasing development and density in the suburbs rather than the inner city. They said that central areas were already under pressure from development. The following comment provides a good summary of points made under this topic:

I don't understand why in scenario 1 you've singled out Newtown for high density housing and not included suburbs such as Wadestown and Oriental Bay. Including more suburbs would more equitably distribute the effects of high density housing. Under the current distribution of high density housing I strongly disagree with scenario 1 and support scenario 2.

Infrastructure

4 comments

A small number of respondents opposed Scenario 1 because of the challenges associated with providing the amenities and infrastructure necessary for increased development. Such provisions included roading, public transport, utilities, community facilities, schools, day care centres, shops, rest homes, green and recreational space. One participant also noted that infrastructure would be threatened by natural hazards if it was concentrated in one location.

Other comments

16 comments

A moderate number of respondents made a range of generalised comments in opposition to Scenario 1. A couple of respondents suggested a balanced approach should be taken, believing development and growth should be focussed at a district rather than city level, including Hutt Valley and Porirua. A couple of people said that intensification would cause environmental harm. One respondent stated removal of limits on development such as density and character controls were necessary in order to improve housing affordability and enable development that reflects the people's preferences.

One respondent opposed the scenario as it would "wreck our beautiful city and harbour". Another respondent stated a combination of the scenarios is inevitable. One stated increased density should not come at the expense of providing for families. Another believed focussing on the inner city will result in costs remaining high. Another person suggested that compact form and smart growth dogma is a primary reason for the housing crisis. Finally, Inner City Wellington noted the scenario fails to address emerging challenges with insurance cover and costs associated with hazards that will inevitably have an impact on housing location.

Transport

Transport issues

14 comments

Several respondents discussed transport in opposition to Scenario 1. A couple mentioned the importance of investment in public transport along with increasing density in the city. One of these respondents believed adequate investment in public transport may negate the need to increase inner city density. Another said that the transport system should be enhanced through prioritising public transport, walking and cycling and restricting private transport. One other participant noted the importance of reducing carbon emissions associated with transport, as outlined in the following quote:

Good transportation routes with regular services and park and ride facilities could encourage the use of public transport from the outer suburbs and rural areas, reducing the use of private transport as people's primary method of transport at peak times, and thus reduce our city's carbon emissions.

A few comments discussed cycling. A couple of these were against the focus on cyclists in Scenario 1. The other stated mixing cycleways with motorised vehicles is dangerous. One respondent criticised the fact that the scenario mentioned nothing about the transport corridor between the airport and CBD. Another stated the city will be crowded under this scenario, which will cause problems with access and traffic. One more called for another Mount Victoria tunnel along with the removal of "the Basin" (Reserve). Another was concerned about the impacts of densification on parking.

Community

Community development issues

9 comments

Several respondents raised a range of community development issues in opposition to Scenario 1. A few believed the scenario would damage the overall liveability of the city. One stated the development

required to accommodate an extra 50 to 80 thousand people would “completely change the aura, look, feel and environment of the inner city” This was another comment:

Needs more than pocket parks there really needs to be room for larger green space just to avoid creating a sunless environment. Canyons created by 15 story apartment blocks is going to turn the CBD into a slum. If you allow 15 story blocks we will end up with a eg. Soho like feel which I don't believe anybody wants. The large block, one bedroom style blocks only encourages transient usage eg. students.

A couple of respondents spoke of the potential detrimental community impacts of Scenario 1. They noted dense residential developments do not foster a sense of community and were concerned Wellington would become like Auckland, where people are trapped within the confines of the city. One other respondent stated higher buildings create social issues for vulnerable residents.

One respondent stated development in internet and fibre connections will allow more to people to work from home. Another stated modern apartments are not being designed and built for liveability, describing them as “shoeboxes” with inadequate facilities. The following final comment outlines the benefits of lower density suburbs:

Low density suburbs are a precious thing, I highly value being able to raise a family with light, space and greenery around them. Being crowded with apartment blocks and low-cost townhouses (as would be expected from developers seizing opportunities) will change the make up of communities and the feel of the city

Residential housing

Protect character and heritage

97 comments

Scenario 1 was opposed by a large number of respondents because of the potential loss of character it involved. Opposition was phrased in a number of ways, but the support was clear for retaining character in the city and suburbs. People objected to: the removal of protection from character homes; the character of the city changing; the destruction of character; the threats to heritage architecture; and, the destruction of the character of heritage suburbs.

While the majority of comments were succinct, the following comments represent those which were more descriptive:

I am strongly against this scenario, I believe the current style of Wellington's Inner suburbs is part of what makes wellington great. It is a big little city. Developing the inner city suburbs would make it feel like any other city with a built up CBD and inner-city suburbs.

Great cities in the world do not sacrifice their heritage they preserve it and celebrate it. If we demolish our character houses and build apartment blocks and townhouses everywhere we will look like every other average to below average city in the world.

Several people added that once historic buildings were altered, there was “no going back”. They emphasised that the value of character buildings was their distinctive look, which could not be replicated. Residents’ associations were vocal in their opposition to the removal of character housing, particularly in the areas they represent. This was the case for residents’ associations in: Mount Victoria, Mount Cook, Lilburn, Oriental Bay, Onslow, and Thorndon. In addition, the Thorndon Society, Historic Places Wellington, Inner City Wellington, and the Mount Victoria Historical Society opposed the removal of character protection. The following point from Mount Cook Mobilised summarises the general sentiment well:

As a general conclusion, MCM does not support Scenarios 1 and 2 if this means any reduction in character area protection. While sympathising with the need to intensify the density of housing to reduce the impact of climate change and enable people to find affordable accommodation, the increase in inner city population resulting from the proposals in these two scenarios for the

removal or reduction of character area protection appears to be small. This small gain does not offset the significant downsides of the proposals.

Three lengthy submissions from individuals not affiliated with a group were received on this topic, one in support of "the retention of the existing planning controls in Thorndon", and in opposition to any liberalisation of planning controls that protect character areas in Thorndon. Another from an architect opposed the loss of character building and urged the Council to instead support maintenance of these homes. One couple highlighted the importance of heritage areas and their contribution to amenity, social wellbeing, and as a tourist attraction.

Opposition to proposed building heights

38 comments

A considerable number of respondents opposed Scenario 1 because of the proposed building heights. High-rises were objected to on the basis that they are perceived to: block views; block sun; be uninsurable; create wind tunnels (or "canyons"); foster anonymity; ruin the charm of Wellington; increase crime; and, decrease liveability.

Many of the comments advocated for medium density in the suburbs as an alternative to 15 storey apartments in the centre, or simply stated they objected to high-rise apartments. One respondent stated:

I don't like anything. I don't want to live in a city enveloped in 15+ storey high buildings!!

Several comments noted that high-rise development may increase risk from earthquakes and climate change related hazards such as flooding and sea-level rise. Inner City Wellington proposed a maximum height of 8 storeys on the basis that, coupled with a green roof, this would maximise energy efficiency.

Other

12 comments

Other topics that criticised aspects of Scenario 1's approach to residential housing included apartments (particularly higher-rise apartments) considered "shoe-boxes", or as having no place in the suburbs.

A small number of comments expressed scepticism about the ability of certain areas to absorb higher density residential housing, particularly when the demand for mixed housing types was factored in.

A small number of respondents stated that building standards would need to be of a high standard in order withstand hazards; and for reasons of liveability and longevity of the housing stock.

Other topics

General opposition to Scenario 1

47 comments

A considerable number of respondents stated in simple terms that they did not like anything about the scenario. Common phrases noted include: nothing, not much, none, scrap it, not do it, and nil. Examples of slightly longer comments include:

I strongly disagree with all the proposed scenario

Don't do it, it will ruin Wellington

Not a lot. Why ruin the lives of existing residents?

The only thing that would improve this scenario is to remove it as an option.

Other

5 comments

Remaining comments were made on the following topics: one person queried the numbers defining the extent to which Wellington is project to grow; one person was "unsure" about Scenario 1; one wanted funding for development to come from somewhere other than WCC revenues; and, other general queries about clarity.

Scenario 2: Suburban Centres

Focus

SCENARIO SUMMARY

WHAT WAS SAID...

Overall assessment

Support comments

- A very large number of respondents supported intensification of the suburban areas outlined in Scenario 2, with medium density development the preferred approach. Spreading development to suburban areas was considered prudent management of natural hazard risks. People were enthusiastic about the opportunity to develop discrete suburban villages, retaining a compact rather than sprawling city, which was anticipated to deliver vibrancy, liveability and increased economic activity. Suburban hubs were desired for their ability to facilitate quality personal interactions leading to stronger community bonds.
- Improved environmental outcomes, particularly from better public and active transport provision was another anticipated positive outcome. A substantial number of respondents supported the relaxing of heritage protection, believing replacing old cold and damp houses with new ones was an acceptable approach. A variety of housing types were supported including higher-rise buildings, with a moderate number of respondents anticipating improved housing affordability.

Change/improvement comments

- Those who sought changes to this scenario focused most on character loss. A very large number of respondents sought amendments to the proposed scenario so that more character is retained. A moderate number of respondents sought protection of good quality character and removal of poor character buildings.
- A range of suggestions were also provided regarding building height with some favouring taller buildings than what is proposed and some favouring shorter buildings. A sizeable number of respondents identified quality building design as an important issue, with some requesting regulation to ensure minimum building standards are upheld. Housing choice was important for a considerable number of respondents.
- A sizeable number of respondents sought more care taken to mitigate hazards. A similar number had mixed views on intensification with some wanting more, and others less intensification.
- A considerable number of people sought: better delivered infrastructure; developments to deliver high quality public outcomes, if necessary, by regulation; an increase and variety of green space developed; and, further spread of development to suburbs than what is proposed in Scenario 2.
- A very large number of respondents felt that without significant investment in transport, particularly improving public and active transport infrastructure this scenario would be undermined and not be successfully delivered. A key desirable outcome was mode shift from cars to more sustainable transport options.
- A substantial number of respondents sought infrastructure to develop community hubs and ultimately foster community development and cohesion.

Opposition comments

- A large number of respondents opposed loss of character in Scenario 2, and sought pre-1930's protection, particularly in central suburbs to retain their look and feel and retain Wellington's identity. Intensification of suburban Wellington was opposed by a moderate number of respondents.

What was supported

- A very large number of respondents supported intensification of the suburban areas outlined in Scenario 2. They believed taller buildings could be accommodated in some existing suburbs, with medium density development a preferred approach. A large number of respondents considered this approach a good way to efficiently use existing infrastructure. Some suburbs were identified by name: Newtown, Berhampore, Kilbirnie, Johnsonville, Karori and Brooklyn.
- Hazard exposure reduction was a positive aspect of this scenario for a very large number of respondents. For a variety of reasons it was considered prudent to spread development to suburban areas rather than, in particular, focus it in the centre which would be the case if Scenario 1 was delivered.
- The possibility to develop self-contained suburban villages was encouraged by a sizeable number of respondents. Retaining a compact city, rather than sprawling into rural areas was supported by a sizeable number of respondents. One of the key benefits of more intensified suburban areas for a considerable number of respondents was the resulting increase in economic activity. Mixed-use development including residential and commercial activities was positively appraised by a considerable number of respondents who saw benefits in the vibrancy and commercial activity this was predicted to deliver. Another benefit was the development of more local amenities, such as open spaces, medical centres and schools. The spreading of growth across suburbs was also supported by a considerable number of respondents.
- Positive environmental and sustainability outcomes were anticipated to be delivered by this scenario by a considerable number of respondents. In the same vein, a moderate number of respondents supported this scenario because it does not sprawl onto rural land.
- A large number of respondents expressed support for Scenario 2 for the benefits to public transport they perceived it would come with, particularly improvements to the current transport system as well as increasing uptake and opportunities to expand and improve the network. Development close to transport hubs was considered a key facilitator of public transport uptake.
- A similar number of respondents supported improvements which would occur for transport generally, aligning improvements with more compact urban form which was thought to facilitate transport efficiencies. A considerable number of respondents valued having services and amenities within walking and cycling distance and supported investment in active transport connections.
- A large number of respondents supported community development, based around community hubs/centres which were idealized to lead to stronger, closer, more resilient and diverse communities, or suburbs that have a community feel. It was felt that this would deliver increased community vibrancy and cohesion.
- A substantial number of respondents supported the relaxation of character protection proposed in Scenario 2. They conveyed that protection of character was in some cases misguided, or that preservation of character had 'gone too far', particularly in the case of housing that is not warm/dry. A similar number of respondents supported the Scenario 2 provisions which will protect suburban character in residential buildings.

- A considerable number of respondents supported increased housing options, believing that this will accommodate different living situations of various households and their differing needs. A considerable number of respondents supported higher rise suburban buildings. A moderate number of respondents made the link between increased density and improved affordability which they supported.
- A substantial number of respondents either stated that this scenario was their ideal scenario or expressed general support for it.

What should improve or change

- Sensitive treatment of character was a topic discussed by a very large number of respondents. Comments were made that character loss was not necessarily an inevitable outcome of development, and that this scenario could be amended to better protect some character buildings or particular areas avoiding the loss of suburban 'villages'. A moderate number of people questioned character value, wanting 'good' character aggressively protected, and 'rundown' character homes retrofitted to create healthier, better looking homes, or replaced with higher density residential buildings.
- A large number of respondents wanted amendment to proposed building heights. A broad range of opinions were expressed, including those who wanted less height and those who sought taller buildings, with a variety of arguments posed to support particular opinions.
- A sizeable number of respondents sought quality building design and high standards to be part of any development, the main concern was that poor design could lead to bland, unappealing, or unlivable residential housing. A moderate number of respondents advocated for minimum design standards. A considerable number of respondents highlighted the need for a mix of housing options to be available to meet different living needs.
- A sizeable number of respondents proposed changes or had concerns about natural hazard risk in Scenario 2. Overall, these comments sought more taken to mitigate hazards.
- A sizeable number of respondents sought modifications to the intensification provisions outlined in Scenario 2. A considerable number wanted increased intensification and density in suburbs, and a similar number wanted density focused along transport spines, others wanted to ensure that intensification did not lead to urban sprawl.
- A considerable number of comments focused on infrastructure and how infrastructure will cope with pressure from additional population. A broad range of topics were covered including how it should be paid for, ensuring quality and resilience, and, incorporating new technologies.
- A considerable number of respondents wanted to ensure development leads to high quality public outcomes, and wanted rules put in place to ensure that quality, people-centered developments are delivered. A broad range of specific suggestions were provided.
- A considerable number of respondents sought the inclusion of more open/green spaces in the development proposal, including community gardens, recreational areas, pocket parks, and communal spaces. This was considered particularly important in the event that more people are living in high density housing.
- A considerable number of respondents wanted development spread to suburbs further out than those identified in Scenario 2. A similar number of respondents believed that mixed-use development was a good way to achieve greater population densities. However, a moderate number wanted the CBD developed ahead of suburbs.
- A very large number of respondents commented that without significant planning, consideration and investment in transport, Scenario 2 is unlikely to be feasible. The majority of these comments related to public transport, including general public transport, buses, trains and rapid mass transit. The anticipated benefits of investment were around the reduction of congestion and carbon emissions, both considered significant issues. A moderate number of

respondents recognised the importance of providing for pedestrians and cyclists, including a connected, separated cycle network and pedestrianisation of inner city areas and suburban centres. A moderate number of respondents sought investment in roads to improve vehicle flows.

- A substantial number of transport comments specifically focused on facilitating mode shift away from unsustainable private vehicles to sustainable options such as walking, cycling, public transport and electric vehicles.
- A substantial number of respondents commented on a wide range of topics regarding community development. A moderate number focused on the need to develop physical infrastructure such as community hubs. Some extended these comments to state that the focus should be on fostering community development.

What was opposed

- A large number of respondents opposed Scenario 2's provisions for development in character suburbs and changes to pre-1930's character protection. The majority of comments discussed the need for protection of central suburbs in order to retain their character, look and feel. The main reasons for the protection of specific suburbs and areas was negative changes to the identity and appeal of Wellington and because it would be detrimental to tourism.
- A moderate number of respondents were generally opposed to intensification in suburban Wellington. Overall these comments favoured less rather than more growth.
- A considerable number of respondents made general statements opposing Scenario 2.

WHAT SCENARIO 2 SURVEY RESPONDENTS SELECTED

OVERALL AGREEMENT WITH THE BALANCE OF SCENARIO 2

The chart below presents overall agreement and disagreement with the balance of Scenario 2.

Survey respondents were asked: **Overall, do you agree the suburban centres scenario balances trade-offs well for Wellington's future?** (select one option)

In total, 1,307 people answered this question.

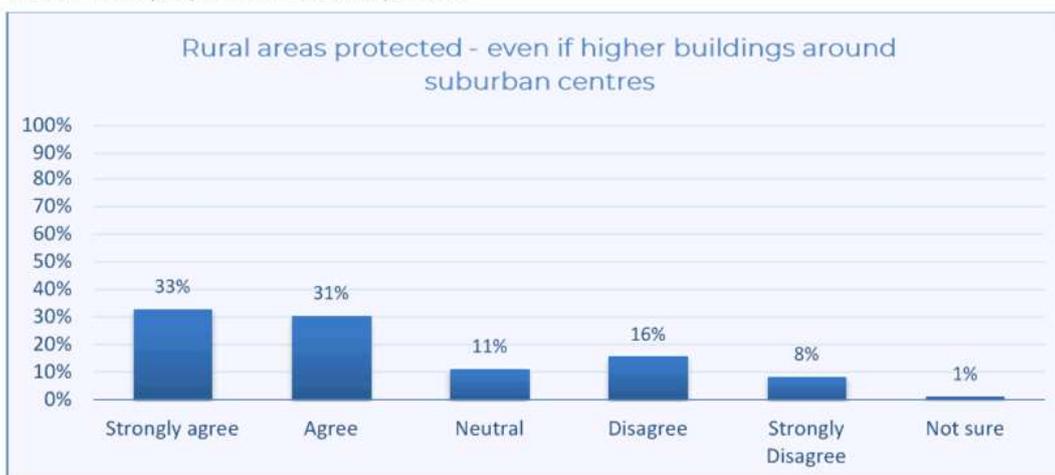


Overall, the majority of respondents agreed that the Suburban Centres Scenario balances trade-offs well for Wellington's future – 66% (865) of respondents agreed or strongly agreed, whereas only 16% (203) disagreed or strongly disagreed.

AGREEMENT WITH RURAL AREAS PROTECTED EVEN IF HIGHER BUILDINGS AROUND SUBURBAN CENTRES

Survey respondents were asked to agree or disagree with the statement: **I support protecting rural areas even if it means higher buildings around suburban centres.** (select one option).

In total, 1,296 people answered this question.

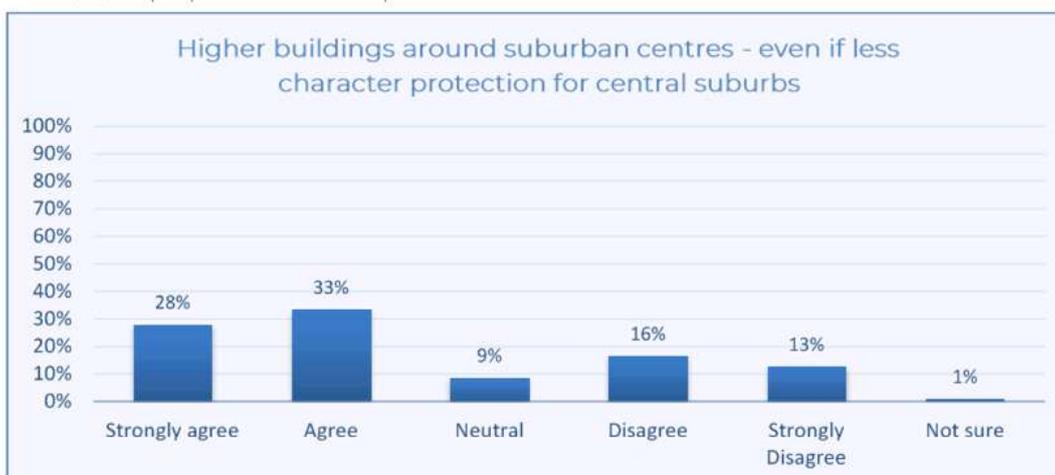


The majority of respondents agreed with continuing to protect the character of central city suburbs, even if it means less people can walk and cycle to work. In total, 64% (823) of respondents agreed or strongly agreed, whereas only 24% (311) disagreed or strongly disagreed.

HIGHER BUILDINGS AROUND SUBURBAN CENTRES EVEN IF IT MEANS LESS CHARACTER PROTECTION FOR CENTRAL SUBURBS

Survey respondents were asked to agree or disagree with the statement: **I support higher buildings around suburban centres even if it means less protection to the character of Newtown, Mt Cook, Mt Vic, Thorndon, Aro Valley and Berhampore.** (select one option)

In total, 1,312 people answered this question.

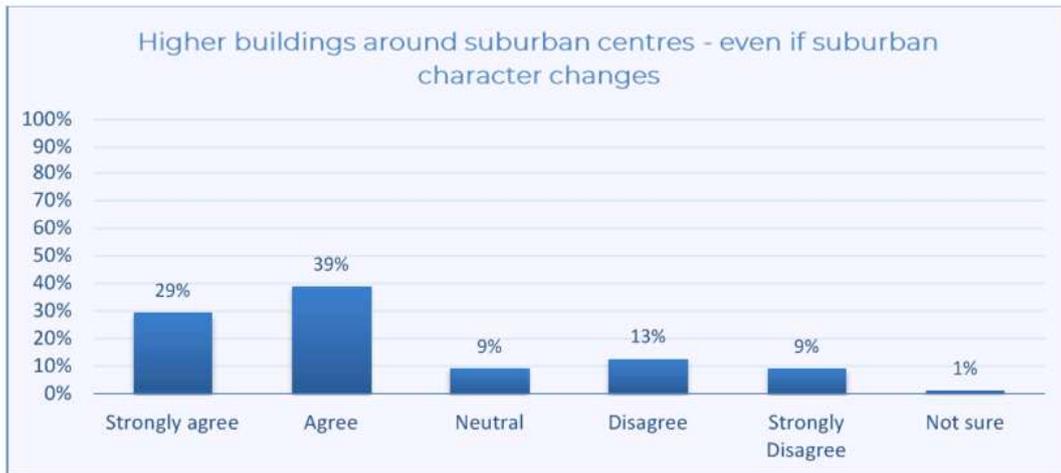


The majority of respondents agreed with higher buildings around suburban centres even if it means less character protection for central suburbs. In total, 61% (805) of respondents agreed or strongly agreed, whereas only 29% (382) disagreed or strongly disagreed.

HIGHER BUILDINGS AROUND SUBURBAN CENTRES EVEN IF SUBURBAN CHARACTER CHANGES

Survey respondents were asked to agree or disagree with the statement: **I support higher buildings around suburban centres even if it means changes to the character of the suburb.** (select one option)

In total, 1,312 people answered this question.

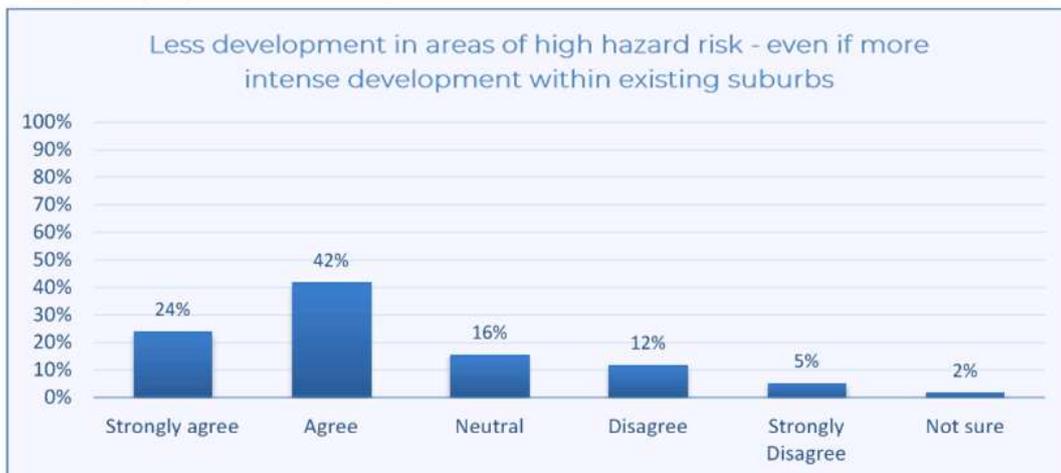


More respondents agreed than disagreed with higher buildings around suburban centres even if suburban character changes. In total, 68% (894) agreed or strongly agreed whereas only 22% (284) of respondents disagreed or strongly disagreed.

LESS DEVELOPMENT IN AREAS OF HIGH HAZARD RISK EVEN IF MORE INTENSE DEVELOPMENT WITHIN EXISTING SUBURBS

Survey respondents were asked to agree or disagree with the statement: **I support less development in areas of high hazard risk, even if it means more intense development within existing suburbs.** (select one option)

In total, 1,312 people answered this question.

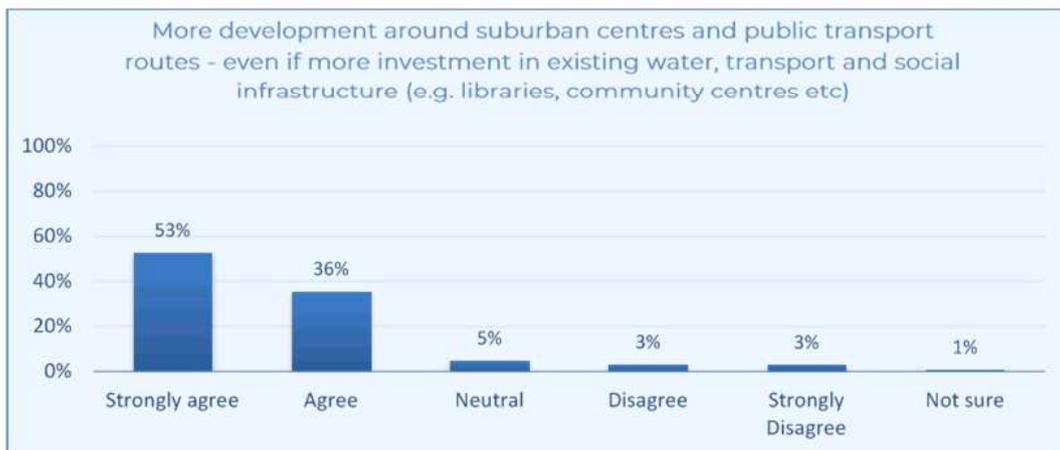


The majority of respondents agreed with less development in areas of high hazard risk even if it means more intense development within existing suburbs. In total, 66% (862) agreed or strongly agreed whereas only 17% (224) of respondents disagreed or strongly disagreed.

MORE DEVELOPMENT AROUND SUBURBAN CENTRES AND PUBLIC TRANSPORT ROUTES EVEN IF MORE INVESTMENT IN EXISTING WATER, TRANSPORT AND SOCIAL INFRASTRUCTURE (E.G. LIBRARIES, COMMUNITY CENTRES ETC)

Survey respondents were asked to agree or disagree with the statement: **I support more development around suburban centres and public transport routes, even if it means more investment in existing water, transport and social infrastructure (e.g. libraries, community centres etc).** (select one option)

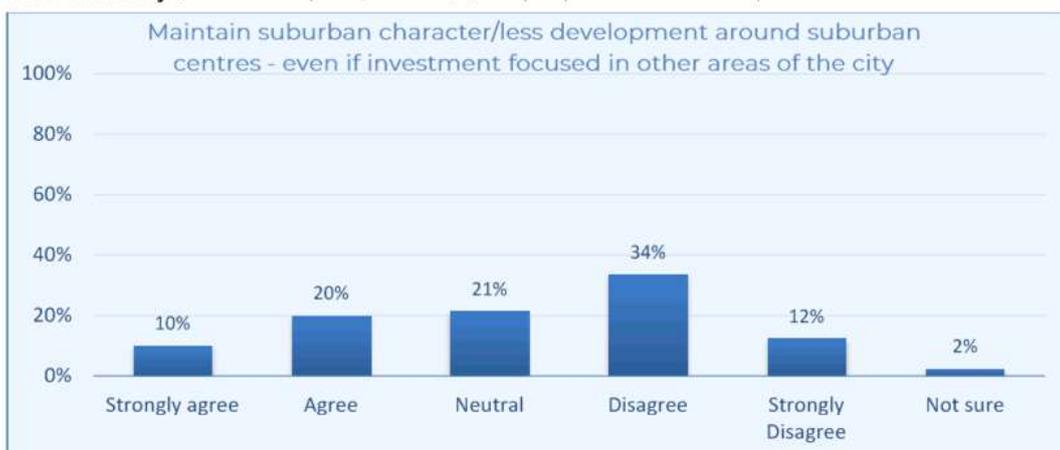
In total, 1,315 people answered this question.



The majority of respondents agreed with more development around suburban centres and public transport routes even if it means more investment in existing water, transport and social infrastructure (e.g. libraries, community centres etc). In total, 88% (1161) agreed or strongly agreed whereas only 6% (80) of respondents disagreed or strongly disagreed.

MAINTAIN SUBURBAN CHARACTER/LESS DEVELOPMENT AROUND SUBURBAN CENTRES EVEN IF IT MEANS INVESTMENT FOCUSED IN OTHER AREAS OF THE CITY

Survey respondents were asked to agree or disagree with the statement: **I support maintaining suburban character/less development around suburban centres, even if it means focusing investment in other areas of the city.** (select one option). In total, 1,307 people answered this question.



The majority of respondents disagreed with maintaining suburban character/less development around suburban centres even if it means investment focused in other areas of the city. In total, 46% (601) disagreed or strongly disagreed whereas only 30% (394) of respondents agreed or strongly agreed.

SURVEY RESPONDENTS' COMMENTS ON SCENARIO 2

COMMENTS SUPPORTING SCENARIO 2

1726 COMMENTS

City outcomes

Suburban intensification

200 Comments

A very large number of respondents supported Scenario 2 because of its focus on suburban intensification. Of these responses, a large number of people agreed that higher density living (including high-rise buildings) could be supported in existing suburbs, with some areas favoured over others (see specific suburbs discussion below). A considerable number of these comments simply supported higher density, building up instead of out, or higher more intensive dwellings.

A sizeable number of people commented they prefer medium density building over high-rise developments. Several people simply mentioned medium density as the reason they liked this scenario whilst others went into more detail. The following were typical of the comments received on this topic:

reduces the number of people living in highrise blocks

Suburban centres can have medium density housing but not high density ones.

Several people commented that medium density housing was a 'stepping stone' to further intensification in the future as it allowed people to get used to the idea of living in closer proximity to their neighbours. It would also allow for some character to be maintained in the inner suburbs, as medium density housing was perceived to be less intrusive. As one person said:

I think there's a real opportunity here to build some very modern well designed town houses/medium density options that could blend well with character buildings that remain and this would create a leading city blending the old with the new.

Several respondents commented that they preferred this scenario over Scenario 1 because they did not want to see the CBD to be 'overpopulated'. As one person said:

This is best for growth and resilience. It also allows for keeping good mix of open spaces (parks, playgrounds) or connection with (outer) town belt, whereas jamming everyone into central city would not allow this. It's not enough to have people live densely, they need nice places to be when they go out the door.

Hazard management and safety

163 Comments

A very large number of respondents supported Scenario 2 because they believed it reduced risk to the CBD in a hazard i.e. development will be focused in lower-risk areas. A sizeable number of respondents did not specifically mention the type of hazard this scenario avoided, instead they spoke of liking this scenario because it is a lower hazard risk; less risk to life; less people in high risk areas or more resilient. A small number of people compared this scenario to the others and concluded that this one carried less risk. As one person assessed:

It is less risky from a hazard perspective by spreading the population over a larger area and decreasing the need for high rise buildings more prone to large scale damage, while still not developing new areas and causing further environmental damage

A moderate number of respondents mentioned that they supported this scenario because it would help build the city's resilience to climate change. They said that adaptation to climate change would require lowering the city's carbon footprint and mitigating the effects of rising sea level.

The Onslow Residents' Community Association made this comment in respect to hazard mitigation:

Although this scenario would be more expensive than scenario one, it is the direction we should move towards if we are to minimise the disruption caused by major emergencies such as

earthquakes and sea level rise. In an earthquake many areas could be cut off so it would be sensible for suburbs to be more self-sufficient.

Reducing risk from earthquakes was mentioned by several respondents when discussing what they liked about this scenario. They said that less focus on increasing the density in the CBD via high-rise buildings was appropriate given the risk of a large earthquake. They also mentioned that development in this scenario did not appear to focus on areas at risk from liquefaction. As one person opined:

It means it's forward thinking - we know the cbd is at risk or the sea level rising, earthquakes and tsunamis etc. It doesn't make sense to continue building in the area unless the risks are completely mitigated.

Infrastructure

106 Comments

A large number of respondents supported Scenario 2 because of its focus on improving existing infrastructure. Comments were often simple statements such as “better use of existing infrastructure” or “more focus on infrastructure”. Several respondents talked about how investing in existing infrastructure would make the city more resilient and was a better use of rate payers’ money. The following comments are consistent with the thoughts of others on this topic:

I like that it makes use of existing suburbs and proposes infrastructure upgrades to these suburbs which are probably needed anyway. I strongly agree with this approach.

I also like the acknowledgement that wastewater would need an upgrade in this scenario. I am aware that our wastewater network is incredibly antiquated, with around 50% of pipes in the Wellington network pre-1900 (these do not need character protection either). I am also aware of the incredibly large proportion of the city budget spent on maintaining wastewater. If greater density of suburban and inner-city housing is the excuse we need to do a proper overhaul and provide Wellington with a functioning wastewater system, then bring it on.

I believe this would also increase the cities overall resilience due to the necessary investment in infrastructure and public transport that would be required

Discrete suburbs

105 Comments

A large number of respondents supported Scenario 2 because of the focus on developing existing suburbs. Comments emphasised the importance of developing suburbs that were distinctive and catered for residents needs so that they would not have to travel great distances to get what they wanted. One respondent described this in depth:

Great though the central city is, we also want alternatives to the city centre sometimes, and it is wonderful to have a good selection of cafes, shops and other facilities just a short walk away. This is especially important for groups such as the elderly, new migrants, single parents etc. who may be struggling with feelings of isolation - it is easy to disappear and become anonymous in the central city, but you can build up a rapport with local shopkeepers in the suburbs.

Respondents liked the idea of suburbs where people lived where they worked and played. The creation of vibrant communities through densification and economic investment would enhance the city’s reputation and encourage more people to live in the suburbs. The following comments are representative of the majority of comments made on this topic. People stated:

Development of villages with different characters.

I think the suburban centres are one of the best things about Wellington, I love that each suburb has its own little hub with food outlets and shops. To lose that would be a real shame, but by having more people living closer to them then their ongoing viability will hopefully be ensured.

Compact city

90 Comments

A sizeable number of respondents supported Scenario 2 because it would keep Wellington's footprint compact and did not encourage urban sprawl beyond existing boundaries. The Newton Residents Association made the following points in support of this scenario:

In general terms we agree that as Wellington grows the 'zero carbon Capital' goals will be best met by avoiding urban sprawl and increasing housing density in the existing city and suburbs. In the future, electrified public and private transport might well reduce the emissions involved with commuting, but even so, rural land is best used for open space, food production or tree planting. We also value the vitality of a compact well connected city.

A considerable number of respondents mentioned that they favoured this scenario because it reduced urban sprawl.

Economic outcomes

69 Comments

A substantial number of respondents commented on favourable economic outcomes as a result of the implementation of Scenario 2. Three quarters of the comments spoke of how densification of housing and population in the proposed suburban areas would stimulate economic activity and create more economically viable suburban hubs. The following comments were similar to others made on this topic.

I also like bringing more people to the suburban centres, which will increase the economic activity in those areas.

I like the opportunity to strengthen the development of alternative centres to the CBD. This seems to me to provide more possibilities for community development and for these areas to become more viable spaces for various business, entertainment and service options to develop

More people living in the hub of the centres should make them more economically viable,

A small number of people commented on the economic benefits of using existing infrastructure while a couple of people mentioned that there was an economic gain to be had by increasing populations in areas that were less prone to hazards e.g. lower insurance premiums.

Specific Suburbs

62 Comments

A substantial number of respondents mentioned individual suburbs when commenting on what they liked about Scenario 2. The most frequently mentioned suburb was Newtown with a considerable number of respondents indicating that the suburb could easily cope with further densification. A small number of people mentioned that the housing in Newtown was currently sub-standard and they would tolerate older houses being replaced with new developments. As one person said:

What's the character of Newtown? Damp old houses? That's nothing that needs to be preserved! Build proper houses that are modern and we'll insulate - make that the new character of Wellington

Southern Cross Hospitals were in favour of an increase in density in Newtown for a number of reasons. One of these is because:

High to medium density residential development should also be encouraged in Newtown due to its proximity to the CBD. This enables a greater number of people to have efficient access to: their places of work; goods, services, community and entertainment; and, public transport networks.

A small number of respondents commented on the other 'character' suburbs mentioned in this scenario and said that they did not mind further densification in these areas. Several respondents also mentioned the suburbs of Berhampore and Kilbirnie as appropriate suburbs for further development. As one person said:

I like the idea of intensifying the central city and Newtown, Berhampore, and Kilbirnie, ONLY. It makes sense to intensify Newtown, Berhampore, and Kilbirnie as there are quite a few examples of

this level of density already. Additionally, these suburbs are in close proximity to town centres and public transport.

Johnsonville was mentioned by several respondents as a suburb that would benefit from further development and this was what they liked about Scenario 2. Development of other northern suburbs such as Tawa, Crofton Downs and Linden were mentioned by a few people as a reason why they liked this scenario. Stride Property Limited submitted that:

(a) Johnsonville is the only existing sub-regional centre in Wellington City. It is the only suburban centre that meets the requirements of the metropolitan centre zone in the National Planning Standards, as an area "used predominantly for a broad range of commercial, community, recreational and residential activities" and it is the "focal point for the sub-regional urban catchment". This is supported by the Beca Report, which shows Johnsonville expanding the most of any suburb to meet the needs of population growth for the higher population growth scenario.

Development in the suburbs of Karori and Brooklyn were mentioned by a small number of respondents as a reason why they liked this scenario. As one person said:

Upgrading suburban centers (eg Karori, Brooklyn), which are lower risk areas that would benefit from investment and facilities.

Public amenities

52 Comments

A substantial number of respondents liked Scenario 2 because of its promise of more suburban public amenities. Public amenities included: green/open space, medical centres, schools, recreational facilities, playgrounds, community centres and libraries.

Several people did not define which public amenities they were referring to in support of this scenario, instead, using words such as 'public facilities', 'community spaces', 'community facilities' or simply 'public amenities'. A couple of people mentioned that this scenario would maintain visual amenity such as views of the hills and "Wellington's character".

Population shared between suburbs

41 Comments

A considerable number of respondents liked Scenario 2 because they said that it spread the expected population growth around the suburbs. In nearly all of these comments, people simply said that it 'spread growth', 'spread development' or 'spreads the population out'. A few people explained why they liked spreading the population across suburbs, including: because spreading out the population could create multiple active communities; it would take the pressure off the CBD; it would allow people to experience the best of both worlds, and that studies show a de-centralised city was more environmentally friendly. One person commented on how population spread would relieve pressure on housing, transport and infrastructure in the CBD. They said:

Density and pressures on housing, transport, infrastructure are spread across Wellington, not entirely focused on the central city.

Balanced development

41 Comments

A considerable number of respondents supported Scenario 2 because they thought it was a balanced approach to density, character loss, hazard risk or development across a range of suburbs.

A moderate number of respondents liked this scenario because they thought it balanced character with density. As one person commented:

I like the balance of character protections with contemporary urban spaces in this plan. Heritage areas are great, but in areas such as Newtown and northern Aro Valley have many ancient houses which have been neglected for decades and are cold, damp etc. Providing impetuous for change in some of these places would improve wellbeing for the large student and youth population in these areas.

Several respondents mentioned that they liked this scenario because it spread development across the existing city boundaries which would be good for everyone, not just a few areas or the CBD. As one person stated:

Balanced approach. Not everyone will be able to live in the city (or want to), and this option accommodates a growing city. More space for large families etc

Several respondents supported this scenario because it allowed for a balance of density i.e. low, medium or high-density buildings. As one person said:

Mix of town houses and apartments gives better range of housing options than scenario 1

Mixed-use development

28 Comments

A considerable number of respondents said that they supported Scenario 2 because they liked the idea of increasing mixed-use development in the suburbs. Several people drew a direct link between an increase in housing and an increase in business opportunities, which would in turn create suburbs that were vibrant and pleasant places to live.

As one person said of their experience of living overseas:

Medium rise neighbourhoods are great places to live. I have experienced this overseas. Suddenly it's profitable for service businesses to operate because the density of customers is there, and conversely more amenities become available within reach

Whilst others talked about the benefits of commercial and residential building being beside or built on top of each other. As one person stated:

These buildings can also provide ground floor shops, community services, shared office spaces for people to work from, the benefits go on and on.

Another person talked about the impacts mixed development would have on travel into the CBD. They stated:

If the development includes creating shared office space and other business opportunities, building up suburban centres will encourage people to live and work closer to home, and hopefully reduce the need to travel to the CBD every day.

Environmental outcomes

24 Comments

A moderate number of respondents supported Scenario 2 because they considered it to have better environmental outcomes than the other scenarios. Environmental benefits included: lower carbon emissions from investment in public transport and leaving rural areas for growing food and being 'natural' and 'green'. As one person said:

This scenario has the best balance of concentrating growth in the inner suburbs and city centre which is good for achieving the zero carbon city goals, reducing use of cars, and protecting the environment the surrounds the city. Big new suburban developments on the fringes of cities very rarely meet the diverse needs of the growth and generate a lot of environmental and cultural disadvantages.

Sustainability

24 Comments

A moderate number of respondents supported Scenario 2 because they considered it sustainable or allowed for sustainable suburban development. The Wellington Youth Council proposed:

Youth Council believes that the benefits of scenario two offer the most promise for Wellington City Youth Council when planning for growth. The main benefits of scenario two are its commitment to sustainable growth, its ability to facilitate diverse and mixed-use urban form, and its potential promote strong communities.

Rural development**21 Comments**

A moderate number of respondents supported Scenario 2 because it did not include development in rural areas such as Ohariu or extending existing greenfield developments. Comments ranged from direct comments about the need to protect rural land and reducing urban sprawl, to prioritise the protection of rural land over character loss in the inner suburbs. The submission from Environmental Reference Group for example argued:

More sprawl is also not the answer, even to natural hazards. It simply makes everything harder to manage, and increases the costs of infrastructure and risks to natural systems.

Another respondent stated that they liked Scenario 1 because:

This scenario protects Rural Wellington and concentrates on further development/completion in already incomplete suburbs.

Transport**Public transport improvements****123 comments**

A large number of respondents expressed support for Scenario 2 because of the benefits to public transport. This was typically stated in simple terms such as “increased public transport”, “public transport investment” and “public transport is crucial”. The general sentiment of these comments was a suburban focus on development would take advantage of the current transport system, as well as increase uptake and create opportunities to expand and improve the existing public transport network. These respondents supported intensifying development in existing suburbs, as they are located close to the central city, with easy and efficient connections into town. The following quote was typical:

I like that it allows us to take advantage of (and improve!) current transport corridors and public transport systems without heavy investment in new transport corridors with the associated environmental costs

It was noted that, under this scenario, increasing development around transport hubs will support access to public transport, thereby encouraging uptake and reducing the need for private vehicles. As mentioned in this quote:

It focuses development where there is generally already development, bus routes and infrastructure. Hopefully it might reduce the number of people who feel they need cars. We need to find ways to encourage more people onto buses, especially regular work commuters into the inner city.

Respondents also supported a stronger focus on improving the public transport system, noting planning for public transport will be easier under this scenario. Investment in public transport was sought to expand and improve connections, which were considered beneficial for fostering a cleaner and more efficient network. Overall, development that prioritises public transport was viewed favourably for its contribution to reducing private vehicle use; decreasing emissions, and supporting easy and efficient movement throughout the city. This sentiment is best reflected in the following quote:

This is by far the best of the four scenarios. Increasing density in suburbs which are close to the city that can be well served by public transport is essential for a number of reasons. It offers an opportunity to reduce, or at least, slow increases to Wellington's carbon emissions, air pollution and traffic congestion issues.

General transport improvements**108 comments**

A large number of respondents supported Scenario 2, believing it would lead to general transport improvements. Comments under this topic reflected those discussed above under Public transport improvements but suggested the scenario would be beneficial for all transport modes. These respondents noted the scenario encourages intensification in areas close to the central city; allowing for

easy and efficient access for commuters, and opening opportunities to plan for and strengthen transport links, as noted in the following comment:

The suburban centers discussed in the scenario are all close to the city so the transport problems should be greatly simplified

The compact urban form in Scenario 2 was supported by these respondents, who suggested this allows for the efficient use of existing transport infrastructure. Respondents noted, however, that future investment in transport should prioritise modes that discourage cars, thereby reducing congestion and associated carbon emissions. The following quotes were examples of this:

efficient use of infrastructure, encourages carbon reduction by minimising suburban sprawl, density along transport spines

This scenario has the best balance of concentrating growth in the inner suburbs and city centre which is good for achieving the zero carbon city goals, reducing use of cars, and protecting the environment the surrounds the city.

Comments from the Greater Wellington Regional Council reflected similar sentiments regarding transport. They expressed support for compact development as it “implements the region’s urban design principles”.

The suburban focus was supported by respondents favouring access for residents to local services and neighbourhood amenities. It was noted that this would reduce the need for travel, leading to reductions in congestion and emissions, and a generally improved quality of life. The following quotes best summarise this idea:

Getting strong suburban centres with local populations shopping & working and schooling nearby without the need to travel to the inner city or other centres. I.e. reducing traffic / reliance on travelling by reducing long trips.

Focusing on suburbs mean people have access to services and entertainment close to home instead of having to go to the CBD which will limit transportation

Active transport improvements

36 comments

A considerable number of respondents supported Scenario 2 for its benefits to active transport. The majority of these respondents favoured a compact urban form, which they believed would lead to a more walkable and cyclable city. Respondents valued having services and amenities within walking and cycling distance and supported investment in active transport connections. The following quotes best describe these ideas:

keeping city compact, walkable everywhere, less cars on road.

Having amenities within walking distance will reduce reliance on fossil fuels and foster sense of community while improving traffic problems.

Encourages low commutes and public transport/walking/cycling.

Community

Community development

141 comments

A large number of respondents discussed community development. Of these comments a substantial number of respondents stated that Scenario 2 will foster community hub/centre development, business opportunities and bring more services and shops to the suburbs. Respondents also supported increasing population density and upgrading community facilities and infrastructure, as stated in the scenario description. As one respondent commented:

I like the opportunity to strengthen the development of alternative centres to the CBD. This seems to me to provide more possibilities for community development and for these areas to become more viable spaces for various business, entertainment and service options to develop

A considerable number of comments argued that Scenario 2 will create and strengthen communities in the suburbs. Comments discussed the strengthening of communities in the context of creating, strong, closer, resilient and diverse communities or having suburbs that fosters community or has a community feel. In several of the comments the creation of community was related to the provision of the development of community infrastructure and amenities or businesses. The overall sentiment of the comments is depicted in the following quotes. The final quote is from The Wellington City Youth Council:

I love the idea of multiple strong suburban communities that can create areas of great character and support local enterprise. We already have suburbs in place - let's make them better!

We like developing infrastructure in the suburbs which builds community resilience and opportunities for connection

Youth Council emphasises the need to develop and maintain high quality facilities and public spaces to foster a sense of community and allow residents in dense areas to have green space.

The ability of Scenario 2 to increase vibrancy in the suburbs was discussed by a moderate number of respondents. Vibrancy was often related to the increased density of population in the suburbs. Growth in these areas was linked with the ability to create more vibrant communities, town centres and hubs. As one respondent commented:

I think, if it is done VERY carefully, then further development of existing residential areas could greatly enhance the existing character that these places have, making them vibrant hubs with a strong community feel and with an environmental and sustainable living focus.

Several comments outlined the ability for Scenario 2 to increase suburban liveability, quality of life and overall lifestyles of its residents. The majority of the comments linked increased liveability and lifestyle outcomes to the provision of community infrastructure, services or good design. The following comments outline the majority of respondents' opinions:

Bringing people together around existing centres is a good start. Great modern design and materials can make more liveable spaces with access to public amenities.

It just makes sense from so many vantages - higher quality living for residents, good economic opportunities for these suburban centres local shops, better public transport, close to the city etc.

Residential housing

Some character loss tolerated

58 comments

A substantial number of comments in support of Scenario 2 conveyed the sentiment that protection of character was in some cases misguided, or that preservation of character "had gone too far". In these comments, people made the point that some character housing and character areas would benefit from modernisation, and that their contribution to Wellington was minimal.

In several cases, comments reflected a pragmatic view, i.e., people recognised that higher density was a necessity, and they envisaged that with sensitive design this could be achieved in character areas with minimal impacts. The following comment reflects this view:

Some character areas could be preserved, others sympathetically modernised. We can't live in a museum.

However, in the majority of cases, respondents emphasised that character housing was in many cases rundown, cold, damp and potentially dangerous. Relatedly, people drew attention to the age of the character housing by stating a preference for modern, new or better housing. Additional negative aspects of character housing included the negative health impacts on the people who rent or own them. One respondent stated:

Stop caring so much about the 'character of the neighborhood', most suburbs like Berhampore look like turn of the century slums anyway.

Our 'character areas' have low quality housing that needs to be replaced

A small number of respondents simply stated that they did not find character housing visually appealing. An additional small number of people rejected that character arises from the built environment. They stated instead, that it is the people and communities who live there that make an area characterful.

The following comment reflects the variety of points made in these comments:

*What's the character of Newtown? Damp old houses? That's nothing that needs to be preserved!
Build proper houses that are modern and well insulated - make that the new character of
Wellington*

Character protection

51 comments

A substantial number of respondents commented on the protection of character housing as something they supported in Scenario 2.

Half of these comments were in support of Scenario 2 for the accommodation of growth that it offers, in conjunction with the protection of character in the inner city. People supported the retention of character and viewed Scenario 2 favourably for this reason. The following comments reflect this:

*There is opportunity to intensify around urban centres without destroying the character
Closer to getting the balance right with retaining our character.*

The Greater Wellington Regional Council supported this scenario, and commented that it:

*...retains levels of built character and history which are a trademark of a city which has
traditionally retained and renovated housing stock (as evidenced by the large numbers of 1890-
1909 houses in the stock take).*

The remaining half of these comments, a moderate number, were in relation simply to Scenario 2's ability to protect character areas. The majority were succinct, with the following comment an example from a respondent who offered additional information:

*I like the protections for the character of area, I would be so sad if developers just tore threw
everything to make a quick buck, especially since they don't stick around long enough to deal with
defects that might come along a few years down the track.*

Residential building choice

46 comments

A considerable number of respondents supported the potential for increased housing options they saw in Scenario 2. A variety of words and phrases were used to describe the types of housing they wanted developed, including: medium-density housing near the CBD; a good balance of high and medium density; good mix of housing and distribution; improving choice of housing types; and, a greater range of housing.

When respondents gave more information, they frequently cited different living situations of various households and their differing needs in terms of space, proximity to city, and transport uses. For example, one person noted that with a variety of housing types in the same area:

*...ageing populations can downsize & stay in their local communities allowing families to buy
larger properties*

The Youth Council and the Urban Habitat Collective supported Scenario 2 for the increase in residential housing choices that it offers. The Youth Council submitted that the mixture of housing types Scenario 2 offers would "facilitate diversity and inclusivity". The common thread amongst these comments was that people valued the idea of there being a range of options available, and the following comment shows:

*More opportunities for a range of development styles and scales and types, by a wider range of
developers*

Building heights**28 comments**

A considerable number of respondents made comments on the height of buildings. Several of these supported high-rise buildings, simply stating: increase heights; high-rise buildings, and that raising the building heights makes sense.

Several people also stated that they supported higher buildings or townhouses in the suburbs. These comments emphasised the utility of housing more people close to the centre. A few people supported suburban houses up to four storeys high. A couple of respondents said that up to six storeys would suffice. The following respondent supported four storey developments:

*I think max 4 story boillings in city and suburban areas can be appropriate, design dependant.
Suburban areas can definitely take some of these.*

A small number of respondents were critical of high-rise buildings, labelling them “an eyesore”, and foreseeing issues with them resulting in “poor housing outcomes”.

Affordability**23 comments**

Affordable housing was an aspect of Scenario 2 that a moderate number of respondents stated they liked. Around half the respondents made the point that in Scenario 2, that there was a need for affordable housing. The majority of comments were short and linked increased density in the suburbs with increased affordability.

More density in the suburbs helps housing affordability and will help make transport more affordable.

One respondent made a comprehensive comment on this topic, included below:

Building denser housing, done right, in the existing suburbs will also provide the most opportunities for affordable housing as land and construction costs would be cheaper without the constraints the CBD has. But this needs to come alongside with a commitment from the council to mandate affordable (actually affordable ~\$300-400k) housing be provided in new developments.

Building standards**21 comments**

A moderate number of people emphasised the importance of residential housing developments being of a high standard. There was concern that housing should be: well-designed; healthy; use “new technologies” to improve resilience; warmer; and, generally of a high or good quality. These ideas are seen in the following comment:

A chance to renew some of our old, poor quality housing stock, with something more contemporary (warmer, healthier etc).

Other topics**Scenario 2 is the best scenario****42 comments**

A considerable number of respondents stated simply that Scenario 2 was their preferred scenario. This scenario was described as: the best scenario; the most viable; the best outcome; better than the previous or other options; forward thinking; and, that it makes sense. For example:

I think this is my favourite scenario!

The Youth Council made the following statement:

After analysing the pros and cons of each of the scenarios, Youth Council came to the conclusion that scenario two was the option that members supported the most.

Additionally, Stride Property Limited and The Architecture Centre both submitted in favour of Scenario 2, in general and specific terms (specific points are included in discussion of topics throughout this report).

General support for Scenario 2**19 comments**

In response to the question “what would you improve or change about this scenario (2)?”, a moderate number of people responded with “nothing”.

A small number of people stated that this scenario was the best balance and did not elaborate further. A few people were relatively indifferent in their support, making such statements as “generally happy with it”, and “there’s not much I would change”. Others were more emphatic, for example, the respondent who sated their support by noting:

Stop nimbys stifling this development

General comments

4 comments

A small number of comments were general or unclear in nature. One was unsure, one noted that “not everyone has to go to the CBD”, and a couple noted support for growth generally (to accommodate increasing populations).

COMMENTS SUGGESTING IMPROVEMENT/CHANGE TO SCENARIO 2
1254 COMMENTS

City outcomes

Hazard safety mitigation

87 comments

A sizeable number of respondents proposed changes or had concerns about natural hazard risk in Scenario 2. Comments on changes that people wanted to see included: concern that not enough mitigation of hazards would be included in the final development proposal; there was not enough information given on hazards for people to make a decision; this scenario would only work if building standards were increased; transport hazards would be increased with more people in the inner suburbs; character would win out over hazard risks and poor people would be forced into areas that still carried significant hazard because of lower property values.

Several respondents commented that they would prefer density in one suburb over another because of natural hazards and suggested which suburbs should be favoured over another. Suburbs considered at lower risk for densification included Johnsonville and Hataitai. Suburbs that were identified as being too risky to intensify included Island Bay, Kilbirnie, Lyall Bay and Miramar. Generation Zero stated that:

Wellington has a unique and known hazard profile which needs to be accounted for in future development. Scenarios 1 and 2 need to be overlayed with sea level rise and liquefaction maps to ensure that development is incentivised in the most appropriate locations. We think you should reconsider Density 2 placement in suburban centers like Kilbirnie (Beca preliminary scenario 2) and place closer to Newtown- Island bay connection (similar for Miramar).

A considerable number of respondents commented on changes they would like to see in Scenario 2 with respect to climate change and changes in sea level. These included: include greenwalls and roof top gardens to help create cleaner air; move the CBD away from the coast line; prioritise climate change over retaining character in the suburbs; incorporate planning for climate change into the suburban scenarios and for the bulk of development to be in low risk areas.

A moderate number of respondents spoke about earthquake hazards and proposed that whilst they liked Scenario 2, they were concerned about development in high risk earthquake zones and building regulations that considered shaking, liquefaction and tsunami risk. The Onslow Residents Community Association proposed:

We would be supportive of increasing the maximum height of buildings in selected suburban centres to accommodate 4, 5 and 6 storey buildings providing the infrastructure is improved to allow this.

The number of storeys is to be determined by the terrain and contour of the site, health and safety considerations and not by the developers’ economic return. We should also be mindful of access to and provision of amenities like emergency services - police, fire ambulances and hospitals keeping in mind our risk of earthquakes.

Suburban intensification**79 comments**

A sizeable number of respondents who liked Scenario 2, commented on intensification of suburbs.

Of these, a considerable number wanted increased levels of intensification. This included such comments as: suburban centres need to be optimised; some high-rise in outer suburbs; higher more intensive dwellings closer to the CBD; and, a higher proportion of people in high density. The following comment is typical of many:

we need to adjust our idea of the quarter-acre dream, which is utterly unaffordable (and unappealing) to the vast majority of first-home buyers.

A considerable number of people wanted to see densification focused along transport spines. There was broad support for denser housing in close proximity to fast and effective transport lines, to better facilitate the movement of commuters and residents. The following comment was typical:

More densification along the transport corridors. Literally a border between low density suburbs and transport corridors, with up to 6 storeys in areas closer to the city.

A moderate number of respondents commented that they like the current compact nature of Wellington, and wanted the city to remain that way. They felt that any development in the suburbs should be undertaken in a way that did not contribute to urban sprawl. As one person said:

I think that using the principle of higher density buildings in suburban areas, and adding it to the principles of scenario 1, would help create more housing and encouraging sprawl less. However, suburban growth should be strictly limited compared to inner city growth

Several respondents who advocated for a compact city suggested there should be more high density buildings included in this scenario, whilst a few people commented that there should be more medium height buildings. A couple of people requested a balance of density heights and for the height of buildings to be decided on a suburb by suburb basis.

A few people commented that they were concerned that expansion in the suburbs would create a disconnection from the CBD and they wanted growth to be managed so that this did not happen. One person compared Wellington to Christchurch and said that:

But concern about sprawl and disconnect to the inner city. It would be sad if Wellington became like Christchurch in this sense.

Infrastructure investment**51 comments**

A considerable number of people commented on improvement and changes they would like to see made to Scenario 2 with regard to infrastructure. Respondents' suggestions for infrastructure change were varied and included: developers paying for services through reserves contributions; ensure infrastructure development was resilient and included new technologies and sustainable alternatives; improve public amenities as well as infrastructure and the cost of improving infrastructure under this scenario should be borne by all who use the services.

The Wellington Electricity Lines Company (WELL) were supportive of Scenario 2 and liked the opportunities it presented for WELL to upgrade existing networks; they did have the following concerns, however:

4.12 WELL seek that the Planning For Growth initiative effectively recognises that with any change in residential density there needs due consideration of all public benefit infrastructure capacity (i.e., not over emphasising only Council owned utilities) – and that subsequent upgrading of existing infrastructure will, in many instances, be required for load growth

4.19 Notwithstanding the fact that overhead and underground infrastructure (as well as zone substations such as the Newtown Zone-substation) are already established and operational across the City's suburban centres – WELL consider it vitally important that in order to continue to satisfy

demand in the wake of potential intensification, that development and maintenance of the existing network is realised and provided for in the District Plan Review Project.

4.20 Whilst assets and infrastructure corridors (i.e., transportation corridors) are already present in such urban centres, new cables and upgrades to existing conductors, support structures and substation facilities (i.e., transformers) will be required to accommodate load growth – with the expectation by WELL being that the District Plan will be accommodating to such activities, with unreasonable regulatory restrictions being removed from the notified version of the District Plan (i.e., robust provision for renewal, upgrading and maintenance works as permitted activities).

4.21 Similar to the above Scenario 1, residential intensification in suburban centres needs to be cognisant of existing network utility facilities and the avoidance of reverse sensitivity effects (i.e., visual, noise and amenity)

Development rules, development contributions

43 comments

A considerable number of respondents supported Scenario 2, but have concerns about development rules and regulations. They are particularly concerned that development will have negative outcomes if developers are allowed to operate within loose boundaries.

Respondents suggested a variety of options to ensure that development was undertaken for the public good and not profit. These include: stronger regulation around what developers could and could not do; developers contributing to the cost of services; stronger rules around building design and community development; adhering to the two dwellings per section existing right in character suburbs; using regulation to discourage land banking, and for the Council to produce clear guidelines about what can and can't be done with 'character properties'.

One respondent summed up the feelings of others with their comment. They said:

Caveat: have strong guidelines on building design and street design, don't let developers get away with the cheapest shxxxxxx build and ignore contributing to the neighbourhood. Medium rise can still have character and be nice, but it won't be if we cheap out on it.

Other rules and regulations that were suggested by respondents include: ensuring height limits were appropriate to the locale and geography; require universal design accessibility in housing developments; ensure 'good social outcomes' are included in development plans; include on site water storage and other 'off-grid' infrastructure in building standards; remove requirements for minimum parking to reduce car dependency and work with the character of heritage suburbs, not against them.

Open space development

41 comments

A considerable number of respondents supported Scenario 2, but commented that they would like to see the inclusion of more open/green spaces in the development proposal. Green space also included community gardens, recreational areas, pocket parks, more trees and communal spaces. People talked about how high-density developments required additional green space so that inhabitants remained healthy and had somewhere to interact. A couple of comments that summed up the thoughts of others, are as follows:

I think the character of a suburb relates to the community's sense of belonging. I'd support higher density building and infrastructure if these changes are designed to allow for strong community connections (parks, community spaces, funding for community projects, etc).

With any high density project, I would be careful to preserve or create green spaces - it feels much nicer to live in a place with colour and life than in a concrete block

I would add more small parks into the suburbs. Too much development discourages human interaction.

Greenfield and outer suburb development**30 comments**

For a considerable number of respondents, Scenario 2 was viewed as doing not enough to accommodate future growth. These people wanted to see growth in outer suburbs and rural areas as well as inner city densification. They stated that they supported growth in the following areas: all suburban centres; areas outside Wellington such as Makara, Johnsonville, Porirua, and the Hutt; more evenly spread across the city; and, emphasis on building new centres. As one respondent said:

Why do no plans consider spreading development across various suburbs of wellington (many which are closer) rather than making a few areas much worse (and potential slums). There is already pressure on schooling, doctors etc in these areas - how are going to improve that with increasing population in these zones?

Mixed-use development**25 comments**

There was support for mixed-use development from a considerable number of people. Mixed-use development was frequently viewed as a way to achieve greater population densities in the city without compromising peoples' choice regarding their places of work and employment. People frequently called for suburban amenities, green spaces, public spaces and commercial spaces to be located within or near residential spaces. The following comments are representative of many:

Promote denser mixed use zones around public spaces to improve vitality and businesses
Ensure there are more commercial office developments in suburbs to spread commuting needs

Central intensification**19 comments**

A moderate number of respondents wanted to see the inner city or CBD developed first, or to see that area more densely developed. Their rationale was that this was the most suitable way to accommodate growth given that more people work in the centre. While a small number wanted to see growth accommodated in both suburbs and the inner city, the majority of these comments simply advocated for increased intensification in the CBD. The following respondent highlighted the success of other cities in achieving this:

More inner city development. Look to Hong Kong and Singapore as high density examples

Another respondent simply stated: *"re-focus on inner city development"*.

Environmental outcomes**5 comments**

A small number of people stated they wanted the environment prioritised in Scenario 2. The protection, enhancement and rehabilitation of the environment was called for. This included sustainable urban design.

Other comments**5 comments**

Remaining comments on this topic were varied, with support offered for the following topics: land-pooling; leaving the inner city alone; capping growth; and, a holistic approach to growth.

Transport**Increased transport investment****193 comments**

A very large number of respondents made comments suggesting that without significant planning, consideration and investment in transport, Scenario 2 is unlikely to be feasible. The majority of these comments related to public transport, including general public transport, buses, trains and rapid mass transit. A sizeable number of respondents spoke of public transport generally, indicating efficient and reliable public transport must be provided to allow residents in suburban areas to easily move around and access other parts of the city. This was typically noted in simple terms with respondents making comments such as "more focus on public transport", "improve public transport", and "must be accompanied by good public transport planning". Those who went into detail generally supported public transport for the benefits of reducing congestion and carbon emissions, both considered significant existing issues in Wellington. The following comment is an example of this sentiment:

Why is it that car is king? We seem to dedicate as much space to roads as we do to housing. If we were serious about reducing emissions and car dependancy and improving quality of life we'd build on roads and improve public transport. instead we have roads being used as car parks with single file traffick holding up the buses, easily tripling travel times at peak hours.

Respondents were critical of the existing public transport system, describing it as unreliable and inefficient. The network was therefore described as needing significant improvement if suburban centres are to be adequately supported. As discussed in the following comment:

The public transport system can't cope now (and doesn't look to improve) or the schools in these areas, and would only get worse if you ram in more and more higher density houses, without a fully examined consideration of how to vastly improve public transport and essential services.

Several respondents specifically discussed buses, seeking a frequent and reliable bus service with dedicated bus lanes to efficiently move people throughout the network. As mentioned in this comment:

There would be more pressure on public transport, there should be lanes for bus only all the way to the CBD even if that means cars cant access some routes.

A small number of respondents criticised the current bus system and argued that, based on existing issues with the network, any additional suburban intensification is unlikely to be sufficiently serviced by public transport. One of these comments is presented below:

I would rather see intense development of the INNER city not the suburbs. Let's face it, promising good public transport around suburban hubs, seems very unlikely to happen given the terrible bus transport system we currently are having to put up with and that is not being changed inspite of public outcry.

A small number of respondents discussed trains, believing they play a critical role in the success of public transport. These respondents called for an improved rail service as part of suburban intensification, including more trains into the central city and extension into the eastern suburbs.

Rapid mass transit or light rail was supported by a small number of respondents who believed this is the best method of reducing congestion and efficiently transporting people into the city as well as crucial in shifting a focus from developing additional roads and highways. The recent light rail proposal through 'Let's Get Wellington Moving' was supported, with respondents noting Scenario 2 could be complimentary by intensifying development along mass transit spines.

A considerable number of respondents called for general transport improvements in Scenario 2 without specifying a mode. These comments typically made simple statements such as "transport" and "improved transport infrastructure", implying investment across all transport modes is necessary to ensure the feasibility the scenario. This was one more detailed comment:

Improving transportation connectivity between suburban centres and centre. This will allow the suburban centres to be part of the centre and more people can live and work close to their suburban centres reducing transport carbon emissions.

Active transport was mentioned by a moderate number of respondents. These respondents recognised the importance of providing for pedestrians and cyclists, including a connected, separated cycle network and pedestrianisation of areas in the inner city and suburban centres. Wellington was described as a walkable and cyclable city and these respondents suggested these modes should be prioritised as sustainable transport solutions.

A moderate number of respondents recognised the importance of providing infrastructure for cars. These respondents drew attention to existing congestion issues in Wellington and suggested intensifying development in the suburbs would simply add more cars to roads. Respondents called for enough roading to meet this expected increase in demand. A few drew attention to issues near Mount Victoria and called for development of an additional tunnel.

Several other comments were made relating to increased transport investment. One respondent called for greater penalties for those who choose to use private cars, including tolls and congestion charging. One was sceptical that intensification would be feasible in Karori given existing transport constraints. This included limited access and room for infrastructure such as bus lanes, rapid transit and cycleways. Another similar comment sought the removal of Berhampore from the scenario as the main road is too narrow. Alternatively, one respondent stated Tawa should be included as trains provide a good transport link. One stated suburban planning should include park and ride facilities. One other respondent called for Wellington to work with central government to protect transport corridors.

Finally, a couple of respondents discussed disability access. One sought provision of transport options for those who can't access cars. The other noted at times it is difficult for those with disabilities to access public transport and therefore expressed the importance of providing for some private vehicle traffic.

Transport mode shift

67 comments

A substantial number of respondents made comments supporting a mode shift to more sustainable transport options. The majority of these comments reflected those discussed above under *Increased transport investment* and called for provision of a variety of transport options that discourage the use of the private motor vehicle in favour of more sustainable options such as walking, cycling, public transport and electric vehicles. The following quote best summarises the sentiment of these comments:

The only way this vision will work is by drastically reducing our reliance on cars. Building more roads just leads to more cars filling them up. We have to get serious about making every route bike-friendly, making e-bikes accessible, welcoming bike and scooter share schemes, and most of all, public transport like light rail. If we nail that, I can't see any downside to building up the inner suburbs. Transport transition should be even more strongly emphasised.

Parking

15 comments

Car parking was discussed by a moderate number of respondents with opinions divided on whether parking in the city should be reduced or maintained as the city develops. While the majority of these comments supported a reduction in on-street parking and removal of parking, there was some contention surrounding the provision of parking for inner city residents as outlined in the following comment:

Providing for parking is already contentious. We wouldn't like open space taken up with carparks, but there may be an argument for a community/resident car-parking building that could be financed through a range of mechanisms. It would have to be balanced by removing some on-street parking and making streets more slower speed shared spaces and multi-use environments with street trees to compensate for the loss of trees due to intensification. Our streets should improve people's lives rather than their current limited role of moving vehicles through the suburb.

The following comment outlines the argument against parking:

While in general I support less parking spaces for people, this needs to be balanced with providing people with good public transport options as well as the ability to choose how and when people can drive etc. For example a 2 hour parking limit in the city centre during the weekends does not make any sense as most people go away for more than 2 hours (movies and shows usually run for longer than 2 hours), even going to lunch/dinner takes more time in some cases, and there are much fewer bus services running on Saturdays and Sundays. The practicality needs to be balanced with providing options

A few respondents called for more parking with one describing the current parking situation as "appalling", particularly for residents. One person simply stated parking should be considered from the beginning.

Other comments

7 comments

A small number of respondents made other comments related to transport. The Karori Residents Association supported using congestion charging to offset rates, believing this would reduce congestion; the need for public transport subsidies, and disperse jobs and households away from congested areas. Generation Zero favoured a compact urban form that integrates with a transport spine for mass transit and believed walking and cycling should be dominant in suburban hubs. This idea was also supported by the Greater Brooklyn Residents Association.

Community

Community Development

56 comments

A substantial number of respondents commented on a wide range of topics regarding community development.

Of these comments, a moderate number of respondents discussed the need for investment in sufficient, "good" and well-designed public space, community infrastructure and the development of suburban hubs and centres. The Karori Residents Association and Generation Zero submitted in favour of these sentiments, both stating the need for the provision of public spaces and facilities. Public spaces and infrastructure included: libraries, schools, open spaces, parks, shops, cafes and pubs, community centres and public areas. As one respondent commented:

There is a strong need in Wellington to enhance neighbourhood liveability by providing platforms for community interaction to take place ("third places"). Perhaps we need to look to the past to move to the future, and consider how things were before cars took over! Strong village centres with good local amenity (parks, shops, cafes and pubs) to support local communities and bring life and boost economy locally, while reducing reliance on the car and encourage walking, cycling or public transport use.

Several people noted 'design' as an aspect of suburban development. The word 'design' was used to represent two different facets of development. A small number of comments used design in the context of designing developments that are inclusive, accessible and focused on designing the development with a focus on fostering positive community development outcomes. A couple of respondents used design as an extension of general urban design and visual features. They wanted attractive community spaces that are visually appealing.

Discrete Suburbs

9 comments

Several respondents commented on considerations that should be made so that suburban residents are close to work, commercial and public spaces. A small number of the respondents believed that there should be provisions to allow people to work close to home or at home. This could be encouraged by including business growth in suburban centres; the development of business hubs, or encourage businesses to let their employees work remotely. Two thirds of these comments noted that the provision of work close to home or at home would reduce commutes to the city, congestion and carbon emissions. As one respondent commented:

I think as well that this scenario could encourage employers to provide flexibility for their workers, and allow working from home as an option to reduce pressure on early-morning and late-afternoon traffic congestion...

A similar number of comments supported the creation of mixed-use suburban hubs where there are a range of public spaces, amenities, services and commercial ventures near residential areas. Commenters included: Generation zero, the Greater Brooklyn Residents Association and the Environmental Reference Group. The Greater Brooklyn Residents Associations commented:

If we are expanding our suburbs it is important we allow mixed uses in the hubs of those areas to created vibrant communities where people can meet most or all of their day to day needs (think Newtown).

Residential housing

Balance character protection and development**208 comments**

A very large number of respondents wanted character areas better protected in this scenario.

They commented that character loss was not necessarily an inevitable outcome of development, and that this scenario could be amended to better protect some character buildings, or particular areas. The following comments echo this sentiment:

Further development in other less-central areas of the city doesn't necessarily mean a decline in suburban character is inevitable. We can enable growth in other areas without homogenisation.

It shouldn't be a trade off between character and growth, the growth designs could reflect the character of the areas.

It doesn't have to destroy the character of the inner suburbs.

Concern was expressed that the inner suburbs may lose their "village feel" with intensification. A common thread amongst the majority of the comments discussed under this heading was that character should be retained. They also said that attention should be paid to ensuring that development was sympathetic to the existing character.

A moderate number of people questioned the value of character, raising the issue of which character types or areas simply constitute "old" buildings, and which have more value for what they add to local amenity. They wanted to see 'good' character aggressively protected, and 'rundown' character homes retrofitted to create healthier, better looking homes, or replaced with higher density residential buildings. As one respondent said:

Karori, Kilbirnie, and some parts of New Town have no character to protect...the plan should be adapted in function of the suburb and not a one-fits-all type approach.

For several respondents, it was crucial that developers not be allowed unfettered access as there was a fear that developments will be cheaply produced, and with little amenity value. One person called for quality designers and architects to be involved. Another stated:

The "market" will not provide character with no restrictions, developers try to build as cheaply as they can.

Several ideas were offered as to how growth and densification could be achieved without compromising character. These included: building higher density housing "one street and more back"; for the removal of every pre-1930 building "destroyed", a minimum number of housing units are added; concentrating on developing suburbs with the least heritage value; affording added protection to key character areas; and, making new developments attractive parts of the streetscape. The following comment is an example:

Consider how you can really incorporate apartments and townhouses using clever design to not disrupt the character of these suburbs and gentrify the neighborhoods that home so many diverse cultural groups.

The Thorndon Society, Mount Cook Mobilised, Generation Zero, and the Newtown Residents Association submitted on Scenario 2, urging that character be retained and protected. Mount Cook Mobilised wanted an assurance that buildings adjacent to character buildings be regulated to ensure pre-1930s properties are not crowded out.

Building heights**110 comments**

Around half the comments about building heights were in support of restricting the heights of suburban building. The majority of these respondents either wanted to see maximum heights reduced to four storeys, or simply stated that six storeys was too high for suburban development. The following comments are representative of many:

I wouldn't want buildings to be any taller than 4-5 floors

Six stories is too high for most suburban centres.

There was concern that six storey building heights would irrevocably change the character of suburbs, where the “human scale” was currently valued. A few respondents requested that suburban development should not be more than three or two stories high. One stated that all new residential building should be required to be a minimum of two, but not more than three storeys.

A quarter of the comments about building heights offered by people in response to the question of what they would improve or change about Scenario 2, were in favour of restricting the height of buildings in the CBD. Respondents felt that 15 storey buildings were too high, an eyesore, hazardous, and potentially detrimental at the street level because of reduced availability of light and the creation of wind tunnels.

The remaining quarter of comments about building heights were in support of higher, or high-rise development to alleviate housing pressure. Several respondents simply stated that either high rise apartments should be built or mid-height apartments/townhouses in the suburbs. The following quote is one example:

Find the way to encourage home owners to get rid of old 1-2 level houses and build modern 3-6 level

In a small number of cases support for high-rise development was offered with the proviso that it was of a high quality, and that it catered to the needs of residents (i.e., by providing multi-roomed apartments or communal spaces within apartments). A few people argued that high-rise developments have a character of their own and can be attractive and liveable, if done well.

Building standards

84 comments

It was important for a sizeable number of respondents that effective design and high standards be a part of any development. The majority of comments on this topic expressed concern that poor design could lead to residential housing that is bland, unappealing, or unliveable. The comments reflected a vision for Wellington to have modern, well-designed, liveable and sustainable housing stock. In a moderate number of comments, people supported minimum design standards to ensure houses are warm, dry and “safe” to live in. The following comments are representative of many:

It also needs to be warm, dry and well-built - appropriate for families.

I'd like to see those buildings rented out kept to a higher standard, so those renting can be healthier and warmer, but i doubt that's under the councils jurisdiction

The liveability of apartments was raised as an issue for a moderate number of respondents. Of these, several noted the importance of apartments having natural light and views. In addition, existing apartment blocks were criticised for being under-resourced (including amenities such as gyms, pools, bicycle storage areas, and communal spaces). A few people stated that new developments should be accessible for wheelchairs. The following comment is about apartment living:

NZ apartment complexes are awful - apartments are ridiculously small, there are few services for people who live there

Several people commented on building design for hazard mitigation. They wanted new developments to be resilient. This was most often phrased in general terms, as the comment below shows:

From a disaster resilience point of view, any new developments should have be required to implement a higher building requirement to account for hazard risks of that particular suburb.

Those who provided more detail about hazards most frequently noted earthquakes and flood protection in comments.

Several people wanted to see sustainable or ‘green’ design. This included environmental aspects, green roofs, rooftop gardens, “water tanks for resilience”, and “Eco sustainable housing”.

Developers were negatively appraised by a small number of respondents. People displayed a level of distrust in developers and regarded the industry in need of regulating to ensure minimum standards are met.

Residential building choice

49 comments

A considerable number of respondents supported Scenario 2 but highlighted the need for it to provide a mix of housing options for people. In some cases, this was noted in the context of heritage preservation (discussed above), but also emphasised that range and choice were important for Wellingtonians:

We will always need a variety of accommodation types to suit different needs of the community and developers tend to focus on the best return. We need to ensure the right balance actually happens

Respondents were broadly in favour of there being a range of housing options available in the implementation of this scenario. The option for people to have a suburban home, with some space, was valued by several respondents. These people wanted to see growth accommodated in a way which allows this type of living to remain. One respondent preferred this scenario's retention of some single storey dwellings as it is what "NZers are used to".

Co-housing was mentioned by a small number of respondents, and reflects the interest present in exploring different ways of living. The following comment summarises these well:

Maybe introduce new types of housing or support flexibility in housing arrangements as well as the kinds being looked at? I've seen a few articles about people who are doing co-housing which seems very sensible

Building density

20 comments

Density was mentioned in two contexts, people called for higher density, or more density with certain provisions.

Just over half the comments under this heading supported increased density with the proviso that it was "done well"; focussed in appropriate areas; or "better balanced" in terms of community assets and residential buildings. Increasing the densities of inner and outer suburbs was called for by one respondent who viewed this as the only way to accommodate growth. The following comment is typical of those highlighting certain areas:

Get specific with the best prospects for intensified development as has happened with the Marsden Village in Karori and Johnsonville shopping centre. These and the Karori centre could almost certainly have taller buildings right alongside existing amenities, as is happening in Te Aro, without damaging views and sunlight

A small number of comments addressed higher density generally, and supported this as necessary to accommodate population growth. People noted that they supported intensification, supported medium-high density development, and, in one case, specifically suggested "maximising space" by ensuring residential buildings are more than one storey. One respondent made the following comment:

Remove all height, boundary and density controls in the CBD and surrounding suburbs, including Kelburn and Roseneath

Affordability

17 comments

A moderate number of respondents either wanted to see, or projected that they would see, increased affordability as a result of Scenario 2. Comments were typically in the following style:

Ensuring that people who are less well-off are able to live in these re-developed areas too.

In a small number of comments, people noted that affordability was particularly important for students.

Character unimportant

7 comments

A small number of respondents either diminished the importance of character housing or stated that the need to accommodate more residents overrides the need to protect character.

We think we should not talk about 'losing' character areas rather developing new character that reflects our diverse communities.

Other residential comments

7 comments

Remaining comments included the following points: suggestion to "evaluate post-1930 precincts as well"; a couple of suggestions to convert existing "empty" land or commercial places to residential use; a comment opposing "huge flat tenements" in the city; and, the suggestion to "reopen apartment buildings that have been closed due to hazards".

Other topics

Need for action

8 comments

Several respondents commented on the need for action on this development. There were a range of comments. A few comments outlined various time scales of development. One respondent believed that development "of this area" is already 15 years behind where it should be, another respondent stated that this type of development had been mooted for 10 years, that public consultation and feedback had been completed, but nothing had ever been done about it. One respondent claimed that development needs need to be looked at over a scale of 100 years not just 10 years.

A couple of respondents were in favour of loosening the zoning or "upzoning" areas, to allow for development over the present levels. One of these respondents believed that the market, landowners and people should make the choice of where people will move to, based on the cost of infrastructure and the potential benefits.

Other respondents stated that NIMBYs need to stop stifling this development and that the development should just be 'got on' with. A previously discussed comment also noted general support for Scenario 2. The relevant section of their comment is as follows:

...This is a logical way forward to develop [the town] centres and add to Wellingtons growth and resiliency

Generally positive comments

4 comments

A small number of comments were "generally positive". In response to the question 'what would you change or improve in this scenario', three quarters of the respondents stated that there was "nothing" or "nil" that they would change. One respondent commented "there's nothing that I would change, this is a pretty attractive scenario".

Other comments

8 comments

A couple of respondents commented on population growth. One of the respondents believed that Wellington does not need so many people and the other respondent believed that there should be "zero population growth". A similar number of comments did not want growth to be funded or financed from the general Wellington City Council Revenues.

Other standalone comments included: a respondent who was unsure what eventual growth of the city would look like; a commenter who did not believe that the removal of character protection and development of the inner city suburbs was an "inevitable trade-off"; and, a respondent who wanted to see tea o Māori values captured in planning and design.

COMMENTS OPPOSING SCENARIO 2

212 COMMENTS

City outcomes

Suburban intensification

23 comments

A moderate number of respondents were generally opposed to intensification in suburban Wellington. Respondents made the following points in opposition: less emphasis on development/intensification; to discourage growth; to move people out of Wellington (with the creation of business centres in other cities); and, the protection of suburban homes that have some land. These were some of the comments:

I don't like it as it is infill housing by stealth.

Don't intensify Wellington at all, it will ruin the place

The following respondent objected to intensification on the following grounds:

This scenario promotes the disease of private and municipal greed as is currently seen in suburbs as far away from the City Centre as Whitby, where houses are packed in, cheek-by-jowl, on poor land for the sake of the dollar but under the pretence of progress.

Hazard management considerations

3 comments

A few people noted the hazard-prone nature of Wellington. They stated that it would be unwise to develop the city at all, for this reason.

Infrastructure needs

3 comments

A few people stated that demands on infrastructure from implementing this scenario would be large, and consequently, upgrades would be needed. They argued that the age of existing infrastructure would not support increased demands.

Other

8 comments

Remaining comments were diverse and sometimes contradictory. These included the following topics: opposition to the intensification of central Wellington on the grounds that it is a "stupid place to build"; and, opposition to central Wellington being only moderately developed.

One person thought there was not enough evidence of the process being holistic to be able to support it. Another responded to the question of what they like about Scenario 2 with the following:

Nothing. Developing the suburbs into high rise areas while only moderately developing the inner city is a terrible idea in the current global climate.

Transport

Transport investment needed

8 comments

A few people objected to this scenario because it will require a level of transport investment that they doubted would occur. They wanted to see it go ahead but were sceptical about how much public transport would be provided to cater to the increased travel demand. The following comment summarises these points:

Not in favour of this scenario. Too much depends on good transport planning which seems to be impossible in Wellington as there appears to be a lack of political will at all levels. Look how poor it is now!

One person opposed Scenario 2, stating it would "bring Wellington traffic to a standstill".

Other comments

2 comments

Other transport comments included one which expressed strong opposition because of Wellington's limited road capacity. And, another in which the lack of parking in Newtown was criticised.

Community

Community development undermined

4 comments

A small number of respondents opposed the type of community development outlined in Scenario 2. Two respondents stated that the addition of town houses in suburban areas would change the aura, look, feel and environment of Wellington's suburban area. Another respondent stated "don't ruin them" citing that people choose to live in the suburbs because that is "what they want". One person stated that the development of the suburbs would remove the opportunity of the "kiwi dream" with a quarter acre section in the suburbs.

One respondent stated that there was value in suburban family living, with light space, greenery and a back yard for children and adults to enjoy. Another comment cautioned the relative popularity of Wellington in comparison to other cities, if there was not enough development of land to build quarter acre sections on.

Residential housing

Character and heritage loss

109 comments

A large number of respondents' comments opposed Scenario 2's provisions for development in character suburbs and changes to pre-1930's character protection. The majority of comments generally discussed the need for protection of central suburbs in order to retain their character, look and feel. The following quotes represents the general sentiment of these comments:

The main problem with this scenario is that it would destroy the character of existing suburbs, which is not what most Wellingtonians want

Character areas are very important for the look and feel of Wellington, so keeping them should be a priority.

Recognition and protection of significant character areas, heritage buildings and views

A moderate number of respondents identified specific suburbs or areas that they felt should be protected from the development outlined in Scenario 2. The suburbs and areas mentioned included: Aro Valley, Mount Victoria, Thorndon, Newtown, Berhampore, The Terrace, Holloway Road and Aro Street. The main reasoning for the protection of specific suburbs and areas were the removal of character; removal of unique period homes, and changes to the identity and appeal of Wellington and because it would be detrimental to tourism. The following comments outline the thoughts of the Mount Victoria Residents Association and the Thorndon Society. These comments are taken from their wider submission:

Mount Victoria Residents Association:

Mount Victoria is the most visible of Wellington's older inner-city residential neighbourhoods as seen from the central city. Its many nineteenth-century villas and cottages are a unique and defining feature in the international context. Currently there is a risk that incremental individual changes will result in the city unwittingly and irreversibly losing one of its most appealing and distinctive features. Internationally, heritage or character neighbourhoods near city centres are increasingly being valued as economic and social assets. They attract young entrepreneurs, new skills and people who seek walkability, compactness and safety. With this in mind, the current protection in the District Plan which restricts the demolition of pre-1930s buildings needs to be maintained, and indeed strengthened.

The Thorndon Society stated:

The Thorndon Society was formed to hold the line against the loss of further homes. The endeavour to save the remnants of old Thorndon has involved long and hard-fought planning campaigns. Step by step Council's high density, high rise policies for the inner-city residential areas were replaced by new provisions designed to better protect character and heritage. The

introduction of the demolition rule (Rule 5.3.6) was the last major initiative to limit the loss of pre-1930 housing in the inner residential suburbs.

In the main the demolition rule has been successful. Without the rule we believe the loss of Thorndon's original housing stock would have continued. Under the proposal the many smaller villas and cottages could be replaced by multi-unit developments. Deregulation would be the death knell of Thorndon's character and heritage.

We therefore supports the existing inner residential planning provisions.

A similar number of respondents specifically rejected the changes to the 1930's character protection. The majority of these respondents simply commented that they wanted to see the retention of such provisions or rules. A small number of comments wanted to see improvements or additions to the current protect provisions. Other comments outlined that they would like to see the protection of heritage and character areas, and for buildings to retain their heritage standard as outlined in the District Plan. Again, the following quotes reflect the general sentiments of the comments on character protections. The final comment is an excerpt from Mount Cook Mobilised:

Leave Aro Valley, Mt Vic, Mt Cook, Newtown, Berhamphore and Thorndon Residential rules/standards unchanged.

Retain and improve protections for pre-1930s character areas

Mont Cook Mobilised stated:

Mt Cook Mobilised does not support Scenarios 1 and 2 if they require the removal or a reduction in the protection given to "character areas" in the current District Plan in Wellington. The gain in housing available in the inner city suburbs from such changes is so small in these scenarios that it is outweighed by the loss of social, cultural and economic benefits of the current protection.

A small number of respondents commented in opposition to the development of apartment blocks. The comments outlined that apartment blocks, will ruin the character of the heritage and character suburbs in Wellington, as has happened in the past. One respondent commented:

Do not remove, reduce or change the heritage protections of the inner city suburbs for the sake of more intensive housing. This has been tried in the past, and the evidence is clear in the hideous soviet-style apartment blocks that dot Mt Vic like so many cancerous sores. Do not allow more of our special, precious period houses to be demolished or surrounded by modern monstrosities...

Residential building choice

5 comments

A small number of respondents commented on the lack of emphasis on ensuring there are a number of residential options for people. They raised the concept of "one size does not fit all", and wanted more areas for renewal, and a broader choice of housing styles for people to choose from.

Building height opposition

4 comments

A small number of respondents commented in opposition to the building heights outlined in Scenario 2. All of the respondents stated that the addition of 'taller' buildings would reduce the amount of sun and light into residential areas. Other issues highlighted in these comments included: the effect of 'taller' buildings on the character and make-up of the city, degradation of human scale, impact of views, resultant wind issues and the impact on neighbouring homes and existing residents' wellbeing. Newtown Residents Association commented:

A single minded emphasis on increasing housing density risks losing the very qualities that make Newtown a great place to live. Tall apartment buildings lining our residential narrow streets would turn them into sunless concrete canyons, however sympathetic the design. The energy efficiency of the dense existing housing would be reduced by the lack of sun. Tall buildings would also cause significant wind issues, wind being deflected off the sides of the buildings down into neighbouring houses. If such buildings were next to existing family homes the effect would be devastating.

Building standards

1 comment

One respondent commented in opposition to buildings standards, citing sympathetic design not going far enough to alleviate the negative effects of high-rise development.

Other topics

General negative comments

35 comments

A considerable number of respondents expressed general opposition to Scenario 2 without offering further explanation. Comments were typically simple in nature and included “don’t support it”, “get rid of it”, “scrap it”, and “this is a poor scenario which cannot be improved”. One person stated that they:

Don't like very much about this scenario. It is not going to make much of a dent in the 60-80,000 new inhabitants expected in Wellington over the next 30 years.

Other comments

7 comments

A small number of other comments were made in relation to opposition of Scenario 2. One sought a clearer definition of character. Another sought clarification of where the line would be drawn regarding what suburbs are developed. One stated the trade-offs under this scenario are oversimplified, particularly regarding hazards, stating outer suburbs are still unlikely to cope with hazards such as earthquakes and sea level rise. One respondent was sceptical that an increased population would be adequately planned for as they described the city as already poorly planned. One did not support additional growth and sought a stronger focus on managing what Wellington already has. A final respondent opposed Scenario 2 because residents will have less access to parks and open spaces. They noted, however, that harm can be mitigated by carefully planning for parks and open space in suburbs.

Scenario 3: New Greenfield Suburb in Ohariu Valley

SCENARIO SUMMARY

WHAT WAS SAID...

Overall assessment

Support comments

- Support came from those who valued the provision of new housing, which was viewed as increasing housing availability and improving affordability, as well as providing an opportunity to develop a new, modern suburb.

Change/improvement comments

- While a very large number of respondents who opposed this scenario did not offer a reason, a large number cited urban sprawl and its associated negative impacts on rural land, increased vehicle emissions, and congestion as the main reasons for opposition. Infrastructure costs from developing this scenario and associated opportunity costs for investing in other places and activities were also frequently discussed.

Opposition comments

- If it was to be developed, the key suggested changes identified were creating a suburb which uses modern sustainable development principles and practices and in particular the provision of efficient transport options. Some thought it important for the suburb to be self-contained and have its own centre, providing services and jobs for residents.

What was supported

- The most positively supported aspect of this scenario was increased provision and subsequent availability of residential housing. Respondents also saw this scenario as an opportunity to create a modern development, using the latest concepts and technologies.
- Others supported this scenario because it was considered a good way to manage hazards.
- While some saw it as inevitable because of the city's growth, another group considered this scenario as part of a balanced implementation along with other scenarios.
- Protection of character in existing Wellington historic suburbs by reducing the development pressure on these places, was positively appraised by a substantial number of respondents.

What should improve or change

- A modern, thoughtfully designed development was sought. This was expressed in multiple ways, including adhering to sustainability principles in the areas of transport and building. Many specific actions were listed, including rainwater harvesting, community gardens and wind farms.
- Some suggested that development of this scenario should be a last resort and for others it was important that the development was self-contained so that there was a commercial centre, jobs and a community focal point.
- Respondents suggested that better public transport and transport options be provided to mitigate the negative social and environmental effects of commuting.

What was opposed

- A very large number of respondents expressed opposition to Scenario 3 without providing a specific reason.
- Urban sprawl was the most significant reason given in opposition to this scenario. The key reasons were: improve infrastructure in existing areas instead of this new development; invest in increasing viability of existing suburbs, rather than here; maintain Wellington’s compact character; and, that a reduction in rural/recreational land would occur.
- In particular, the impacts on the environment through carbon emissions from vehicles was singled out as a significant environmental impact that should be avoided. A substantial number considered this scenario inefficient and unsustainable and criticised the impacts on productive land and natural areas.
- The cost of developing new infrastructure and the subsequent opportunity cost for existing suburbs was a reason to oppose this scenario for a substantial number of respondents.
- A sizeable number of respondents opposed Scenario 3, believing it would contribute to congestion problems and an increased travel demand, specifically from single occupant private vehicles.

WHAT SCENARIO 3 SURVEY RESPONDENTS SELECTED

OVERALL AGREEMENT WITH THE BALANCE OF SCENARIO 3

The chart below presents overall agreement and disagreement with the balance of Scenario 3.

Survey respondents were asked: **Overall, do you agree the new greenfield suburbs scenario balances trade-offs well for Wellington’s future?** (select one option)

In total, 1,317 people answered this question.

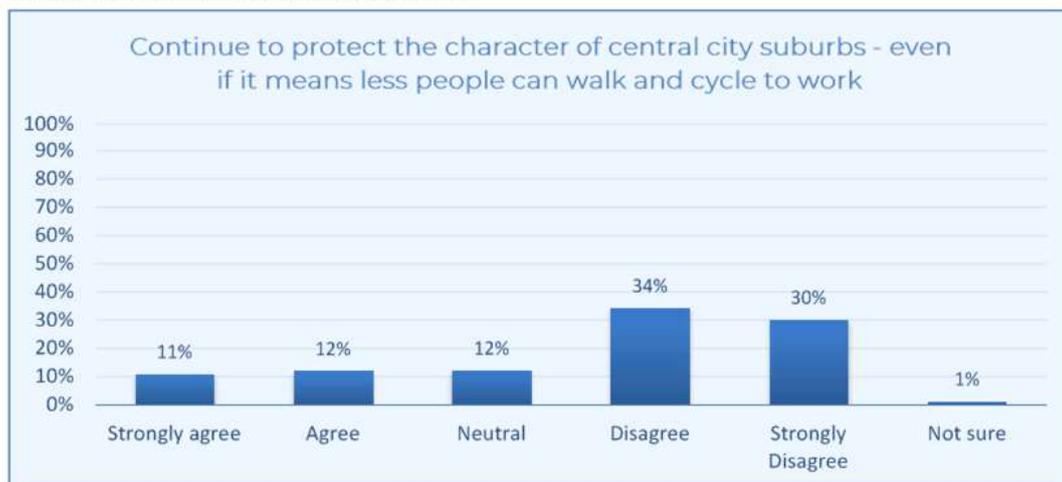


Overall, the majority of respondents disagreed that the New Green Field Suburbs Scenario balances trade-offs well for Wellington’s future – 62% (817) of respondents disagreed or strongly disagreed, whereas only 24% (312) agreed or strongly agreed.

AGREEMENT WITH CONTINUING TO PROTECT THE CHARACTER OF CENTRAL CITY SUBURBS EVEN IF IT MEANS LESS PEOPLE CAN WALK AND CYCLE TO WORK

Survey respondents were asked to agree or disagree with the statement: **I support continuing to protect the character of Newtown, Mt Cook, Mt Vic, Thorndon, The Terrace, Holloway Road, Aro Valley and Berhampore even if it means less people can walk and cycle to work.** (select one option)

In total, 1,297 people answered this question.

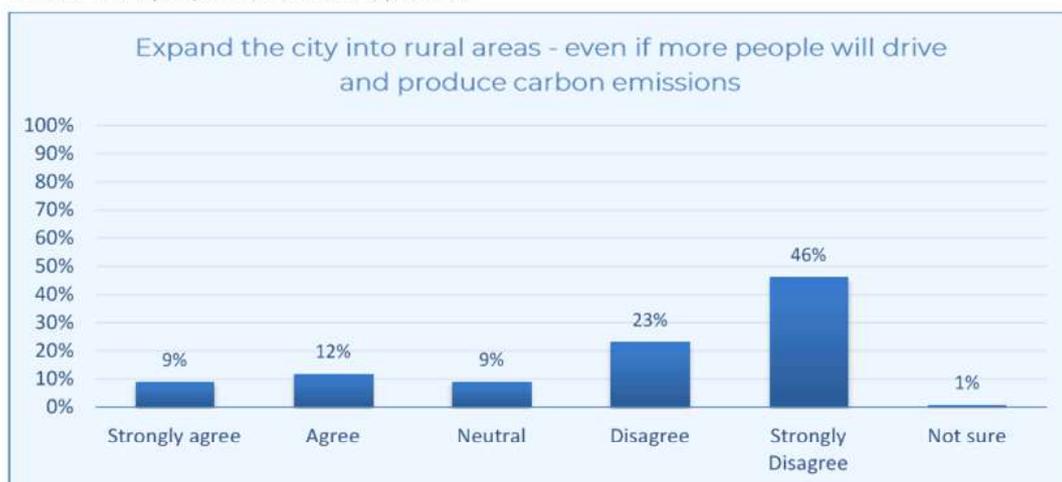


The majority of respondents disagreed with continuing to protect the character of central city suburbs, even if it means less people can walk and cycle to work. In total, 64% (833) of respondents disagreed or strongly disagreed, whereas only 23% (294) agreed or strongly agreed.

AGREEMENT WITH EXPANDING THE CITY INTO RURAL AREAS EVEN IF MORE PEOPLE WILL DRIVE AND PRODUCE CARBON EMISSIONS

Survey respondents were asked to agree or disagree with the statement: **I support expanding the city into rural areas even if it means more people will drive and produce carbon emissions.** (select one option)

In total, 1,315 people answered this question.

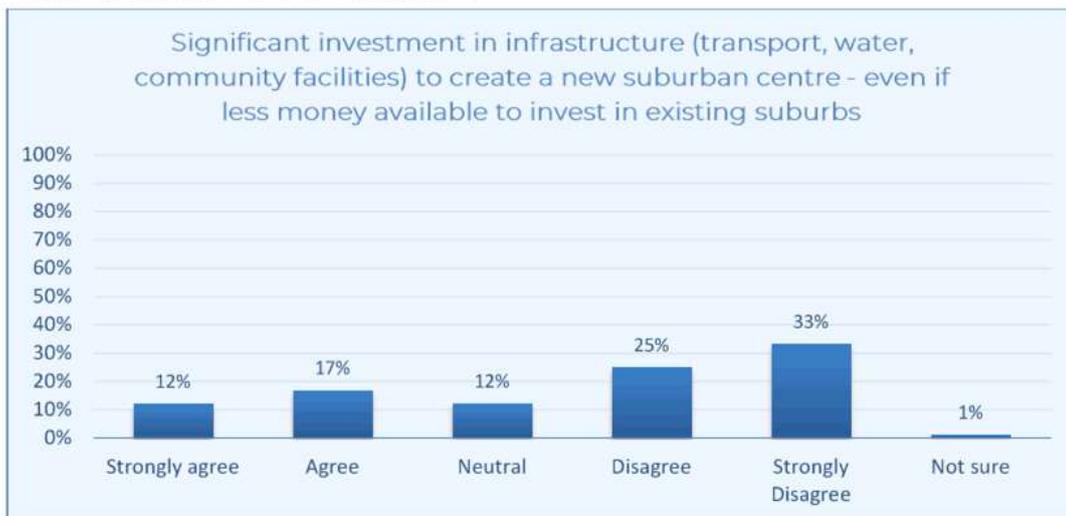


The majority of respondents disagreed with expanding the city into rural areas, even if more people will drive and produce carbon emissions. In total, 69% (912) of respondents disagreed or strongly disagreed, whereas only 21% (273) agreed or strongly agreed.

AGREEMENT WITH SIGNIFICANT INVESTMENT IN INFRASTRUCTURE (TRANSPORT, WATER, COMMUNITY FACILITIES) TO CREATE A NEW SUBURBAN CENTRE EVEN IF LESS MONEY IS AVAILABLE TO INVEST IN EXISTING SUBURBS

Survey respondents were asked to agree or disagree with the statement: **I support significant investment in infrastructure (transport, water, community facilities) to create a new suburban centre even if it means less money available to invest in existing suburbs.** (select one option)

In total, 1,316 people answered this question.



The majority of respondents disagreed with significant investment in infrastructure (transport, water, community facilities) to create a new suburban centre, even if less money is available to invest in existing suburbs. In total, 58% (763) of respondents disagreed or strongly disagreed, whereas only 29% (379) agreed or strongly agreed.

SURVEY RESPONDENTS' COMMENTS ON SCENARIO 3

567 COMMENTS SUPPORTING SCENARIO 3

567 COMMENTS

City outcomes

Housing availability and affordability

75 comments

A sizeable number of respondents supported Scenario 3 because of its provision of housing, and the resulting increased affordability that could result from this. In several cases, affordability comments referenced the current housing market, characterising it as under pressure; and attributing the development of new greenfield areas as relieving this pressure, or "fixing" the housing problem.

People most frequently phrased their support in simple terms, responding to the question of what they liked about this scenario with comments such as:

Increased housing

Must enable GF expansion to support competitive urban land markets

That we are delving into new areas of Wellington that can be used as a housing location

Keeps house prices reasonable

Another suburb will provide more housing

Several respondents stated that more and/or more affordable housing was the only aspect of Scenario 3 they liked, however, support for Scenario 3 was consistently offered on the basis that it would solve or alleviate housing problems in Wellington.

Quality modern suburban development

55 comments

A substantial number of respondents stated that they liked Scenario 3 because it would enable the development of a new, innovative, high-quality suburb. Innovations envisaged included the following qualities: high value; vibrant; sustainable; resilient; efficient; modern; one that reflects the “latest thinking”; purpose-built; and, smart.

In addition, respondents who gave longer responses noted the importance that infrastructure and services in a new suburb, be well-planned and executed. This included accessibility through appropriate roading and transport systems planning, storm water systems, architecture, and innovation and thoughtful design in general. As one respondent said:

I like that a new suburb could be planned with modern principles and thought given to transport and green areas etc.

There was a strong thread within these comments that a new suburb could be a model for sustainable living, and an opportunity to lead the way in this area. A few cautioned that if the opportunity to “do it right” was not taken, the resulting suburb could be less than ideal.

The following respondent’s comment is representative of the sentiment of many:

Building a new suburb from the ground up provides an opportunity to rethink what a 21st century urban environment could be.

Reduced risk of natural hazards

44 comments

A considerable number of comments admired Scenario 3 for its apparent resilience to the threat of hazards. The majority of comments described this in simple or general terms, as the following quotes show:

Potentially less hazard prone

Building in more geographically resilient areas is also a bonus.

Best for resilience

It mitigates the flood and earthquake risks

These respondents perceived a new greenfield development in Ohariu as a safer option than developing the city or CDB areas. Some considered it relatively safer, whilst others were more certain in their assessment of Scenario 3 “solving” issues relating to hazards.

Several respondents specifically referenced sea-level rise in their comments, noting that Scenario 3 would help avoid risks associated with this. Additionally, the area was deemed safer from earthquake risks by a small number of people. A few of these noted that risks from earthquakes remained, but that the new development outlined in Scenario 3 would result in less people being affected because of the lower density.

New greenfield development is inevitable

41 comments

A considerable number of respondents strongly supported Scenario 3, claiming it addresses a need, and that growth in this area is inevitable.

The concept of future-proofing was raised in several comments. Scenario 3 was viewed as catering to growth that will eventually require the development of new greenfield areas. Respondents raised the idea of ‘running out of space’ for people, and the ongoing need for more space, more housing, and ways to accommodate more people. The following comments are indicative of many:

Future proofing for future growth - the city is unlikely to stop growing and cramming more people into the inner city and suburban transit routes will not accommodate more growth. Developing this area will never get cheaper.

Will in the long term mean more chance of expansion, where as we will be in the same position in a few decades of needing to spread.

There was broad agreement in all comments discussed under this heading that growth is inevitable, and that expansion is needed, if not now, then in the near future.

Support for balanced development

39 comments

Comments discussed under this heading represent those in which respondents view Scenario 3 as part of a broader plan to accommodate growth. The use of Scenario 3 in conjunction with other scenarios, or growth in other areas, was supported by a considerable number of respondents. They argued that Scenario 3 represents a balanced approach, when implemented with other scenarios. The following comments describe this:

Do we have a choice? A liveable city requires growth, if we are to accomodate 80,000 people we need more than one scenario. I believe growth is needed in the inner city, suburban centre and rural area.

This is necessary. But we also need to intensify the suburbs and the inner city!

Respondents stated their desire for balanced growth noting that development of inner city, suburban and rural areas was ideal. Or that this scenario enabled growth in a number of areas. One respondent stated their support for the mix of housing densities offered with this scenario as:

Mix medium density development in existing suburbs with this rural development scenario, giving more lifestyle choices to people who live, work & play in Wellington

For a small number of respondents, Scenario 3 was supported for its perceived ability to spread growth, and more evenly distribute people in the areas around Wellington.

Ohariu is suitable for development

39 comments

A considerable number of respondents stated they liked Scenario 3 because it will utilise 'good' land. Around half these comments conveyed the sentiment that this land is currently available/useful, and that it represents an ideal opportunity for development and/or expansion.

People spoke of wanting to see this land "made use of" and considered development in this area beneficial to greater Wellington. Several respondents supported "opening up" or "releasing" this land for development, with no further explanation.

Several supported the development of Ohariu because it was more suitable than other areas, i.e., because of terrain or climate aspects. The terrain was considered flatter, and therefore easier to develop, and in addition, the climate was deemed pleasant. One respondent stated:

And should be easier to construct on clean cut land rather than steep and very expensive sites closer to the city.

Several respondents simply stated that the area designated in Scenario 3 was suitable, well-chosen, a good location, a good use of land, or that it "makes sense". A small number noted that as an area close to the city, it was ideal for development. The following comment describes this well:

The infrastructure is already nearby in Ohariu Valley. A new suburb, which would be reasonably close to the city in any case, can be built without wrecking the rest of the city and destroying its main attractions

Infrastructure development**22 comments**

A moderate number of respondents noted in their support for Scenario 3 that it would result in the development of new infrastructure. Note: these comments are related to those discussed above in which respondents support Scenario 3 for the opportunity it provides to create a new, high-quality suburb.

Infrastructure was envisaged as: modern, new, appropriate, improved and fit for purpose in a greenfield development at Ohariu. In addition, "investment in infrastructure" was admired by a small number of respondents, in most cases with no explanation. The following comment is indicative of many:

Allow the efficient planning and development of infrastructure of the scale and quality necessary rather than trying to piecemeal fix things.

As above, a few respondents were insistent that infrastructure be done well, and in advance of residential living.

Mixed-use development**16 comments**

A moderate number of comments expressed admiration for Scenario 3 because of the mixed-use development it proposes. Two-thirds of these comments were in support of the mixed-density housing options, and the remaining third were in support of the scenario resulting in a mix of commercial, residential, and community spaces. The mix of accommodation types was argued to be an appropriate intergenerational approach by the following respondent:

This is probably your best inter generational approach - existing generations want townhouses and stand alone, and in time other generations might be happier with apartments, but you need to provide a range

Economic**8 comments**

Several respondents argued that Scenario 3 would provide opportunity for economic development in a new suburb. Respondents supported the opportunity for new businesses to develop, and for jobs to be created for those who live there.

One felt that this scenario would be cheaper to implement than it would be to "retrofit older areas". Lastly, one person felt that directing Council money "for benefit of suburbs" was good.

Natural environment**7 comments**

A small number of respondents supported the increase in green space that this scenario proposed. People noted that "more bush restoration", "lots of green space", the potential for "more greenspace", and the retention of the green belt were admirable qualities of this scenario.

Public spaces**5 comments**

A small number of respondents supported Scenario 3's provision of public spaces. These included green space (for public use), and parks.

Transport**Transport options****37 comments**

A considerable number of respondents favoured Scenario 3 for the perceived improvements to the transport network. The majority of these respondents believed developing a new suburb outside of the central city would lead to an increased focus and investment in improving public transport and the transport system in general. There was a sense that developing a new suburb offers the opportunity to develop a smart and efficient transport network from the ground up. It was expected that this would lead to an overall increase in public transport patronage and reduction in emissions if people are encouraged to leave their cars at home. The following comments reflect the sentiment of many responses:

Planning would mean that access to transport (park and ride etc) could be designed from the outset

I like the potential for increased investment in public transport for outer suburbs generally.

Opportunity to start from scratch to plan to discourage car use and greater use of PT.

A small number of respondents noted that the increasing demand for electric vehicles will also contribute to offsetting carbon emissions.

Roading infrastructure

6 comments

A small number of respondents believed Scenario 3 would contribute to an overall improvement in roading infrastructure in Wellington as well as make effective use of future roading projects, as discussed in the following quote:

Make use of our future roading projects (once they get underway) and provide more hubs which have their own, new character

Community

Traditional Lifestyle

28 comments

A moderate number of respondents believed that the housing development in Scenario 3 would give people the "space to live" and allow them to have green space, backyards and gardens. The notion of increased space was linked by several respondents to the creation of better environments for families to live in. A small number of respondents were in favour of the housing developed in Scenario 3, as it would give people the opportunity to live in housing that was more "kiwi" and "traditional". A small number of comments highlighted that people living in such a development would have a better quality of life and enjoy their lifestyle. One respondent commented:

The fundamental issue to me is that this type of housing provides a far higher quality of life and human environment than apartments or high density housing, especially for children. Once established it also provides a better physical environment, with trees and gardens mixed with houses. Houses also provide better long term stability for families, as houses can be improved over time as requirements change or people just like to improve their environment.

Community development

17 comments

Two thirds of the comments on community development were in favour of new suburban development as it gave rise to the creation of new communities in which there is an opportunity to influence community development, identity and feel.

Several comments noted that with new suburban development came opportunities for new infrastructure, businesses and community facilities, and linked these outcomes to the overall development of the community. A couple of comments highlighted the opportunity for innovative and experimental community development. The following comment echoes the sentiment of responses that supported community development:

This also allows for the development of new communities which can create their own identity. If you look to Wainuiomata, this was a greenfield development which created a whole community with schools, childcare centres, sports clubs.

Residential

Character of the inner city and suburbs protected

68 comments

A substantial number of respondents stated their support for Scenario 3 because it reduces development in the city and therefore protects character areas. A considerable number of comments highlighted the desire for retention of character in the character and historical suburbs in Wellington. Several comments specified the need for character protection in the inner city. A similar number of comments believed that Scenario 3 protected the overall character of Wellington. The following quote outlines the general sentiment of comments on this topic:

This scenario would preserve the character of Wellington's historic suburbs and generally help maintain the overall character of the city, which is what (at least in part) makes it an attractive place to live.

Minimal change to city and suburbs**30 comments**

Several comments supported Scenario 3 as it would reduce the amount of intensification and density of buildings in existing areas. A similar number of comments also supported Scenario 3 as it would create less impact on the existing suburbs of Wellington and would essentially “protect” the suburbs by decreasing the amount of development in said areas.

Other topics**General support****20 comments**

A moderate number of respondents expressed general support for Scenario 3 without providing extensive additional detail. Respondents offered support in general terms, stating “yes”, “go for it” and “the better of the options”. Others stated they liked the idea of building an additional suburb as long it is well planned and not solely guided by developers in pursuit of money. One respondent noted the benefits concentrating development in one single patch of rural land.

Other comments**10 comments**

Several comments were unclear or difficult to group in a single topic. Some of these comments are listed below:

Infrastructure cost. Loss of accessible rural activity from Wellington city. Earthquake fault line in Ohariu Valley.

Stop listening to whiney old school thinking and protect our future. Do nothing, and kill the city. Just move the capital now and avoid the usual political job protection.

That it makes people aware of the environmental issues with expanding further out of the city centre

New dwlning separate from main town as rural growth!

Maximises use of existing infrastructure.

COMMENTS SUGGESTING IMPROVEMENT/CHANGE TO SCENARIO 3

546 COMMENTS

City outcomes**Sustainable, quality development****36 comments**

A considerable number of respondents argued that Scenario 3 could be improved if there was a commitment to it being a high-quality development. This meant different things to different groups.

For a moderate number of respondents, the majority, this meant adhering to sustainability principles. This was to counter the environmental effects of the commute to Wellington, and/or the environmental costs of the building process.

Respondents were enthusiastic about the inclusion of the following sustainable aspects if this scenario were to go ahead: rainwater harvesting; community gardens, a carbon zero focus; provision for active transport; solar panels; wind farms; a “greener” suburb; transport options; water-sensitive design; careful storm water design; and, social infrastructure. The following comment includes some of the issues covered by respondents:

If you end up building a new suburb, be creative - make it a suburbs that only has passive houses, only has one space for a car and makes the rest of roads for cycling and walking, invite in co-housing cooperatives, set up infrastructure for solar power, wind power, electric car chargers - if they have to be miles away, give them ways to reduce their carbon footprint other ways.

Scenario 3 was supported only as a last resort in a few cases, and then, only with the proviso that it incorporates “strong environmental principles”.

Other comments included several which advocated for developers to bear some of the cost and the responsibility of ensuring high-quality, sustainable development. Fears were expressed that developer “short-cuts” could be to the detriment of those ultimately living there.

Focus on city development first

30 comments

The considerable number of comments discussed under this heading included those in which respondents expressed support for concentrating on development of the city and suburbs before this development progressed.

There was the sense that Scenario 3 ought to be used only as a last resort. Statements such as the following support this:

Limit new development for increased intensification in existing outer suburbs

Put more people in existing suburbs before building new ones

Suburbs are great but densification needs to be the primary focus.

Several of the comments expressed that city development should occur alongside what is proposed in Scenario 3. These respondents agreed that Scenario 3 was viable, however, they wanted to see growth in existing areas as well. In that sense, infill housing and intensification of development in the city was viewed as complementary to new greenfield developments.

Discrete suburb

32 comments

A considerable number of respondents supported a new suburb at Ohariu, if the new suburb had sufficient commercial, employment, and community focal points. People wanted to see planning for shopping areas, schools, tourist attractions, “decent facilities”, parks, community spaces. A couple of respondents expressed desire that the community have a “heart”. The following comments are representative:

Consideration for more pockets of commercial activity in the valley as well. Development of a suburban central area with community facilities should be looked at, perhaps in conjunction with commercial activity

If there is to be a new suburb it should be a proper suburb with decent facilities and not just a collection of houses without decent public transport links, shops, schools, parks or other community facilities.

In many cases the desire for a new suburb to have a consolidated centre was linked to dissatisfaction with the idea of commuting. There was a clear sentiment in comments that a new suburb should be self-sufficient, thus enabling residents to live, work and play in their area.

A small number of respondents cited Johnsonville as an appropriate place to develop a suburban centre, this was envisaged as a support for any new development in Ohariu. The comment below describes this:

If we create a new suburb in Ohariu then we should be investing a lot in Johnsonville so it can be a second centre to support this new suburb and other new suburbs in the north. This way there may need to be less travel to the CBD.

Infrastructure

19 comments

A moderate number of comments were made about the infrastructure needs of a new suburb. Several were about the need for increased investment in infrastructure if Scenario 3 were to go ahead.

A couple of respondents stated that sufficient infrastructure provisions be included. A similar number of respondents noted that infrastructure provisions should be co-ordinated with developments (in one case with their financial assistance to ensure quality):

Generally infrastructure must be improved and some new systems servicing new areas will have better longevity than endlessly upgrading and retrofitting existing systems (provides a balance in the long run to infrastructure costings)

A couple of respondents stated that infrastructure development should allow for future growth. The sentiment was clear that this ought to be “done right”. To this end, urban sensitive design was cited as appropriate. Infrastructure discussed included, water, transport, electrical, sewerage and digital.

Environmental impacts

15 comments

For a moderate number of respondents, the Scenario 3 proposal was not “green” enough.

Comments were varied, and included a few which called for an increased focus on the reduction of carbon emissions; a few which generally called for greener or more sustainable development, and a small number which highlighted the environmental costs that such a development would incur. In one submission, the retention of biodiversity was called for:

New greenfield areas pose challenges with retention of biodiversity and aquatic habitat and impacts on water quality. Greenfield development inevitably increases the runoff from a catchment from predevelopment levels even with the use of water sensitive urban design.

The impact of new greenfield development on natural habitats and environments was a concern for almost half the comments discussed here.

Retention of green or natural space

8 comments

All the comments on this topic highlighted the importance of retaining green space, rural land, or native bush around new residential areas. A few of these respondents commented that green space should be provided for residents to enjoy and recreate in.

Hazard management considerations

5 comments

Access to the greenfield development outlined in Scenario 3 was commented on by a small number of respondents. Respondents highlighted the risk of the lack of roads in and out of such developments and the resilience of such routes during a disastrous event. As the following quote outlines, there was support for the need for additional investment in infrastructure for it to cope under hazardous conditions:

From a disaster resilience point of view, access to this part of the city is challenging and would need to be addressed in the development. Further, significant investment is required to realise this scenario. This must be taken into account with other future resilience investments council is likely to confront

Other comments

6 comments

Remaining comments covered a range of topics, including: a call for subsidies to be provided to people who would move from the city into a new development at Ohariu; greater consideration of other outer areas when planning for growth; a suggestion that more capacity is required than what is listed in Scenario 3; and, a call for density in the inner city to be “eliminated”.

Transport

Support for better public transport

182 comments

A very large number of respondents to Scenario 3 suggested improvements could be made to public transport. They called for investment and priority for thoughtfully planned, reliable transport links that connected the proposed new suburb.

There was concern that those living in this new development would exacerbate existing transport issues by adding to Wellington’s congestion. To avoid this outcome, it was suggested that the suburb should be developed in a way that supports modern transport solutions including buses, rail and other forms of mass transit. The aim was to discourage private vehicle use, which cause emissions and congestion in the city. The following quotes are indicative of many received under this topic:

If more could be invested into public and environmentally friendly modes of transport from the new suburb into the inner city, then I'd be more inclined to be happy with this scenario

*For this scenario to sit well with me it would require significant investment in sustainable public transport, which is what I would like to see even without a new residential development.
If new suburbs are to be created, they should not be car depended. There needs to be good public transport options included or cycle ways to give other options rather than being car depended. Rail capacity should be increased with bus connections or buses directly to city.*

More transport options needed

47 comments

A considerable number of respondents sought provision for more transport options in Scenario 3. These comments largely reflected those discussed above, but went beyond public transport, calling for development of strong transport links to the central city and support for a variety of modes that discourage the use of single occupant private vehicles. Suggestions included provision of cycle ways, pedestrian prioritisation, park and ride options, ride sharing schemes, electric car infrastructure and a gondola. The following comments reflected the general sentiment:

*Shouldn't ever happen without strong active and public transport links
Include development of cycleways to major transport hubs, and into the CBD - many people will travel longer distances by bike if the danger is reduced, especially with the increasing accessibility of e-bikes.
Build some safe cycle and walk ways, not on the side of the road, but dedicated to getting these commuters to work safely and quickly*

Transport emissions

36 comments

A considerable number of respondents discussed the transport emissions associated with the development of a new greenfield suburb in Scenario 3 and noted the assumption that a new suburb will increase driving and emissions is not necessarily true. It was suggested that if the suburb is designed in a way that prioritises alternative transport such as public transport, walking and cycling, then residents would be encouraged to leave their cars at home and emissions will be reduced. This idea is summarised in the following comment:

There may not be a huge growth in carbon emissions if an excellent public transport network is developed alongside the suburban growth. After all, if growth in the suburbs equals more cars to the city, there will be serious parking issues (parking is already either scarce or financially prohibitive in the city)

Several respondents also drew attention to the increasing popularity of electric vehicles, suggesting these would also contribute to reducing emissions. It was noted that electric vehicle use would continue to rise and should be encouraged through provision of charging stations and limiting the number of emitting vehicles allowed in the city. This was one comment related to electric vehicles:

More people driving does not mean more carbon emissions. How can you ignore ELECTRIC VEHICLES! In 10 years time there will not be an internal combustion engine vehicle being sold. One can only assume that this is dishonest and done for ideological reasons.

Transport infrastructure improvements necessary

36 comments

A considerable number of respondents conveyed the idea that for Scenario 3 to be feasible, significant improvements are needed to transport networks and infrastructure. It was noted that if a new greenfield suburb was to be developed, provisions should be made from the initiation of the project to plan for a transport network that adequately services the needs of the new development. While the majority of these comments did not specify what infrastructure should be provided, several respondents noted roads should be upgraded to support the new suburb. The following comments summarise these ideas well:

Development of new suburbs will need investments in transport and infrastructure and needs to be done in conjunction with improvements in suburbs and the inner city

The proposed suburb is quite a long way from Wellington CBD, and would require a very clear plan on public transport access to the CBD as well as motorist access. The existing roads may struggle to handle the additional traffic so upgrades would need to be made.

Infrastructure must follow this plan and not sure how that would pan out concerning the fact that peak hour traffic is already unbearable

Increased travel demand and congestion

9 comments

Several respondents expressed concern that Scenario 3 would contribute to an increase in congestion and the demand for travel via private vehicle. It was suggested that broadening the footprint of the city will exacerbate existing congestion problems or shift problems to other areas, as noted in the following comment:

New suburbs are an opportunity to get it right from the get-go with modern development, but they do little for the rest of the city. They will simply shift the problem north or west, clogging up the roads and transport to the south of them.

Development around transport routes

6 comments

A small number of respondents suggested development should be concentrated around existing transport routes. It was noted that Wellington already has robust public transport and people should be encouraged to live in areas where it can easily be accessed. These were some of the comments:

We are lucky to have a pretty good public transport infrastructure; let's improve it, and encourage more people to live closer to it.

Just don't do it. Increase density along public transport routes, especially along the new city to airport mass transit line.

Other comments

4 comments

A couple of respondents stated that Wellington should work with central government to plan and protect transport corridors, so they are not excessively expensive to construct in future. They suggested seeking co-funding for land acquisition as well as funding models where growth pays for infrastructure.

The same respondents also suggested using congestion charges to offset rates. They stated that this would reduce congestion; the need for public transport subsidies, and disperse jobs and households away from congested areas.

Community

Community development

16 comments

A moderate number of comments identified the need to incorporate community spaces into development. Community spaces identified by respondents included libraries, shops, parks and community hubs. Other provisions identified by a couple of respondents as being important for community development and cohesion, included the attractiveness of the development and access to public transport. One respondent commented:

The new areas you develop have to be better than other areas you have previously designed. The focus will need to be on community and environment. High-density, tight-knit sense of community, public spaces to hang out in...

Residential

More residential choice

17 comments

A third of respondents expressed the need for affordable housing in the new development as proposed in Scenario 3. A similar number of respondents stated that there needed to be a mixture of housing options within the proposed new development. A few respondents made the point that a mixture of housing would cater to people at different stages of their lives. One respondent stated:

we need to plan for the actual life cycles of humans within the suburbs and communities, that means all ages and living scenarios. from renters, to 1st homers, to upsizers and then downsizers and retirees along with sick and infirm. we currently don't do that and it's failing our communities

Density of new development

15 comments

A third of the comments on density argued for more high-density housing in the Wellington region. The comments calling for more high-density housing and less density restrictions are general in nature and could relate to a range of areas in Wellington.

A couple of the respondents supported the provision of higher density housing in new green-field developments. A few of the comments linked the need for high density housing with the provision of public transport.

Improvements to existing residential

5 comments

There were a variety of responses that put forward ideas as to how existing residential areas could be improved. Ideas ranged from reconverting buildings in the city centre into residential areas and providing for open spaces and common areas; development along the mass transit corridors in specific inner suburbs; new developments built in the style and character of the wider area that they reside; and, lifting timber buildings in character areas, having several floors built beneath them in the style of the original building.

Other topics

More information needed

6 comments

A small number of respondents sought more information on Scenario 3. A couple sought clarification on the nature of development in the proposed new suburb, along with the environmental impacts. A couple of other respondents called for better information on the costs and economics of development. One did not understand the meaning of 'protection of character', believing it the people that contribute to the character of a neighbourhood, rather than the buildings. One believed more information should be given about the positives of Scenario 3, as it was framed as a negative proposal.

Relax planning rules

4 comments

A small number of respondents called for a relaxation of planning rules, believing this will allow for more intensive residential development in rural areas at a lower cost. One respondent expressed support for a comprehensive deregulation of density and character controls and limits to periphery development, stating this will "materially improve housing affordability and enable development that reflects the preferences of people, not planners".

Other comments

12 comments

Several respondents made a variety of comments that could not easily be grouped in a single topic. A small number stated that Scenario 3 should be done in conjunction with others or be viewed as a long-term plan following development of existing areas.

Other suggestions included: allow for more low-density development and stop treating the rural zone as open space; preserve nature by creating wildlife reserves and native forests; and for more Tangata Whenua input. Wellington Electricity Lines Limited noted there needs to be necessary planning carried out to ensure any new development is serviced with adequate electricity infrastructure.

COMMENTS OPPOSING SCENARIO 3

900 COMMENTS

City outcomes

Urban Sprawl

126 comments

A large number of respondents opposed Scenario 3 because they do not want to see Wellington spread out any further than it has already. A considerable number of people mentioned an aversion to urban sprawl specifically, with little additional explanation other than they were against it.

A substantial number of respondents argued that existing suburbs should be subject to densification before new suburbs were built. Their reasons for doing so included: improving infrastructure in existing areas; increasing economic viability of struggling suburbs; increasing carbon emissions caused by longer commutes; maintaining Wellington's compact character, and reducing land available for rural/recreational activities.

Several Wellingtonians objected to urban sprawl because they did not want Wellington to become like Auckland. This comment summed up the feelings of others as follows:

Going this way (spreading out), we'll just replicate Auckland's issues.

Another respondent commented that Wellington would lose its character if this scenario was adopted. They said:

Only the oldest generations still favour urban sprawl - let's keep our Wellington character strong and not turn into Auckland or Hamilton.

Environmental Impacts

115 comments

A large number of respondents opposed Scenario 3 because of the perceived negative environmental impacts from development in this area. Carbon emissions from longer commuting times were mentioned by a substantial number of respondents. Several expressed concern that targets for reducing carbon emissions could not be met if this Scenario. As a couple of Wellingtonians expressed succinctly:

It completely goes against the idea of reducing carbon emissions

Climate change is an emergency, we must choose the lowest carbon costing option

A substantial number of respondents also said that Scenario 3 was an inefficient use of resources and unsustainable. Most comments simply labelled the scenario as 'not environmentally sustainable', whilst a few people specifically mentioned the negative impacts on water and native flora and fauna that they thought would result from development in this area. Generation Zero discussed the environmental impacts of Scenario 3 as follows:

There is a fresh need for afforestation, wetland and soil regeneration, and regeneration of a native bush and ecosystems to ensure Wellington has a thriving natural environment.

The fault line that runs through Ohariu Valley was mentioned by several respondents as a reason to not develop this area further.

One respondent mentioned that the roads into the valley were vulnerable to the effects of storms, making the area unsuitable for further development.

Productive land impacts

72 comments

A substantial number of respondents opposed Scenario 3 on the basis that they did not want to see rural land used for development.

A considerable number of people said that the area should be protected because of its natural beauty and that there should be no encroachment into the 'green belt'. They also stated that the Ohariu Valley was unique and should be protected at all costs. As one submitter said:

Ohariu Valley is a unique rural community with so much history that should be preserved as it is. I do NOT think the amount of money needed to create infrastructure is a smart use of money and would only degrade a beautiful area that's many outside the valley come to enjoy on a regular basis. Protect Ohariu Valley at all costs

A considerable number of respondents stated 'the Valley' should be kept as farmland for food production or forestry. They conveyed that arable land should not be given over to housing developments and future generations would 'thank us' for having an area close to the city available for food production. As one respondent said:

Recently publicised research in the New Zealand context highlights the dangers of potentially agriculturally/horticulturally productive land near cities being swallowed up to allow for development, and this places us all at risk of food insecurity.

Generation Zero made the following submission as to why the Valley should remain as productive land:

The future of rural land is important and may be better suited to other landuse activities than housing... We also need to protect our productive land to growing food.

A moderate number of Wellingtonians commented that 'the Valley' was an important area for recreation, and for this reason, they did not want to see it turned into a housing development. They talked about how its proximity to Wellington made it an ideal place to get away. Others mentioned the multiple recreational activities that were available, and that it was important for Wellingtonians' wellbeing that the area be left undeveloped. As one respondent said:

Protect our green areas - the city needs them to balance the welfare of all wellingtonians who come to Ohariu to enjoy the peace and tranquillity and get out of the city within a few minutes - mountain biking, horse riding etc.

A few people stressed the history of the area, conveying it was important and that no further development should take place because of this. A few others emphasised the cultural significance of the area and did not think any development should be undertaken without local iwi permission. As one respondent said:

I urge the council to consider the cultural values of these sites. Archaeological and culturally significant sites are likely to be present in the Ohariu valley, used by Maori as a fishing site, and development is unlikely to be respectful of these under current legislation.

Infrastructure

69 comments

A substantial number of respondents opposed Scenario 3 because of the perceived costs of developing new housing and infrastructure in this area. A considerable number said that infrastructure in existing suburbs should be improved upon, developed further before new housing developments were considered.

A considerable number of people also said that the topography of the Ohariu Valley was not suitable for the inclusion of new infrastructure. They also questioned whether the cost of developing new infrastructure in this area was economically viable. As one respondent said:

Struggling to understand why this would even be suggested as a scenario when clearly the infrastructure alone would be exorbitant...there are much better scenarios that have been put forward.

Another Wellingtonian said:

It appears the developers know little about the terrain of Ohariu Valley. Visit the area and truly evaluate how much possibility there is for housing development. With steep hills, the area may not be as densely inhabitable as initially thought. Investing in all that new infrastructure would not be efficient, no matter how innovative the houses are.

Need to increase density/intensification

50 comments

A substantial number of respondents commented that they opposed Scenario 3 and proposed city densification as an alternative. This included several people who used the phrase "build up not out". The following respondent phrased their opposition to Scenario 3 emphatically:

I am totally in favour of intensifying and improving suburban Wellington, rather than spreading out to meet demand. I just don't agree with this plan.

Comments were consistently in favour of developing the city over a new greenfield development. They talked about investing in areas closer to the city; rezoning to encourage higher density development; keeping the city compact, and intensifying existing suburbs.

In addition, a small number of respondents praised the dense inner city, citing this as an iconic feature of Wellington, and one that should be retained.

Develop outside of Wellington

23 comments

A moderate number of respondents suggested that instead of creating a new suburb in the Ohariu valley, the Council should be encouraging people to move to other areas in the region. They argued that Wellington should not spread any further out than it already had. The Council should work with neighbouring councils such as Porirua and the Hutt Valley to increase population density in their locale. The Wairarapa and Kapiti Coast were also mentioned as areas to be intensified, before development of Ohariu Valley should be considered. It was felt that these other areas would benefit from further development and if existing transport corridors were improved, there would be no need for Wellington city to encroach on rural/ greenfield land. As one respondent stated:

I don't understand why we would choose to develop an entirely new centre rather than expanding existing which also would mean an opportunity to improve existing infrastructure for existing residents. Improve the consistency and quantity of train services to the Wairarapa. If we got high quality train service, reduced the commute time slightly, this would mean that areas in the Wairarapa would become a lot more attractive. There are still large areas of land to develop in the Wairarapa whilst maintaining rural character.

Uneconomic

15 comments

Scenario 3 was opposed by a moderate number of people for the view that it is uneconomic. Respondents talked about the "enormous cost", the huge investment it would involve, and it being a "poor choice from a fiscal" perspective. The expense was viewed as not worth the proposed gains.

The cost of developing Ohariu would be far in excess of any other proposal.

Alternative greenfields development

15 comments

A moderate number of people suggested a different or alternative area to develop in their opposition to Scenario 3. These included concentrating development in the following areas: Wellington's outer suburbs (i.e., Scenario 2); "to the west; and, other greenfields generally.

A small number of people cited specific areas they deemed more suitable to develop than that proposed in Scenario 3, these were: areas north of Makara; Lincolnshire Farms; Stebbings Valley; Shelly Bay; the Grenada-Horokiwi area; and, "near Tawa".

Limits to growth

16 comments

A moderate number of respondents opposed Scenario 3 because they did not want the population of Wellington to grow. They wanted the Council to consider limiting the number of people living in Wellington instead.

They also wanted the city to remain within its current footprint and for growth to be capped. Most comments were single statements such as "need a plan for population stabilisation" or "zero population growth". A couple of respondents linked population growth to environmental degradation and finite resources.

Soulless, satellite suburbs

12 comments

Several respondents opposed Scenario 3 because they were concerned that the planned housing development would not take into consideration community development and would become a "soul less" suburb with no character. They cited existing suburbs such as Grenada North and Churton Park as being poorly planned with few public spaces where houses were "crammed in". As one person said succinctly:

The new suburbs will have no character or "Wellington-ness"

Transport

Increases travel demand and congestion

86 comments

A sizeable number of respondents opposed Scenario 3, believing it would contribute to congestion problems and an increased travel demand, specifically for single occupant private vehicles. Respondents linked sprawling development with an increased reliance on cars, leading to pressure on roads that were described as already inadequate in meeting current demand.

Respondents were sceptical that effective public transport would be implemented to meet this increased demand and stated the scenario would simply lead to more time spent commuting, having a negative impact on people and the environment. The following comments effectively summarise these ideas:

Urban sprawl resulting in increased private car use is not good for anyone in the city or suburbs.

We do not need more suburbs. I have NO faith that the public transport infrastructure will be put in place. We will just have more CARS

The city cannot cope with an increased reliance on private transport. This would increase congestion and decrease quality of life in inner Wellington/ the central city, which even under this scenario will see a significant increase in population.

Transport infrastructure needs improvement

7 comments

A small number of respondents opposed Scenario 3, believing existing transport infrastructure would need significant improvements for it to be feasible. Respondents did not support development that prioritises car use and believed existing transport infrastructure is not sufficient to meet the increased demand. The following comment is one example from this topic:

This is a terrible idea. Waste of money because we need the services infrastructure of public transit anyway. Need fewer cars on the road, not more

Other comments

6 comments

A small number of respondents made other comments about transport. One stated the Ohariu Valley is accessed by a narrow, unsuitable winding road. One noted residents of Tawa do not want the new development to link with their suburb. Another respondent stated farmers use rural roads for stock trucks and shifting stock, which may be problematic as more residents move to the area.

Community

Poor community outcomes

17 comments

Several respondents opposed Scenario 3 for the perception that it would result in an area with little community value. This was on the basis of a number of variables, including: isolation, income segregation, rural/urban conflict, lack of opportunities to commune with other residents, and, that a lack of "cultural or historical precedent" would take decades to build. The following comments are examples:

I don't think that it works from a community, sustainability, or economical perspective to carry out this scenario.

This lack of space, compounded with the difficulties of being far from town, a likelihood of poor and isolated community facility provision, and vulnerability to being cut off, mean heavy costs for potential residents.

A few respondents objected to Scenario 3 on the following basis: that it was "pulling a city apart"; it would result in no lifestyle improvements, and that it would be "not very liveable".

Residential

Improvements to residential

4 comments

Two quarters of the respondents discussed different types of innovative designs for new residential development. Ideas ranged from designing new buildings to be in keeping with character areas; designing "smarter" and the development of more modern and eco-friendly buildings. One respondent stated:

any money going into more accommodation should go into far more modern and eco friendly housing solutions like flora covered low and high rises in the center city (once again the designs of Vincent Callebaut provide a brilliant reference)

Residential building - Other

3 comments

A few respondents spoke about the importance of character areas in Wellington. One of the respondents believed that councillors “support building on every scrap of land” and cautioned that over-development and poor planning would lead to the loss of character. Another respondent believed that the development outlined in Scenario 3 reduced housing options for Wellington’s present and future residents. They said that residents should be able to live wherever they wanted. The other respondent commented:

[P]rotect the current heritage areas as they currently exist in the District Plan with no changes. keeping the character areas as they exist are very important.

Other topics

General opposition

249 comments

A very large number of respondents expressed opposition to Scenario 3.

In response to the question “What are some of the things you like about this scenario (3)?” the majority of opposition was expressed simply as “nothing”.

In addition, people used the following words and phrases to express their opposition: not much; it’s a terrible idea; take it off the table; I disagree with it; don’t do it; dump it; scrap it; none of it; nil; zero; and, very little.

Longer responses were still relatively short, as the following examples show:

None, this is old style thinking.

I would remove this scenario from the discussion.

Nothing. It’s a really bad idea.

DO NOT LIKE THIS SCENARIO AT ALL

I think this would be a terrible way forward

Nothing about creating a new suburb appeals to me.

Availability of housing

7 comments

A small number of respondents commented that Scenario 3 does not address certain issues. The most frequently raised issue was that the new suburb would not alleviate housing problems. This was on the basis that it would be unaffordable for a large part of the demographic; that it is unfeasible financially, and that it is not consistent with Council plans, as the following quote shows:

Nothing - it meets none of the stated objectives of compact, connected, greener, resilient and vibrant/prosperous. Looks like it is 3x bigger than Johnsonville, but only for 11K people.

Other

8 comments

Remaining comments were varied in nature, with a few remarking on planning in general; indecision about the merits of Scenario 3, and unfavourable comparisons with heavily densified areas such as China and Auckland.

A couple of respondents objected to the scenario on the basis that it would be too difficult to deliver.

Scenario 4: Greenfield Extensions

SCENARIO SUMMARY

WHAT WAS SAID...

Overall assessment

Support comments

- Those in support of this scenario identified benefits from reducing exposure to natural hazard risks by developing in a comparatively safer area. They also welcomed increased availability and affordability of residential housing.

Change/improvement comments

- The most commonly suggested change to this scenario was solving the environmental and congestion problems caused by the large number of private vehicles traveling to and from the central city each day. Urban design approaches, which foster community development were encouraged.

Opposition comments

- Around one third of the opposition comments to Scenario 4 were simple statements which did not contain explanatory arguments. When arguments were provided, they were most commonly focused on the environmental impacts associated with urban sprawl, particularly increased carbon emissions, along with the cost of development.

What was supported

- The most commonly discussed city outcome was that Scenario 4 will lower exposure to natural hazard risks, particularly from earthquakes, sea-level rise and flooding. Enabling infrastructure to be added to existing development, rather than starting afresh was considered an efficient approach.
- Increased provision of residential housing was supported because it was thought to increase availability and improve housing affordability. Related to this, the protection of inner city character suburbs from development pressure which risks the destruction of heritage buildings, was supported by a considerable number of respondents.
- A variety of transport actions were supported, particularly the opportunity to create concentrated transport hubs.

What should improve or change

- Smart transport planning was sought for Scenario 4. A common observation was that this scenario is likely to increase private vehicle use and that steps need to be taken to mitigate the negative impacts of this. There was a desire for considered public transport, which is implemented early in the development process. Avoidance of environmental impacts was a key outcome sought, with electric vehicles considered a solution.
- Environmental concerns were raised about the development of this scenario. Additional to avoiding transport impacts, an environmentally sensitive development that protects natural habitat was sought. Increasing housing density within the development was considered one way to mitigate urban sprawl. Sustainable infrastructure, completed prior to construction of homes, was also suggested.

- People wanted the development to facilitate a community, achieved by sensitive urban design which fosters positive human interactions, along with the provision of work and recreation opportunities. Several respondents were in favour of increased housing options.

What was opposed

- Simple and direct opposition was the most common form of opposition to this scenario. A very large number of respondents made a short direct statement, such as 'nothing' when asked what they like about this scenario.
- Urban sprawl was a key aspect within opposition arguments. The link between sprawl and the environmental impacts of private vehicles traveling each day between this development and the central city was commonly made.
- A substantial number of respondents who opposed this scenario, supported building higher and increasing density in the centre of Wellington as an alternative to the Greenfield Extensions approach.
- The costs associated with developing infrastructure was a key concern for a moderate number of respondents.

WHAT SCENARIO 4 SURVEY RESPONDENTS SELECTED

OVERALL AGREEMENT WITH THE BALANCE OF SCENARIO 4

The chart below presents overall agreement and disagreement with the balance of Scenario 4.

Survey respondents were asked: **Overall, do you agree the urban extensions scenario balances trade-offs well for Wellington's future?** (select one option)

In total, 1,307 people answered this question.

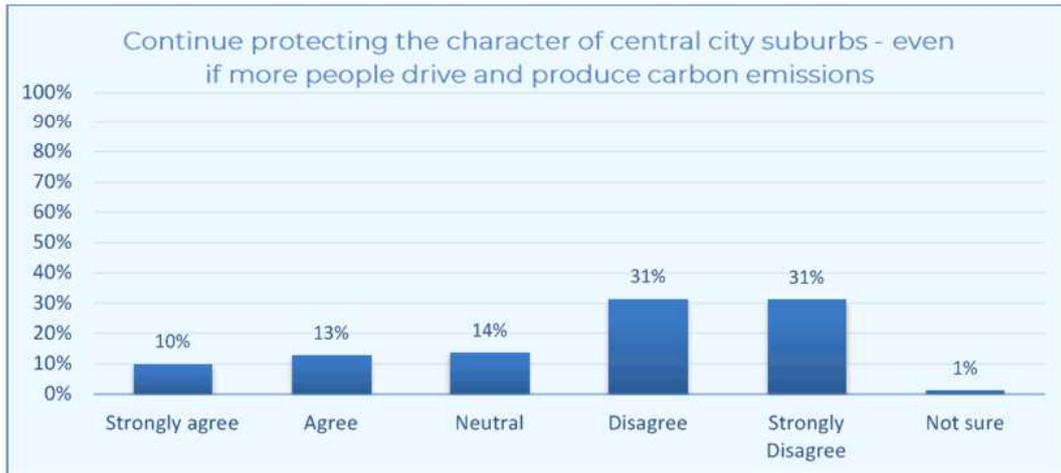


Overall, the largest proportion of respondents disagreed that the Urban Extensions Scenario balances trade-offs well for Wellington's future – 49% (642) of respondents disagreed or strongly disagreed, whereas only 29% (381) agreed or strongly agreed.

**AGREEMENT WITH CENTRAL CITY CHARACTER PROTECTION
BALANCED WITH CARBON EMISSIONS**

Survey respondents were asked to agree or disagree with the statement: **I support continuing to protect the character of Newtown, Mt Cook, Mt Vic, Thorndon, The Terrace, Holloway Road, Aro Valley and Berhampore even if it means more people will drive and produce carbon emissions.** (select one option)

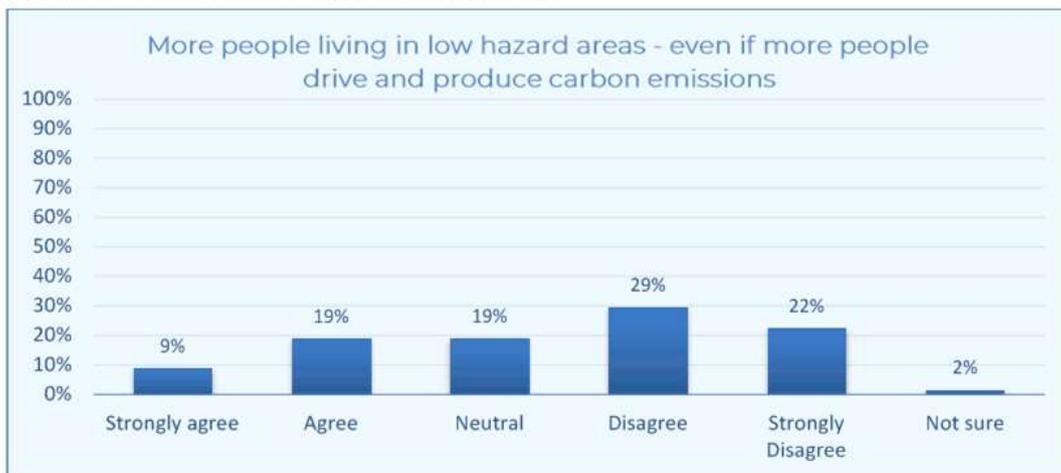
In total, 1,296 people answered this question.



The majority of respondents disagreed with continuing to protect the character of central city suburbs, even if more people drive and produce carbon emissions. In total, 63% (810) of respondents disagreed or strongly disagreed, whereas only 23% (295) agreed or strongly agreed.

**AGREEMENT WITH PEOPLE LIVING IN LOW HAZARD AREAS EVEN IF
MORE PEOPLE DRIVE AND PRODUCE CARBON EMISSIONS**

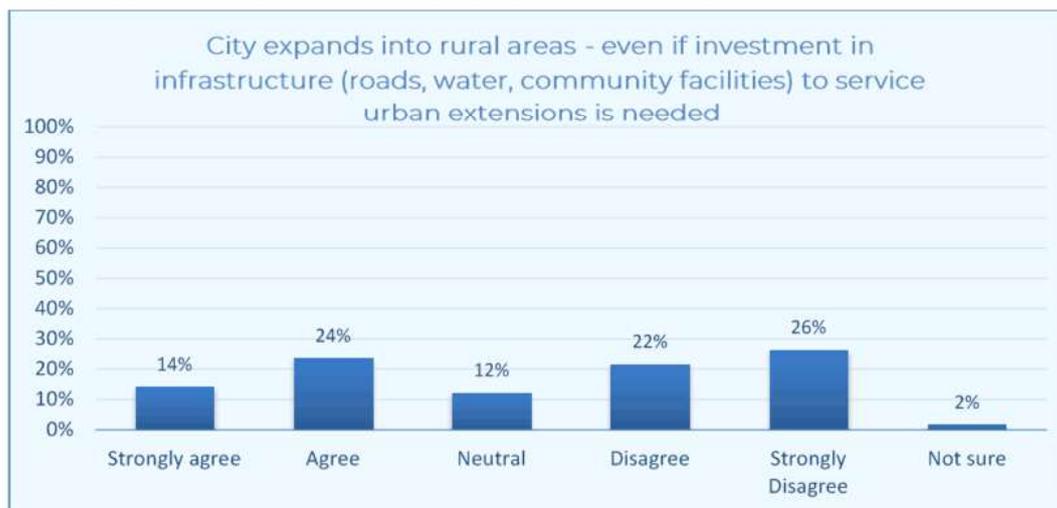
Survey respondents were asked to agree or disagree with the statement: **I support more people living in low hazard areas even if it means more people will drive and produce carbon emissions.** (select one option). In total, 1,307 people answered this question.



The majority of respondents disagreed with more people living in low hazard areas, even if more people drive and produce carbon emissions. In total, 52% (677) of respondents disagreed or strongly disagreed, whereas only 28% (362) agreed or strongly agreed.

AGREEMENT THAT THE CITY EXPANDS INTO RURAL AREAS EVEN IF INVESTMENT IN INFRASTRUCTURE (ROADS, WATER, COMMUNITY FACILITIES) TO SERVICE URBAN EXTENSIONS IS NEEDED

Survey respondents were asked to agree or disagree with the statement: **I support expanding the city into rural areas even if it means investing in infrastructure (roads, water, community facilities) to service urban extensions.** (select one option). In total, 1,313 people answered this question.



Those who disagreed that the city expanding into rural areas, even if investment in infrastructure (roads, water, community facilities) to service urban extensions is needed were the largest proportion of respondents. In total, 48% (632) of respondents disagreed or strongly disagreed, whereas only 38% (498) agreed or strongly agreed.

SURVEY RESPONDENTS' COMMENTS ON SCENARIO 4

COMMENTS SUPPORTING SCENARIO 4

587 COMMENTS

City outcomes

Reduced risk of natural hazards

63 comments

A substantial number of respondents supported Scenario 4 because of its perceived lower exposure to natural hazard risks, although the majority didn't specifically define hazard types. The following comments were typical of many:

Less hazardous areas to be developed.

Mixed benefit for some dwellers wanting to live away from higher risk event sites.

Less risk to life in event of natural disaster.

Those who did identify a hazard, most commonly named earthquakes, liquefaction, sea level rise, and flooding. There was broad support for greenfield extensions being more resilient than other development options. One respondent raised the idea of moving Wellington further west to escape the threat of hazards.

Infrastructure development

55 comments

A substantial number of comments made on infrastructure development were divided. The majority supported the rationale of a new development because required infrastructure was partially in place

already. This was perceived to minimise cost of expansion, and simply be a less complicated development. This is how some respondents expressed these ideas:

Extending existing green fields developments make sense where the current infrastructure can manage it or the infrastructure can be readily upgraded.

It'll make the most of existing infrastructure (e.g. State Highway)

The rest of infrastructure comments in support of Scenario 4, felt it would improve infrastructure provision in areas outside central Wellington. These respondents valued supporting, refreshing, or upgrading existing suburban infrastructure. This was one of those comments:

Creating a bigger urban area and having better facilities and amenities as a big urban area

The issue of how to fund infrastructure was raised by a few respondents. Suggestions included targeted rates so that "infrastructure would pay for itself", and approval of a new "rates base" to support new infrastructure.

Whatever way infrastructure is funded, respondents consistently supported high-quality or much improved infrastructure.

Favourable location

40 comments

A considerable number of respondents who were positive toward the location, made general affirmative comments. The comments also implied that greenfields development is logical. Specific points made regarding extending existing greenfield areas included: less wasteful; good because of the space available; and good because it would make use of otherwise underutilised land.

Additionally, the concept of expansion in itself was supported by a few, as the following comment shows:

Good option to expand to greenfield.

A small number of respondents specifically cited proximity as a reason to support Scenario 4. These respondents were in favour of development taking place relatively close to the city:

These areas are still relatively close to Wellington so would not require massive building of roads

Builds on existing suburb

45 comments

A considerable number of comments included support for Scenario 4 on the basis that it extended existing suburbs, as opposed to expansion into undeveloped land.

These comments conveyed ideas that this type of development "makes sense". One respondent supported this scenario, deeming it "more iterative". Another respondent stated, "it's just an extension", inferring that disruption would be minimal. The following comment addressed existing infrastructure and associated benefits:

don't create new infrastructure needs - upgrade the systems and neighbourhoods that are already there

A small number of respondents encouraged greenfield extension for its contribution to Wellington as a city or revitalisation of outer suburbs. One respondent supported the scenario because it:

Supports higher density residential development in the existing low density middle and outer suburbs of Wellington city.

Housing availability and affordability

30 comments

Several respondents outlined that Scenario 4 would increase Wellington's housing availability, while a similar number stated that this scenario will increase house affordability.

The majority of comments simply stated the scenario would provide better opportunities for housing availability or affordability. A small number of people stated that extending development into existing greenfield areas will give residents more choice in the area in which they would want to live and gives people the opportunity to buy in low density, flat areas; with bigger homes and back yards. One respondent commented:

Opportunity for more affordable housing (own or rent). Access to Rent or own houses that are more modern with better insulation with flatter sections.

Balanced development

27 comments

Several respondents supported Scenario 4 for its provision of mixed-use development; mixing urban/rural/commercial/residential; and/or a good mix of development both generally and in terms of housing. The following comment captures the overall sentiment:

This scenario provides for a mixture of living that residents can choose from.

Several respondents who spoke about Scenario 4 providing “balanced” development, offered reasons why this was the case, including: less destruction; the spreading of development; a mixture of living; and, bringing life to outer areas. In addition, a few respondents simply stated that this scenario was balanced, or a “good balance”.

Outwards growth

24 comments

A moderate number of respondents addressed the topic of outward growth. Of these, several supported development and growth at “the edges of the city”. A small number of respondents stated that they liked the idea of development in these areas as it would be utilising unused space. A similar number of respondents believed that such development reduces the density in the inner city and allows the CBD to remain in a “happy state”.

A couple of respondents stated that the areas proposed for development in Scenario 4, increases housing choice. The following quote outlines the overall sentiment of the comments on outward growth:

we need to use some of our unused land and stop cramming people in too tightly. give people the option to move further out of town if they wish like an in between crowding and rural.

Specific places

23 comments

A moderate number of respondents made comparisons with other places in their comments. Ōwhiro Bay was noted most frequently, with the area considered ideal for development for the following reasons: it is close to Wellington, it is run down, it already has a school (and infrastructure), and, it is preferable to development in other areas. This was one comment:

Ōwhiro Bay should be further developed, proposed developments not too far from job centres.

In a small number of cases, place names were noted to describe areas deemed appropriate for development, including the following:

New suburb in between three 'cities' - Wellington, Lower Hutt and Porirua.

Horokiwi area, Takapu Valley seems like a good investment despite ruining the rural character

Takapu Valley gives the best opportunity for good planning from the ground up.

The infill of the area proposed between Tawa and green side is the only area I would look at currently

Natural environment

19 comments

A third of the comments which discussed the natural environment stated that Scenario 4 was preferable to Scenario 3 as it has relatively less impact on the rural environment and Wellington hills. A few people stated that this scenario should reduce the impact on the centre city's green belt and green space. A similar number of respondents believed that this scenario presents an opportunity to create sustainable suburbs. One respondent commented:

This scenario presents positive opportunities for creation of community centres that respond to carbon zero targets and creation of sustainable urban/suburban futures.

Development needed or inevitable

16 comments

A small number of respondents stated that there was a need for expansion due to Wellington's projected growth. A similar number of comments outlined that the development outlined in Scenario 4 was a future

reality or inevitable. Like the comments on expansion, respondents believed that development in such areas was necessary to combat growth and to reduce the amount of development which results in people living in high risk areas. The following quote typifies these statements:

Shifts focus to accommodate future realities. The development that is inevitable to manage the increased population should be in made in low risk areas

Economic or commercial considerations

16 comments

Comments in support of Scenario 4 with regard to economic considerations said that it will reduce costs when compared to Scenario 3. In a small number of cases, respondents simply stated that the cost of infrastructure, development, or investment would be less. The following comment was typical:

Existing urban infrastructure can be extended with less cost to ratepayers.

A couple of respondents approached economics in terms of the commercial opportunities an extension to the greenfield could offer. Lastly, a few reported that housing, and small businesses in a greenfield extension would be "more productive for the country's economy".

Quality modern suburban design

15 comments

A moderate number of respondents supported Scenario 4 for the opportunity to provide a high-quality, new suburb. This included innovative design aspects, in a few cases related to sustainability and efficiency. Respondents commonly referenced the concepts of new, modern, and innovation.

Sustainability

9 comments

A small number of respondents outlined the opportunity in Scenario 4 to focus on planning and development of sustainable residential developments, identifying a range of measures that could constitute more sustainable development and outcomes. These included: people working from home, electric car use, shared cars, public transport infrastructure and hubs, retaining green spaces, development of active transport, rainwater harvesting and provisions for renewable energy. One respondent commented:

this will allow for properly planned areas that can feature public transport hubs, electric car charging stations, new schooling and essential services as well as retaining green areas. Roading and cycleways can be built to standard at the same time and create a blueprint for other suburbs to follow in the future.

Public spaces

4 comments

The small number of comments on public spaces stated a desire for the provision of public parks. Three of these highlighted the ability for public spaces to be planned for and implemented in the development of new areas.

Other comments

8 comments

Other comments were varied, and described support for Scenario 4 on the following bases: it "preserves" options; is "less intense"; offers improvements for current residents; and, simply that is it better.

Transport

Existing transport linkages

22 comments

A moderate number of respondents supported Scenario 4, believing it sensibly concentrate development in locations with established transport links and hubs. These respondents supported developing locations such as Takapu Valley and Horokiwi as they are closer to the central city and will therefore cost less to provide the necessary transport infrastructure and services. The general sentiment of these comments was it makes sense to develop in areas with existing transport infrastructure and networks, rather than starting from scratch. The following quotes reflect these ideas:

We like that Owhiro Bay and Horokiwi have been considered. This land is closest to the city for transport

Like that it's on the train network so would be fairly easy to get into the city. This option would not clog up the infrastructure of the ever neglected Eastern suburbs so that's a positive

These areas are close to existing public transport spines.

Access to transportation hubs is easier,

Public transport

13 comments

Several respondents commented on public transport, seeking new development that is serviced by a robust public transport network, therefore reducing car use. This was often stated in simple terms, with comments such as "improve public transport", "better public transport", and "more investment in public transport".

Sustainable transport

15 comments

A moderate number of respondents discussed sustainable transport solutions in their support of Scenario 4. These respondents were in favour of extended greenfield development provided it prioritises sustainable transport options such as walking, cycling and public transport and reduces emissions.

A small number noted the uptake and use of electric vehicles would contribute to offsetting carbon emissions and infrastructure should be provided to support these vehicles.

Other transport comments

14 comments

Several respondents made a range of other comments on transport in Scenario 4. A small number implied this scenario would generally improve transport in the city. People stated the scenario would alleviate congestion in certain parts such as Newtown and allow for the future planning of streets and highways. A couple of respondents suggested development in these outer areas would create the necessary demand for an improved public transport service, which was argued would be critical to avoid having to drive everywhere. These were some other comments:

More parking

Transport is essential but so is providing a reason for coming to the new outer edge suburbs.

Hopefully this one would also become more self-dependant so that you wont have an increase in carbon emissions etc.

Not all suburban people drive / create excessive carbon emissions. This questions seem loaded in this area!

Community

Family or traditional lifestyle

23 comments

Scenario 4 was supported by a moderate number of respondents for its provision of land and space, usually for the benefit of families. Families were spoken of as desiring space around their home, and in a few cases, this was phrased as a or the "New Zealand way of life", one that deserves protection. In addition, the backyard as a place to grow produce was noted in one comment, see below:

Better living conditions for families with children and senior members of communities...Allows families to grow some produce at home

Increase in housing that NZers typically like to live in

Community development

17 comments

A moderate number of respondents supported Scenario 4 for its perceived community benefits. Scenario 4 was claimed by these respondents to enable communities to develop a "good way of life". The space, facilities, commercial enterprises, community centres that were predicted to emerge from this development were praised by these respondents. This was one comment:

The entire city would be more inclusive because attention would be paid to outer areas.

Infrastructure would encourage neighborhood activities for the expanding population.

A few respondents noted the importance to them that development caters to the needs of communities – they want communities to be facilitated rather than hindered by development.

Residential housing

Inner city character protected

56 comments

A considerable number of respondents supported protecting Wellington's inner city suburban character in their comments about Scenario 4. The greatest focus was on Wellington's heritage suburbs. The majority of the comments made general statements about the need to protect heritage, without going into detail. A small number stated that Scenario 4 will reduce development in the already dense character areas. One respondent commented:

The fact that there will be low impact in the city centre and suburbs around. And we will keep Wellington character as we know it. I like the idea that we keep the people per kilometre square relatively the same (especially in the suburbs).

Density

8 comments

Of the comments on minimal change to the central city and suburbs, density was the most commonly discussed topic. A few respondents noted that Scenario 4 will reduce the amount of density experienced in the city and suburbs. A couple of respondents supported the protection of the inner city and suburbs from development under this scenario.

Other topics

General support

19 comments

A moderate number of respondents gave a variety of different reasons why they supported Scenario 4 in general terms, including: it would decrease pressure in the meantime; offers a "future-proof" solution; offers more options; and, that it would be easier to implement than other scenarios. One respondent stated:

We need to expand out our city and have little atolls of industry, much like Auckland. It will bring more business to the area and therefore more jobs. There will be more options for people and less pressure on our inner city centres

A small number of respondents stated that what they liked about Scenario 4 was that it was preferable to Scenario 3.

Other comments

6 comments

Remaining responses were wide ranging and included: querying how hazard prone Ōwhiro Bay is; a plea to avoid replicating a "Milton-Keynes" style development; and one that supported growth across the board, as the comment below illustrates:

we need to make room and support growth. It's a yes to all the scenarios - growth in the city, growth in the suburbs and new suburban centres.

COMMENTS SUGGESTING IMPROVEMENT/CHANGE TO SCENARIO 4

599 COMMENTS

City outcomes

Environmental impacts

53 comments

A substantial number of respondents commented on the environmental impacts of Scenario 4 with nearly all respondents wanting better environmental outcomes if this scenario was to go ahead. Several people commented that they want to see plans for how the Council will deal with the carbon emissions from the increase in commutes to and from these expanded suburbs and would like good public transport infrastructure to be put in place as part of the expansion plans. The Greater Wellington Regional Council made this comment on the environmental effects of this scenario:

If greenfield areas identified in the present growth strategy are developed, GW strongly supports the use of structure planning techniques to work to minimise adverse impacts on the environment and provide for good urban design, transport choices, and provision of three water infrastructure. Structure planning should identify the areas such as significant ecological sites to be protected from subdivision as well as aquatic habitats such as stream corridors. High quality structural planning and urban design will allow multiple benefits to be realised across the four wellbeings.

Several other respondents commented that they would like to see green space protected/enhanced and for the development to be ecologically sensitive and sound. They did not want to see natural habitat entirely replaced with housing.

A few respondents commented that they preferred this scenario to Scenario 3 because it did not interfere with Ohariu Valley.

Density

34 comments

A considerable number of respondents commented that they would like to see Scenario 4 include a higher degree of density in order to curb urban sprawl as much as possible. They suggested medium density housing as a minimum requirement, although several respondents added the caveat that green space should also be included in any increase in density. A few respondents emphasised that the city should build up not out. They did not oppose this scenario, they simply wanted it to include high-rise buildings as well. As one respondent suggested:

I support the expansion of housing into other areas if it is done thoughtfully. Contain the damage by containing the size of these communities. Not lifestyle blocks, but compact areas with appropriate amenities including public transport. Make them attractive places, emphasizing quiet environments for people who don't like crowds, family-friendly circumstances, etc

Several respondents also wanted to see density increase in the inner suburbs before the development in Scenario 4 went ahead. A few respondents wanted to see a staged intensification of Scenario 4.

Infrastructure

26 comments

A moderate number of respondents would like to see infrastructure concerns addressed before any further development of Scenario 4. The following comment was typical of the suggestions that respondents made about infrastructure in this scenario:

If you could invest so that the amenities were in place and the traffic would be dealt with BEFORE any if these scenarios were started that would be wonderful!! I feel that each time the council does something that they do it and THEN deal with the fallout!!

A few people commented that they wanted the development of any new infrastructure in this scenario to be self-sufficient and resilient. A couple of respondents mentioned using 'green' technology to reduce costs associated with infrastructure.

Consolidated suburban centre

26 comments

A considerable number of respondents commented that they would like to see development in Scenario 4 to be mixed-use so that people could live and work in the same area. They suggested that it was important to create community hubs that reduce the need for people to commute into the city and also enable the outer suburbs to be self-sufficient and resilient. As one Wellingtonian suggested:

Why not bring amenities etc to existing suburbs. Give people a reason not to leave their suburb to work/play/etc, make it nice to live there and accessible to shop/work/etc in suburbs. Hours of commuting away from your suburb to work in the central city is bad for the planet and for people.

Impacts of sprawl

22 comments

A moderate number of respondents commented on urban sprawl in their suggestions for improvements to Scenario 4. They were generally not in favour of urban sprawl but preferred this scenario over Scenario

3 and thought that if development could be sensitive to the surrounding environment then it was okay. As one respondent said:

Confine the areas and drip feed through plan changes as the demand requires, and ensure they are current suburban fringe areas rather than a new area like Ohariu

Natural hazards

21 comments

A moderate number of respondents were concerned about natural hazards in Scenario 4. They recognised that one of the benefits of Scenario 4 was that it reduced the impacts of natural hazards in the inner city, but also pointed out that the outer suburbs and Greenfields also were at risk from natural hazards. They therefore suggested that any development in Scenario 4 needed to take into consideration localised natural hazard risk and avoid or mitigate potential effects. As one respondent said:

Owhiro Bay could be an urban extension, but only if development allows for high buildings, public transport, and avoids the coast and other high hazard risk areas exposed to sea level rise and major earthquakes.

The Greater Wellington Regional Council are concerned about flood mitigation and would like to see the following to be considered:

FLOOD MITIGATION: Existing earth-filled flood mitigation dam at Westchester was built to cope with projected water volumes but its ability to sustain combined weather and seismic events must be questioned. Damage from a combined event could be catastrophic for Porirua City and there seems to be only token plans for dredging recent build-up at Kenepuru Stream outlet into Porirua Harbour. This is clearly a matter for GWRC.

Sustainability

20 comments

A moderate number of respondents commented that any development under Scenario 4 should be sustainable and incorporate the latest technology and ideas into its design.

The following comments summed up the aspirations of the others who wanted changes to this scenario:

Consider any and all ways possible to reduce environmental impact of development / construction, and cost efficiencies for new infrastructure

Make it clearer that even though it might take some time, extending these suburbs should be done in a way that sustainable and accessible public transport options are developed right from the time of development and urban planning rather than trying to insert these mid-point

Specific locations

18 comments

Several respondents commented in Scenario 4 they were ok with the proposal as long as Owhiro Bay was removed from the scenario. Reasons for excluding Owhiro Bay included: its natural beauty; concerns about sea rise, its proximity to an existing landfill and simply stating 'not in Owhiro Bay'.

A few respondents mentioned that intensification should be concentrated around Tawa, Horokiwi, Johnsonville and Porirua. One respondent suggested the northern suburbs because of their lower natural hazard risk. They suggested:

Building more apartments and high rise in Johnsonville, Ohariu, Tawa and Porirua. More room for growth in there and safer in earthquake event.

Development rules and regulations

11 comments

Several respondents commented under Scenario 4 that they would like to see strong development rules and regulations put in place by the Council to ensure that developers were not able to take short cuts and that all development was done for the benefit of Wellingtonians not the developers' bank balance. As one respondent commented:

This is going to be required regardless. Better to plan for it and expand in a structured way than let property developers buy up the land and expand at great cost to the average Wellingtonian.

Existing greenfield developments**10 comments**

Several respondents commented in Scenario 4 that development in the outer suburbs should be confined to existing greenfield developments and not include the creation of new ones. As one respondent said:

These areas seem logical extension for limited greenfield development - i would also suggest some areas behind Churton park. I would not like to see extensive greenfield development and that we as a city maintain our urban containment of 75/25% infill/greenfield development split

Transport**A range of transport options sought****82 comments**

A sizeable number of respondents suggested that providing a broad range of transport options will improve Scenario 4. A considerable number of these comments related to public transport in general. Respondents typically referred to public transport in simple terms, stating Scenario 4 needs “good public transport”, “a stronger focus on public transport” and “prioritised public transport”. Those who went into greater detail stated extended suburbs should have access and infrastructure for a broad variety of transport options including connections for walking, cycling, buses, and heavy and light rail. The following comments reflect many received under this topic.

Emphasis on connectivity via public transport to other suburbs as well as the CBD

Buses! Really if you build it without public transport it's short sighted

Light or heavy rail transport connections of these new towns. Town development plans with no car access at all.

Include development of cycleways to major transport hubs, and into the CBD - many people will travel longer distances by bike if the danger is reduced, especially with the increasing accessibility of e-bikes. Include provision for efficient public transport eg rapid bus travel using bus lanes

Scenario 4 was also criticised for leading to an inherent increase in car use. Respondents argued this issue may be alleviated by smarter urban design and providing a wide variety of transport options. A considerable number of respondents supported eliminating cars. They noted that Wellington's congestion is already a problem and additional development must be planned to reduce private vehicle use. The following comments discuss these ideas:

The increase in outer city residents would mean that it is likely that there would be more vehicles on the road, so if this were to go ahead I would want it to be structured around existing public transport options to attempt to reduce this use of private cars.

Please please please, think about your urban design. Look at best practice internationally. Just because we go out DOES NOT mean we have to be driving cars. Get the right level of public transport & proper shared road space & we'd cycle / walk more. I did when living in San Fran & Edinburgh & even cycled to work in Nairobi!!! Wgtn you can do it you just need to not be afraid to do things a little differently

Sustainable transport**63 comments**

A substantial number of respondents sought changes or improvements for sustainable transport in Scenario 4. These comments echoed those discussed above and called for discouraging the use of private motor vehicles and prioritising alternate forms of transport such as walking, cycling, buses and rail. These respondents, however, specifically cited environmental reasons, stating a focus on alternative modes would lead to a general reduction in emissions and help alleviate some of the environmental impacts of sprawling development. The following comments reflected this general sentiment:

Emphasis on transport to reduce the impact of a raise in carbon emissions. Focus on environmental impact.

Prioritisation of environmental impact including clean transport i.e bus, cycle lanes, walking, trams would need to be a key priority.

This sacrifice of non-car transport is completely fictional and delirious. Anyone who thinks the current car volume and any increase is sustainable should not have any decision making power.

The solution of affordable public transport (smaller but more busses on regular runs) cycle infrastructure and decent unobstructed footpaths is very simple, cheap, and provides a solution for now and the future.

The uptake of electric vehicles was regarded by a moderate number of respondents as important for offsetting carbon emissions. A small number went as far as saying this would negate the issue of increased emissions associated with Scenario 4. There was general agreement that electric vehicles should be encouraged through the provision of infrastructure, charging stations and rates incentives. The following quote is an example of these comments:

It is assumed that this option would promote use of petrol cars. I don't support options that promote increased use of petrol cars. However electric cars are not so bad and public transport could be extended into the newly populated areas. Taking action to stop climate change is a top priority for me.

Transport infrastructure improvements necessary

46 comments

A considerable number of respondents indicated that for Scenario 4 to be feasible, significant investment and improvements are needed to existing transport infrastructure. Again, around half of these respondents called for investment in public transport infrastructure, conveying similar sentiments to those already discussed regarding a reduced reliance on private vehicles. A comment from one respondent describes greenfield development as reliant on effective public transport:

We should be investing more into the public transport section of wellington. will lead to extensions of the suburbs being possible

Remaining comments called for general investment in transport infrastructure, including improvements to roading. There was agreement that investment in such infrastructure is necessary to improve connections to outer Wellington areas. Several respondents referred to specific locations or projects they believed necessary. Suggestions included: fixing State Highway links to the city; ensuring adequate roads connect the new developments; increasing KPL (Kapiti Line) capacity; strong bus links in Porirua; increasing access roads from Stebbings Valley to Tawa to cope with traffic going directly north to Linden, Kenepuru and Porirua; and linking into transport systems going north.

Pre-planned transport network

33 comments

A considerable number of respondents called for smart and proactive planning to ensure an effective transport network is developed under Scenario 4. The majority of these respondents continued to support prioritisation of transport modes that discourage the use of cars. It was noted, however, that transport must be considered and planned from the outset and focus on intensifying development around existing public transport hubs, networks and infrastructure. The following comments convey this sentiment:

Connect suburb extensions to existing public transport networks

Needs lots of planning for public transport

If you could invest so that the amenities were in place and the traffic would be dealt with BEFORE any if these scenarios were started that would be wonderful!! I feel that each time the council does something that they do it and THEN deal with the fallout!!

Increasing travel demand and congestion

19 comments

A moderate number of respondents specifically outlined concerns about travel demand and congestion issues associated with Scenario 4. These respondents reiterated the need for investment in public

transport to avoid significant future traffic issues. The following comment outlines one respondent's approach to reducing traffic congestion:

Wide transport corridors to cater for growth, provide optionality for alternative modes of transport (eg bus lanes, walking, cycling), with parallel routes to spread transport loads and provide resilience. Car parks on arterial public corridors that worsen network congestion need erasing if the overall city is to grow and provide economic opportunities to people at large. Advocate to central government for decision processes conducive to that outcome.

Other transport comments

23 comments

A moderate number of respondents made a range of other comments related to transport that were difficult to group into individual topics. Some suggestions included: investigating other greenfield areas with access to transport such as Churton Park, Grenada North, Glenside and Horokiwi; improve the bus service; make public transport cheaper; remove parking requirements in inner residential developments; work with central government to plan and protect transport corridors; and use congestion charging to offset rates.

Community

Human-centric communities and development

26 comments

A moderate number of respondents expressed the need for community focused development. Several comments focused on the need to develop community facilities and spaces, the majority in favour of the development of community centres/hubs and associated public transport infrastructure.

A similar number of comments linked the development of community spaces with the development of a 'community' and positive community outcomes. Respondents want new developments to be attractive places to live. The comments identified community infrastructure such as, libraries, shops and parks. As one respondent commented:

A lot of thought needs to go into creating communities not just houses. Places for people to meet and talk, shared activities, local shops, etc

A couple of comments supported the development of infrastructure that allowed people to work from home. There was a desire for sufficient nearby community facilities so that residents don't need to leave their suburb for work or recreation.

One respondent cautioned developing in the area outlined in Scenario 4, believing that the lack of sunshine could impact residents' health. As a result, they suggested that the planning for Scenario 4 would need to be thoughtfully implemented.

Community issues

4 comments

A small number of negative community outcomes were perceived to be a result of Scenario 4, if it were implemented. These were: an increase in crime (with no further explanation given); reduced access to community facilities; loss of rural community which already exists in the area proposed for development; and, concerns about the lack of availability of employment for residents in a new development.

Residential housing

Character

18 comments

A moderate number of respondents commented that the character of residential housing is an aspect they would improve or change about Scenario 4. Comments were split between the majority, who were in favour of retaining character, and those against. Two thirds supported retaining character, citing its importance to Wellington generally, and the third who did not support retaining character areas deemed modernity and development the priority when addressing growth.

I am always wary of wholesale development subdivisions. Although planning is important for future growth it should at least 'look' like it's organic growth and not cookie cutter development.

There was concern from a couple of respondents that new suburbs would “have no Wellington character”.

More residential choice

10 comments

Several respondents agreed that any new suburb should contain a variety of housing options. The common thread amongst these comments was that a range of family and living styles catered need to be catered for. Respondents called for: choice, variety, options, and a range of densities in their comments.

Encourage high-rise development

4 comments

A small number of respondents preferred higher density housing as the first option.

Again the chance to show how good high density development can work although it's less likely in this scenario due to it being an extension of an existing suburb.

Improvements to existing residential

3 comments

Similarly, a few respondents wanted to see existing housing stock improved as well as, or before, other development.

Other topics

General

17 comments

Comments offered in response to the question “What would you improve or change about this scenario (4)?” in a moderate number of cases garnered disparate responses. Comments included the following options for improvement: limit immigration to NZ; find a good funding model; protect te ao Māori values in development; requests for more detail; a statement that smart growth is needed; and, commentary on climate change resulting in “everywhere” becoming “a risk area by 2050”.

Other comments

10 comments

A small number of respondents either emphasised that Scenario 4 should be implemented as soon as possible or stressed that this scenario is the best suited to accommodate growth.

A couple of people noted that they would change “everything” about this scenario, a couple more stated support for amalgamating different aspects of other scenarios (i.e., combining Scenario 4 bar Owhiro Bay, and Scenario 2).

COMMENTS OPPOSING SCENARIO 4

412 COMMENTS

City outcomes

Environmental concerns

57 comments

A considerable number of respondents opposed Scenario 4 because of increased carbon emissions from commuting to and from the central city. People did not see how commitments to reducing carbon emissions could be achieved if housing development occurs in areas without effective and efficient public transport. The following comments are typical of those made in opposition to Scenario 4:

Are you serious: more roads, more private car trips? Way to keep our heads in the sand.

We need less cars on the road, more exercise, investment in city parks and central city green spaces. This is 100% down the wrong track

With everything we know about Climate Change etc, I think it would be irresponsible to encourage large green fields developments

Other environmental concerns raised in opposition to Scenario 4 included: contaminants into the Horokiwi stream and other waterways; loss of greenspace such as Belmont Regional Park; habitat loss; sea level rise in Owhiro Bay, and loss of biodiversity. Several respondents simply mentioned adverse environmental outcomes without defining what the environmental concerns were. A few people mentioned that even though it protected character in the inner suburbs they were not prepared to accept the trade-off in detrimental environmental outcomes for Scenario 4. As one person said:

That it means character suburbs remain protected, but am not really willing to accept the trade offs, especially environmentally

Another person questioned the benefits of low hazard versus environmental consequences. They said:

The only benefit of the low hazard aspect is vastly outweighed by the environmental and congestion costs of this scenario.

Opposed to urban sprawl

55 comments

A substantial number of respondents were opposed to Scenario 4 because of concerns about urban sprawl. In several cases people simply stated "against urban sprawl" or "no greenfields development". Several people also commented that this scenario would only cement Wellingtonians' dependence on cars and increase traffic congestion. A few were opposed to urban sprawl because it relies on new infrastructure being developed. A small number of respondents wanted rural areas to be protected and not given over to urban sprawl. Comments opposing this scenario on the basis of urban sprawl included:

Don't do it. Climate change is upon us - we can't just keep expanding suburbs based on driving into valuable urban land. Please don't do this. I plan to live in this city for another 50 or 60 year
not sure I like this scenario much - once larger acreage is carved up - it is gone for good
Building out and not up is just going to add more infrastructural problems for Wellington further down the line. And if I wanted to deal with those, I'd move to Auckland

Inner city intensification

53 comments

A substantial number of respondents were opposed to Scenario 4 because they thought densification should occur in the inner suburbs first; the phrase "build up not out" was frequently used in comments. The following comments are representative of many:

Focus on dense a centre and excellent public transport among all the inner suburbs.
Better to invest within existing centres, than to creep outwards.

Reasons for concentrating on inner city development first included: revitalising areas in the inner city which were currently neglected; investing in existing centres was cheaper than developing infrastructure in the outer suburbs; existing poor housing stock in the inner suburbs should be replaced first and there are other outer suburbs that could be intensified easier than those mentioned in Scenario 4.

A few of the comments made to support inner city intensification included:

I don't support extending housing into Takapu Valley, Upper Stebbings Valley etc when areas such as Newtown, Mount Cook and other Eastern Suburbs need renewal
Why on earth would you develop somewhere that is currently not developed while most of our suburbs have so much awesome potential that is not being utilised.

Infrastructure concerns

13 comments

Several respondents were opposed to Scenario 4 because of the impact/costs of infrastructure in this scenario. A few people stated that they thought an expansion in infrastructure would stretch Council's ability in the future. As one person commented:

I am also concerned that developing outer suburbs further would stretch council infrastructure past the point at which it can be adequately maintained, as wastewater maintenance is a large WCC expense even at current development levels, and city wastewater pipes urgently needs upgrades.

A few people also thought that the cost of new or upgrading infrastructure in Scenario 4 would be too expensive or not possible because of topography constraints.

Economic considerations

10 comments

A small number of respondents were opposed to Scenario 4 because the economic cost of the proposed development was too high. A few comments addressed the role of developers, one expressing scepticism

that they wouldn't want to develop hilly land, and another felt developers who are "only after big dollars" should be discouraged.

A couple of people were concerned with the economic impact on commercial operations in the city centre, stating that greenfield development would draw expenditure outwards.

Limiting growth

6 comments

A small number of respondents were opposed to Scenario 4 because they did not think that the population should be allowed to increase in the Wellington area at all. They questioned the need for growth and did not want to see the city grow any larger.

Other city outcomes

8 comments

Comments that mentioned by individual respondents who opposed Scenario 4 included: the areas mentioned is shady and damp; the needs of artists need to be considered in this development; only those who can afford to build on a hill will be able live there; the character of the areas in Scenario 4 will be adversely affected; and, the improvement of roading in the area was supported, as opposed to housing development.

Transport

Increased travel demand, car use and congestion

27 comments

Over three quarters of comments discussed under this heading were from those who opposed Scenario 4 for the increase the number of cars on the road it was thought to result in. A small number of respondents highlighted the issue of increased carbon emissions as a result of an increase in the use of cars in this scenario. As one respondent commented:

I disagree strongly about the creation and development of satellite suburbs. It increases traffic and carbon emissions, and reduces the amount that can be spent on already existing areas

Improvements in transport infrastructure

6 comments

A couple of respondents expressed their concern over the lack of economic means and ability for Wellington's transport infrastructure to handle outwards growth. A couple of respondents argued that residential development should be occurring in the inner city and surrounding areas where there is good public transport infrastructure. These same respondents noted that the public transport in these areas should be further improved. One respondent commented:

I don't want to see huge new sub-developments outside of the CBD, I just want to see the current roads being able to support what is already there (and growing).

Issues with public transport

5 comments

A small number of respondents found the current or proposed public transport system lacking. The respondents outlined that there is currently no adequate public transport in the listed suburbs in Scenario 4. And that there is "little hope" that public and private transport planning could keep up with the new demand. One respondent did not believe that the public transport system would ever reach a point where these areas could feel part of the wider city. Another respondent stated that public transport and cycling do not work with low-density populations. They said:

Public transport and cycling don't work with low-density population, as evidenced with current state of the transport in Wellington (expensive, lack of options, everything else people complained about in Let's get Welly moving).

One respondent argued that such a development would raise the cost of public transport.

Other comments

8 comments

A small number of respondents said they did not support Scenario 4 because of negative outcomes for transport but did not sufficiently identify what those problems would be. As one respondent said:

As discussed above, we would not recommend scenarios which require new major roading development. The idea that you can build more roading and end up in a good place has been disproved internationally and in Wellington.

Community

Poor living and community outcomes

7 comments

Poor living and community outcomes were discussed by a small number of respondents. A few believed that as the development is focused on expanding outer suburbs, rather than developing new ones, there would be a lack of community facilities. Lack of community facilities, a dispersed population and the long daily commute were identified as contributors to social isolation and lack of community. One respondent commented:

These proposed "urban extension" ideas are code for more sprawl, the likes of which create even more traffic, hideously unsustainable infrastructure costs, and soulless deserts, where people have no way to meet and connect with their neighbours, as there is no actual "village" just acres of large low rise houses with internal two car garaging. No-one ever need connect with another person... a tragedy in the 21st century and a major contributor to social isolation and lack of mental and physical well-being in our communities.

A couple of respondents noted that the new development would adversely affect the current community and living conditions in Takapu Valley. One commenter believed that many of the existing residents' properties would be directly affected by this scenario, with family homes and buildings destroyed and the land subdivided, thus removing the rural character of the area. Scenario 4 was essentially noted by this respondent as removing the rural lifestyle choice and amenity for the current residents. Respondents argued that the development would remove the feeling of being a "close-knit" rural community based on "mutual support" and "friendship".

One respondent stated that moving people out of the "heart of Wellington" would draw people away from the centre and residents would no longer go into the city for events, to shop or dine, impacting central Wellington.

Community value

3 comments

A couple of respondents disliked the scenario but believed that if development was to go ahead in the areas outlined in Scenario 4, sufficient community infrastructure should be built. One respondent believed that community infrastructure should be built to ensure that residents live healthy lives. Another respondent believed that new development should have a mixture of amenities, commerce and industry together. The overall sentiment of the comment was that new development should be self-sufficient to remove the need for residents to commute into the city for work and recreation.

One respondent believes that the growth depicted in Scenario 4 is not the answer. The respondent stated that this scenario detracts from the work that needs to be done to improve the resilience of existing communities.

Residential housing

Character or heritage protection issues

2 comments

A couple of comments felt that the land impacted by this scenario should be protected and should not be sacrificed to protect character areas. The comments are as follows:

Awful - protects the character of some areas, but only at the expense of others
Drop it completely - we have to protect what open land we still have around wellington and many of these rural areas are heritage areas as well!

Other topics

General negative comments

143 comments

A very large number of respondent's comments were generally negative without providing much information on why they had taken this position. The comments were statements in relation to questions about what they liked or what they would improve or change about the scenario. Respondents often commented that there was "nothing" or "not much" that they liked about Scenario 4. When asked if there was anything that they would 'improve or change about Scenario 4' respondents replied with answers such as, they would change "all of it", "...would like to see it stopped" or "Everything. Again its complete madness".

Other comments

9 comments

There were a range of other comments about the scenario. A small number of respondents stated that other scenarios were preferable to Scenario 4. One respondent believed that Scenario 4 was not worth pursuing at this time. One respondent suggested the current greenbelt as an alternative development, stating that it could be developed without impacting on the overall environmental and recreational value of the greenbelt.

Other comments

ABOUT THE SURVEY

A very large number of respondents commented on the survey itself. Of these, a substantial number of comments covered the structure of the survey questions. The majority of comments noted that the “trade-off” nature of the survey questions added bias to the survey. Respondents believed that it influenced respondents’ answers, as they had to pick between one option or another rather than allowing respondents to come to their own conclusions. A moderate number of respondents noted that some of the information provided in the survey was wrong, simply missed out, skewed or that more detail should have been given. This would have allowed respondents to be more informed when answering the questions. In particular, several respondents were concerned about the discussion of hazards. Respondents commented that the term ‘hazards’ and ‘hazard areas’ should have been defined, it was their belief that every area has its own “hazards” and that this term was being used to influence or limit the scope of people’s answers.



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Turning Information Into Insight

