



Generation Zero

Generation Zero's Submission to

Upper Stebbings and Glenside West development concept

Objectives

Housing supply

Disagree. Not that many houses are being supplied, and not that near to infrastructure and facilities.

Housing choice:

Strongly disagree. There is a very small number of apartment buildings and terraced housing. The large majority of new dwellings will be stand-alones or duplexes. More housing choice drives affordability, liveable streets and community.

Access to green space:

Strongly agree. Redwood Bush Reserve is close by and other pockets of greenspace within.

Natural areas:

Agree. Streams are kept mostly above ground, and it appears significant natural areas have been well considered and preserved. However, if the design is kept as car dependent this will lead to high levels of runoff from roads.

Transport:

Disagree. There is a proposed extension of the number 1 bus to serve the new community, however there should be a plan to increase frequency of the Churton Park branch so that it can be used for non-commuter trips as well. Local train stations are not equipped to cope with an

increase in Park and Ride commuters without bike facilities and pricing. In general, it doesn't feel like transport was a focus here.

Walking tracks:

Strongly agree. Great provision of walking tracks.

Stormwater management:

Agree. There is a decent amount of green space to absorb stormwater, but keep in mind any stormwater going out pipes is also going into the highly culturally valued Te Awarua-o-Porirua.

Zoning the remaining rural land as lifestyle blocks?

Unsure

Is there anything else we should take into consideration when planning for the Upper Stebbings and Glenside West area?

Housing number and choice

The development is only going to add 655 homes to the housing stock, compared to an option from the 2018 consultation that boasted 1980-2500 new homes. Wellington is desperately in need of more housing, and denser housing typologies. The current proposal only provides a density of 20 houses per hectare which leads to less community engagement, separation and loneliness as well as making it difficult to run a frequent bus route.

Community provision

It also has no real community to it, with facilities stretching as far as a cafe and playground. There should be more provision for shops and community "third-spaces", vege gardens, composting and pocket playgrounds.

Liveable streets

- *Bus stops need to be covered*
- *Street trees to narrow line of sight to prevent speeding*
- *Traffic calming on the secondary streets to achieve (<30km/h)*
- *Children, the elderly and disabled people should be able to independently access all amenities in the neighbourhood safely*

Cycleways

- *Protected cycleways and bike parking should be provided on the main road from the beginning. The transport report is wrong in saying that mode shift won't occur and that bikes can share the road. This is against best practice.*
- *Transport report discounts active travel to the local primary school as being "too far" despite being only 2km or a ten minute cycle journey. There is no analysis done of active travel journeys to other levels of education such as intermediate or secondary.*
- *Suggests that the footpath network provides a method of journeys for cyclists when usage of footpath by cyclists is currently illegal and against best practice.*

Glenside West should not go ahead

- *There is no bus route provision, very little walkability or connections to non-car transport options. Number 60 bus route will serve this only on Middleton road, a 70km/h road with little pedestrian provision, so very long walk to get there on hard topography. This will lead to a soulless, car dependent area.*

Any other comments?

Generation Zero is sceptical of greenfield development as a housing and environmental solution. The nearby Churton Park development is a failure of greenfield planning and has led to high carbon emissions, dangerous streets and little local community. This should not substitute for upzoning of existing suburbs and the central city in Wellington. That is where dense housing can lead to better community and environmental outcomes.

Generation Zero Wellington

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