

# Our City, Tomorrow

## Workshop 2: Synthesis and analysis

Global Research *for* Wellington City Council

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Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke



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## OVERVIEW

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This report contains analysis of the comments received during the second Our City Tomorrow stakeholder workshop, held on 26 October 2017.

Three group exercises were completed:

- The ideas dashboard – development of ideas for a specific area.
- The transformation cards – group development of a vision for the area.
- Post-it note ideas – ideas or information people thought was important, related to specific city locations.

### ***Analysis process***

All comments were transcribed verbatim from the workshop's prepared sheets. The comments were then entered into NVivo qualitative analysis software, which assisted analysts in the organising and synthesis of information into appropriate themes and topics – every comment was read by an analyst and all coding was peer reviewed. The content of the information collected informed the synthesis and presentation of findings, which appear in this report.

For most of the exercises, the data that was collected was in note or bullet point form. Some points were single or a few-word statements. Analysts were required to organise this information into appropriate topics, without over-interpreting the points made.

### ***Report structure***

This report is broken into two main sections. The first section cuts all of the workshop comments by theme – comments from all activities and locations are included in the first results section. Section one is in order of most frequently mentioned themes, beginning with *built environment* and all of its sub-topics (also ordered by number of comments), and continues in order of the themes with the next highest amount of comments (natural environment, city life, people), finishing with the theme discussed least by participants, which was delivery.

The second section cuts the same comments by location. The most frequently mentioned themes from section one, per location, are discussed in order throughout section two. The most frequently discussed themes are discussed in full for each location, as well as particularly unique and insightful comments from each location, which are discussed in a summary section at the end of each section.

Each section commences with a summary of findings and is followed by a synthesis of all the comments received on that section.

Key findings are discussed by theme and location on pages 5 and 23.

## THEMES ACROSS ALL AREAS

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There were a number of common themes discussed by participants. The most frequently mentioned topic was transport, with just over 220 comments discussing some aspect of this. The next most popular topic was housing, followed by green space. Overall, comment themes were consistent, with limited disagreement to common statements. However, participants named a range of different streets, areas or places as points of reference for their comments.

### Summary of theme findings

Some key findings from particular themes were:

- **Active modes of transport or public transport**, were preferred modes of transport, over private vehicles, for participants. A number of comments suggested removing cars and car parking, or prioritising people over cars, with no participant explicitly stating they disagreed with these statements.
- Better **connections and links** between, and to various parts of Wellington was popular. Specific places included in some of the suggestions were: Thorndon, Waterloo, Waitangi Park, Hutt Road to the city, connecting the stadium to city and station, links to the airport, to suburbs, to the waterfront, through and around the railway station, and connection from the ferry to the motorway.
- **Mixed-use and higher density** housing was suggested by several participants. The desire for more diverse communities, and more vibrant public spaces at different times of the day, were the key outcomes sought from the change.
- **Affordability** was mentioned by some participants in regard to housing. While these participants supported higher density, apartment style living, they stated living style would also need to be affordable for a variety of households.
- **Green space and public space** was desired by many participants. Several participants specifically mentioned the CBD as the place to locate more of these spaces.
- **Natural hazards** were mentioned by a number of participants suggesting that they are aware of environmental threats, particularly earthquakes and flooding. The 50 comments received about natural hazards identified the threats to urban life and suggested ways to mitigate these, including a few encouraging working with nature, rather than against.
- **City entrance** was specifically mentioned by some participants as an area that requires significant improvement. Comments suggested the gateway is a significant area that should reflect the character of the city and leave a positive impression on people arriving
- **Community** was a key theme for several participants. Comments mentioned community engagement, participation in decision making, provision of good public space, and infrastructure that supports social connections within communities.
- **Delivery** of future development in Wellington raised many concerns and suggestions. Participants discussed policy and planning tools, rules and restrictions, and vision for the future that they believe will be important for the future of Wellington.

## Synthesis of comments

Participants completed multiple group activities related to their vision and thoughts on the future of Wellington. The activities were described as: the idea dashboard, transformation cards, and post-it note suggestions and ideas.

Common themes across all areas are summarised below.

### **Built environment**

**494 comments**

#### **Transport (228 comments)**

Comments about transport covered a number of topics, including: walking, cycling, public transport, vehicles, connections and links, and parking.

#### **Walking**

**50 comments**

There were several comments that referred to walking, pedestrian access or links, or pedestrianising different areas of Wellington. These comments were all in support of more infrastructure and facilities that support walking in Wellington. Some comments also mentioned restricting car access and parking, and prioritising pedestrians over cars in the CBD or particular streets (Lambton Quay, Tory Street, Kent Terrace and Cambridge Terrace, Dixon Street were specifically mentioned).

*Remove parking, pedestrian friendly, restrict cars*

*Introduce more walking cycling only streets with increasing greenery (trees will assist climate change)*

#### **Cycling**

**40 comments**

Many participants stated cycling as a key value for them in Wellington. Comments included suggesting more cycle ways, more cycling connections, safer cycling routes, cycle parking near businesses, bike share schemes, and more electric bikes.

*Bike lanes, bike parking*

Participants also mentioned prioritising active transport modes, including preferring cycling over cars, suggesting participants would not like vehicle infrastructure to compromise active travel modes.

*Tory St Remove parking. Shared space (pedestrians and cyclists)*

A couple of comments also mentioned specific locations where they felt there could be better cycling infrastructure, links, and connections to specific locations. Some locations cited were: between the city and waterfront, Kent and Cambridge Terrace, between the Basin and Waitangi, from the railway station to Hutt Road, Tory Street, Aotea Quay, and Thorndon Quay.

*Cycling needs to be connected/easier from railway past stadium to Hutt Rd*

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## Connections and links

34 comments

There were multiple comments that mentioned connections and links between different parts of the city, suggesting that transport infrastructure could be considered to improve these connections.

Several participants mentioned specific locations including: Thorndon, Waterloo, Waitangi Park, Hutt Road to the city, connecting the stadium to city and station, links to the airport, to suburbs, to the waterfront, through and around the railway station, and connection from the ferry to the motorway. Some comments mentioned connections and links more generally, although referred to no particular place.

Most comments did not mention any specific mode of transport when they commented on transport connections and links. However, a few participants referred to cycling, walking, and public transport specifically.

*Improve train/transport links to suburbs/airport/north*

*Improve pedestrian connections between Pukeahu and Basin Reserve*

*High quality cycleway to connect Basin to Waitangi*

## Public Transport

33 comments

Overall, the comments regarding public transport recognised the benefits of a good public transport system and many stated their preference for public transport over personal vehicles.

Comments included those referring public transport in general, as well as those specifically mentioning buses and rail.

*Reliable public transport*

Several comments suggested improving bus infrastructure by putting more bus lanes around the CBD. Some also suggested park and ride facilities for people to park cars on the periphery of the CBD and then use buses or other public transport to get to specific central locations. One comment suggested implementing a free public transport loop bus within the CBD.

*Cars removed from CBD park and rides on the outskirts/suburbs  
- buses in more cycleways, cycle 'parking'*

Eleven participants suggested light rail as a future mode of public transport for Wellington.

*transformative effects of light rail*

*light rail asap*

## Vehicles

29 comments

Several comments referred to cars or other personal vehicles. Many of these comments stated the need to shift the planning and policy focus from cars to people, encouraging more walking, cycling and public transport, especially in the CBD.

*Remove focus on cars in Central City*

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*People not cars!*

*Move traffic off quays*

*Less cars, more quality of public space/activity on the street*

One comment mentioned making an attractive gateway for all users, including cars. Another single comment suggested congestion charges for cars. There was also a comment that mentioned the competition of street space between cyclists, public transport and cars.

### **Parking**

**22 comments**

A large proportion of comments about parking suggested removing on street, central city parking. Most of these comments stated the reason for this was to improve public space, and walking and cycling infrastructure in the city. Again, some comments suggested park and ride facilities to keep vehicles out of the CBD.

*Reallocate street space to civic and city life. Yes to slow speed zones, swap out street parking except for disabilities, bus and minor loadings.*

*Thorndon Quay - remove parking, put in cycleway/bus lanes*

A couple of comments mentioned underground parking as a more viable way to retain carparks, but also reclaim public space on the streets.

*All carparking in basement*

### **Other**

**20 comments**

A range of other comments regarding transport were received. These covered a number of different topics including: traffic calming measures, reduced speed limits, relocation of motorways and redirection of SH1, and risks to transport from natural hazards.

*Traffic calming +30kmh*

*Trench/bury SH1 cuts through Te Aro's heart*

*The region road links discourage social life in this area*

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### **Housing (59 comments)**

Many people mentioned housing, residential or apartment development in their comments.

Participants mentioned wanting high quality, mixed affordability, diverse residents, facility inclusive, medium and high density, and mixed-use housing.

*Mixed use residential for aging in place: integrated w/ creche and communal garden and shared bike and car etc*

*Thorndon Quay could be a great place for New York style loft apartments*

Several comments specifically referred to developing the railway area into residential living.

*Intensify residential north of railway*

*Major projects to cover railyards, use new space for residential, retail attractive pedestrian linkage to ferry*

	<p>Many agreed that housing in the CBD was an important aspect of future Wellington.</p> <p>One comment suggested house boats as a future community of Wellington residents.</p>
<p><b>Public space (59 comments)</b></p>	<p>There were a number of comments that referred to public space as an important aspect of Wellington’s future. Of these comments, most suggested either generally more public space, parks and recreational areas, access to the waterfront and shared community facilities.</p> <p><i>Less cars, more quality of public space/activity on the street</i></p> <p><i>Urban schools, play areas on rooftops, roof garden, sky walkways.</i></p> <p><i>Activate streets and spaces</i></p> <p><i>More small parks fewer large ones. Eg midland park is perfect. Waitangi park is too big</i></p> <p><i>waterfront access - waters edge is public</i></p>
<p><b>Urban design (36 comments)</b></p>	<p>Comments included in this section are those that referred to the design of the street scape and their suggestions for future design of this space. Comments covered three main themes: physical structure, aesthetic, and colour.</p> <p><b>Physical structure 18 comments</b></p> <p>These comments mostly suggested ways people would like buildings to look in the future.</p> <p>Participants suggested: better use of space, more mixed use and higher density, creative design, community facilities and parks, and green spaces.</p> <p><i>All apartments can involve community facilities and artist studio in exchange</i></p> <p><i>Creative: active frontages in civic sq please! Not just retail - make accessible for all ages, abilities and affluences</i></p> <p><i>Social connection within residential and mixed use developments but also "bumping into" opportunities from more people of greater diversity using same services</i></p> <p><b>Aesthetic 13 comments</b></p> <p>Many participants commented on the visual character of Wellington’s streets. Of these comments, several suggested more diverse architecture and streetscapes, with one comment stating, “don’t want the whole city to be homogenous”. Other comments said the urban design needs to reflect creativity and identity of the city, while others just generally stated it should be aesthetically pleasing.</p> <p><i>Diversity of architecture. More people living in town. High quality textured environment.</i></p> <p><i>Don't build in isolation (random building design)</i></p>

**Colour**

**5 comments**

A few participants suggested areas of Wellington need to be more colourful. They directly referred to bridges, gateway, motorway, buildings, roads and streets.

*Colour on buildings, roads, street art. To reflect creative - also interactive for people*

*Brighten up bridges of gateway with paint and lighting*

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**Development**

**(25 comments)**

A total of 26 participants specifically mentioned development or developers in their comments. These comments covered a range of topics, including: suggestions for development locations, considerations of how Wellington wants to use development, development controls, business development, and types of development.

Of the comments suggesting locations for development, participants mentioned the railyard location, central city, and higher areas such as Mt Cook, Mt Vic and Newtown Park.

*huge potential to develop space above railways*

Development controls and ideas around how development should be shaped in the future were broad. Participants referred to heritage, green space, connecting with transport and community values as key considerations.

*Development enables diverse communities of singles and young families, older family, retirees, couples*

*Develop green space make it a requirement of developers*

*Balance heritage versus commercial*

*- checklist for development*

*- mandatory development requirements*

Comments about controls, rules and planning covered a variety of topics.

*Remove bureaucracy of consenting constraints to fast-track residential development in CBD. Ensure intensity to current height limits*

*Develop collaboratively that gets the balance right enhance as well as develop*

*Work less with 'top down' District Plan perspective.*

*- bottom up*

*- fine grain development*

A few comments on business development were received. These stated the importance of business in the CBD for the participants.

*Make sure business development premises and customers are not lost in push for residential development*

Other outlying comments are included verbatim below.

*Development that is conscious of major subsidence and liquefaction, flood and tsunami issues*

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**Amenities (25 comments)**

A number of participants mentioned amenities as a valued aspect. Comments discussed commercial retail, hospitality, and community facilities that they would like to be incorporated into the future of Wellington.

*Potential for buildings and retail*

*Place for large-scale entertainment facilities*

*we want to maintain community vibrancy. Need amenities and green space.*

*Yes to tech and shopping/education/groceries/social/business, connection services in mixed use but not car-yards.*

*Needs reasons to be there for people.*

*Cafes/retail/residential/bars. Variation of scales needed*

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**Density (24 comments)**

Many participants expressed their support for denser living in Wellington. Some participants simply mentioned intensified residential, while others specifically stated support for medium or high density.

*Intensify residential north of railway*

*[address population growth] dense parking and housing*

*Opportunity for high quality, high density residential development*

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**Mixed use (15 comments)**

Several participants indicated support for mixed use buildings. The comments ranged from general expressions of support, to specific suggestions and reasoning for mixed use.

*Social connection within residential and mixed use developments but also "bumping into" opportunities from more people of greater diversity using same services.*

*Multi use of spaces with buildings/apartments over roads and green spaces over roads*

*Cool mix of uses in old industrial buildings*

*More residential med/high density in Thorndon (mixed use).*

*Smaller footprint and higher and large trees*

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**Heritage (14 comments)**

Several comments referred to heritage or heritage buildings. These comments covered a range of topics, including heritage building restoration and future uses, aesthetic of heritage architecture, and historical identity and values.

*Refurbish/retrofit old buildings for seismic stability + passive house and net zero energy for climate change resilience*

*Increase incentives for strengthening heritage buildings*

*Create an expectation that owners of heritage buildings can add 1-2 additional floors to pay for sunken costs associated with strengthening EQP heritage buildings.*

*Te Ate? Awa Marae. Uncover history. Social history.*

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**High rise (9 comments)**

Nine comments discussed high-rise buildings and restricted building heights in Wellington.

These comments varied in nature, with some generally suggesting the idea of high rise in Wellington, while others discussed specific building height restrictions and levels.

*Building: build higher buildings Dixon Street.*

*Building heights. Seems to be no coordination regarding departures from building heights - ie higher buildings sticking up amongst smaller ones*

*Pipitea' conflict of character residential homes versus high rise building envelop in this area*

*high rise apartment buildings above rail yards*

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**Green space (54 comments)**

Comments about green space all implied support for the provision of more green space in Wellington.

Participants discussed varying elements of green space, including gardens, dedicated green space, and general greenery in the city.

*Greenspaces: Central city under supplied with green spaces for resident health and well-being*

*Each new apartment has its own common community space/garden/social space*

*Green stuff as critical infrastructure. Not the "nice to have"*

**Natural hazards (50 comment)**

Participants expressed concerns as well as suggesting mitigation strategies regarding natural hazards that may threaten the future of Wellington. Many of these comments referred to specific natural events Wellington is known to be prone to, such as earthquakes and flooding.

*Address seismic risk of older buildings and parapets. Do not want another Cashel Mall*

*Stormwater treatment as part of all street upgrades*

*Importance of community space - social capital, emergency management. Emergency: people will come to us, CD readiness, business continuity standards.*

A number of comments referred to the concept of *water sensitive urban design* as a way of mitigating flood hazards and protecting from the effects of climate change.

Other ideas for mitigating natural hazards included: green roofs and gardens, increasing permeable surfaces, using earthquake and liquefaction vulnerable land for alternative uses, back up hygiene facilities, using new technologies, heritage building conversions with seismic strengthening and evacuation plans.

*Need to look at the most innovative flooding solutions ("living with" flooding rather than purely prevention/defending) - good examples in Netherland, China, Chicago etc. Obviously is only going to get worse*

*High performance e.g. water sensitive and quake safer - use subsidised R&D from govt.*

**Water (46 comments)**

Participants mentioned water in a wide range of contexts. Some referred to the city relationship with water, the waterfront, streams and stream mouths, Water Sensitive Urban Design, managing water, waste water and flood waters, and incorporating 'blue space' into the city.

*Link green/ blue space*

*Hydrophilic design. Yes*

*Parks and waterfront heart of the city*

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*Reintroduce water/stream Basin Reserve to Waitangi Park in a way that assists with flooding*

*use of reclamation at Kaiwharawhara stream mouth (could tie into ferry users/recreation)*

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**Trees (13 comments)**

A number of participants mentioned trees in their comments. Most of these comments suggested increasing the number of trees planted on the streets in the city. Some participants also mentioned protecting existing trees.

*Lots less environmental footprint per capita. More big trees.*

*Diversity of plant species (native and exotic) reflecting creative nature uses in all spaces*

*Protect existing large trees*

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**Climate change (10 comments)**

Climate change was specifically mentioned in ten comments. Three of these were from the idea dashboard exercise which specifically asked how participants would address climate change.

The comments referring to climate change covered a range of areas, including: mitigating flood damages, zero carbon capital, less cars and more active transport, and more trees.

*passive house and net zero energy for climate change resilience*

*space of more recreation green spaces, less pollution in CBD*

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**Wildlife (3 comments)**

Three comments referred to wildlife. Two made specific references. One mentioned penguins. The other stated “free species (native and exotic)”.

The third comment simply stated, “biodiversity” as a concept, indicating it may be of importance to that participant.

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**Arts, recreation and events****(51 comments)**

A number of comments within the city life section referred to creative art, recreation and activities, and events.

Most of these were suggestions to have more of these aspects of city life included in Wellington

**Art****25 comments**

Participants suggested Wellington should make more public street art available. Some of these comments specifically mentioned the city gateway and how art could be used to make the entrance to Wellington more appealing.

*City Gateway: A marker to welcome Wellington - large public art?*

*Street art. Interactive sculptures*

Some other comments suggested more space for creativity and artists to use.

*Creative precinct*

*More shared space for creative projects.*

**Recreation****14 comments**

Several participants commented on recreation and activities. Some comments generally stated the provision of recreational facilities, or need for more activity in some spaces. More specific comments suggested the development of new sports fields or infrastructure, entertainment or cultural centres.

*recreation areas in under-utilised infrastructure  
basketball courts and public access*

*Pedestrianize parts of the CBD for walkways,  
greenspaces, recreation - cafes etc*

*More leisure after work hours activities greater  
residential*

**Events****12 comments**

Participants suggested more opportunities for events. This included public street events, music venues, entertainment facilities, convention centre, and sports stadium features.

*Markets and street festival*

*Build on music hub at Civic*

*Open street events*

*Place for large-scale entertainment facilities*

**Culture (19 comments)**

Several comments referred to incorporating culture into the city. Some of these specifically mentioned Māori values.

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Of the comments, many had suggestions for specific ways to incorporate culture into the city, including: investing in cultural assets, using streetscape and the public realm to show cultural significance of an area, building a Marae or cultural centre, and using art and culture to recognise history.

*Build large marae/cultural centre on Frank Kits Park*

*Invest in our cultural assets. They are at the heart of our city identity*

*Evidencing Mana whenua in the virtual realm*

Some comments simply stated the importance of recognising areas of cultural significance.

*Cultural and ecological importance of Waimapihi*

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### **Business (17 comments)**

Comments included in this section simply referred to businesses in the city. This included references to offices, shops, retail, and cafes. The nature of these comments varied, but most supported the provision of infrastructure that supports local business including cafes and restaurants. A couple of comments also referred employment opportunities.

*Graduate programme, internship, apprenticeship*

*Community: get everyone involved to input on design concepts, funnel down and consult with key stakeholders, include business community*

*Maybe apartments and shops @ mainfreight site?*

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### **Gateway (15 comments)**

Wellington's city gateway was a specific area of focus for the workshop activities. However, many comments across other activities referred to the gateway or welcome that Wellington provides. Many of these comments suggested the gateway could be improved to be more vibrant, colourful, outstanding and inviting.

*Gateway. Presently look like a backyard. Transform it into a welcoming front door.*

*It should be obvious/clear the gateway is a gateway - use artwork/large sculpture*

*City Gateway: looks barren and uninviting currently - enormous opportunity to upgrade welcome*

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### **Technology (8 comments)**

Some comments referred to technology as an aspect of the future of Wellington.

Five comments referred to the development of a tech hub as a suggested development.

*Create a stunningly attractive tech hub filled with amenities and greenspace and water features*

Other comments discussed tech investors, developing CBD free wifi, research into new building technologies, and general utilisation of technologies.

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*Council/government fund research to develop new generation build technologies*

*Attraction tech/investors talent for around NZ and international*

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**Tourism (7 comments)**

The comments in this section referred to tourist experiences of Wellington, as well as the experience of people arriving in the city. Comments suggested participants wanted a more welcoming entrance to the city that involves storytelling, indigenous cultural elements and a bright and attractive entrance way.

*Augmented reality powhiri welcoming people into the city*

*Tourist arrival sequence as narrative*

*cruise ships need better 'gateway' too bleak now*

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**Community (22 comments)**

A number of participants mentioned community within their comments. The theme of these comments varied, including wanting community services and spaces, community driven planning and decision making, and wanting diverse and well-connected communities.

*Provision of services for inner city growth. Eg health cares, social/community services*

*Work less with 'top down' District Plan perspective.  
- bottom up  
- fine grain development*

*Quality diverse housing that supports everyone and allows community to form - develop for people.*

**Lifestyle (12 comments)**

Comments covering lifestyle referred to the city's influence on people's lifestyles. This included social connections and opportunities.

Some comments were responses to the idea dashboard section titled 'quality of life'. This specific aspect of the idea dashboard activity asked participants to discuss ideas that would impact quality of life.

Comments included:

*[address quality of life] fewer cars in the CBD - better quality of life*

*more socially connected = resilient.*

*Young professionals, aging population, retired, young families. Retails, government, creative industries, hospitality, IT/small business, banks. Everyone (includes dogs) recreation/socialising. Easy to access, vibrancy, convenience, lack of maintenance e.g. doesn't have to much lawns (pedestrian friendly) gritty, wild, mucky. Vibrant, busy, diverse, noise, smelly, hard impermeable, too much concrete, lots of traffic. Shopping, commercial/residential activity, entertainment, transport, council parades, marches, cultural event, roads shut for government activity and events wow, cuba dupa, markets, swimming, boating, tourism (tourist hub), cruise ships, freedom campers, Destination Wellington.*

**Population growth (11 comments)**

A number of people mentioned ways that Wellington should address population growth. The majority of these responses came from the idea dashboard section, which specifically asked for ideas to respond to population growth.

Several of these comments suggested making better use of space, reducing cars in the CBD, using a population growth strategy, and intensifying living as a strategy for managing growth.

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*Population growth: yes, enabling denser living, utilising spare space*

*[address population growth] dense parking and housing*

A few comments expressed concerns about what a suitable population growth figure would look like, questioning how many people they would like in Wellington.

*Population increase: how many can we sustain before we ruin the cityscape and quality of living*

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**Diversity (10 comments)**

Several comments mentioned diversity. These comments mostly referred to a future Wellington where diverse communities exist, and housing and infrastructure is built to support all ages, abilities, and socio-economic groups.

*Development enables diverse communities of singles and young families, older family, retirees, couples*

*Create diversity in residential zones and create residential zones throughout all precincts. Consider what vibrant communities need and enable this through planning*

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**Safety (4 comments)**

A total of four participants mentioned safety in their comments. Two comments referred to pedestrian safety and the importance of it. One comment stated the city should be well-lit to ensure safety. The fourth comment discussed high earthquake risk areas and how they should be prevented from use if there is a life risk to anyone.

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**Planning and rules (19 comments)**

This section discusses any rules or planning elements that participants identified. The scope of these comments is broad and includes references to many different aspects of city planning.

Some comments generally referred to the need for better planning, rules and policy.

*Focus on planning: rules, standards, policies to enable the primary objectives, and encourage development that are working towards that: coherency of the plan*

A few comments discussed the need for more community involvement in planning.

Several comments referred to building standards, with a few mentioning building heights.

*High building standards. But not so high they stifle small poor creative entrepreneurial endeavours*

*All precinct. Residential building design standards and guidance and mandatory standards to maintain quality (liveability, quality, amenity)*

*More taller building up to 8 stories*

A few one-off comments covered: requirements for thermal/daylight/outdoor comfort analysis, to ensure buildings don't have negative impact on pedestrian and neighbour comfort; reviewing policy around Air BnB; a system for quickfire, short term leases; avoiding gentrification; and, port capacity planning.

**Suggestions (18 comment)**

A range of specific suggestions were received. These comments varied significantly. Those that have not been discussed in another section of this report are included verbatim.

*Bridge to petone - stronger utilisation of stadium*

*Keep the sweep out of the Ngarwaya gorge*

*Port edge improvement needed*

*Interisland ferry gateway - poor - need improvement*

*Solar panels on apartment roofs*

*Move chaffers New World to eastern part of site to create ?? To the harbour*

*Close Bunkle St, Ellis St across N end of Basin Reserve*

*Kent/Cambridge Tce needs major upgrade/change. Central median very tired/underused.*

*Consider moving Aotea Quay to compact to Thorndon and enable more space in port.*

*Seize opportunity of University presence in Rutherford House of Old Govt Bldg*

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*Pipitea. Need to create new reasons for people to go there*

*Move Wellington College to Karori*

*Options: move rail terminal out past stadium. Open up land for mixed use development. Better allowance for cycle ways. Separate from ? Car parking for car commuters to park and ride. Light rail through CBD to hospital. Sports fields on portland (high EQ risk), bring back trams. Bridge/cover to connect rail side to harbour side/ New Centreport Development: New cruise ship terminal and landing area, restaurants, tourist centre. Shops and residences. raised integrated walkways creating city block/green/walking space between centreport? to train station and stadium. green space and amenity creation? on walkway/ concourse. Connect port area to city. Move bluebridge terminal to interislander.*

*Move Bluebridge to Interislander terminal. Allows cruise ships to move closer to city and allows creation of train station at ferry terminal. Move port to Kaiwharawhara. Allows port to be repurposed for city use. Allows better connection for port to motorway. Con- high cots. Rebuild current port for resilience and high density mixed use. Mixed use area: sports fields, houses including house boats, commercial and retail, improved access to rail station.*

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### **Vision (12 comments)**

A number of participants described their overall vision for Wellington.

Some of these comments included reference to wider context, including integrating with what is happening in the wider-city/region, connecting with Australia, South-East Asia and Oceania, and acknowledging the strategic positioning within New Zealand as Middle Earth.

Two comments questioned whether the Port is needed in the city.

*Does the port need to be in the city - massive block of land within walking distance of everything!*

Other suggestions included bringing more tertiary students to Wellington, particularly encouraging creative arts, and using the example of resilient infrastructure and development within the geographical context to inspire.

A couple of final comments used a series of adjectives to describe their vision.

*Funky and cool*

*Cool urban chic edgy*

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### **Cost (3 comments)**

Three participants mentioned cost. These comments all referred to cost as a challenge and suggested that future development could come at a high cost.

*Are some big issues around cost/technical ability*

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*Get the developers on board. Motorway tunnel - NZTA.  
Financing our superblocks, how? Parking for  
apartments - underground? Financing in general - this  
project will cost a fortune!*

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**Unique city (3 comments)**

Three comments stated Wellington should be promoting and working towards being a more unique city. Two of these directly referred to the Capital City status and how the future of Wellington should reflect this more obviously.

*Leverage off capital status. Expand Parliaments public spaces to external to parl.*

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## COMMON THEMES BY LOCATION

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This section summarises the comments into common themes by locations. The data has been divided into the six focus locations identified in the engagement exercise: City Gateway, Citywide, Creative Heart, Pipitea, Pukeahau, and Waitangi, to determine which themes were most commonly discussed for each location.

The themes that were most frequently mentioned in each location slightly varied, suggesting varying priorities for particular locations. Each location is discussed individually, in order of the number of comments made on it.

Note there is overlap between the two sections in this report as the same comments have been cut in two ways – themes and locations. The first section discussed themes, while this section discusses the same comments by location.

### Summary of location findings

Some key findings are stated below:

- Transport was the most frequently mentioned theme across the areas. Creative Heart was an exception, where the most popular theme was arts, recreation and events. Comments were similar across the locations, with support for pedestrian, cycling and public transport infrastructure, and discouragement of private vehicle use and on-street car parking.
- Many of the comments regarding the Creative Heart location reflected the focus on creativity within the area. There were more unique suggestions relating to art, recreation and events, as well as creativity surfacing as a theme in other comments such as urban design and public spaces.
- The sentiment in comments, including those regarding transport, housing, hazards, built environment, green space, and public space, were similar across the different locations.
- While overall similar in nature, some comments referred to specific streets, areas or places within the locations. For example, the City Gateway location commonly referred to the port and ferry terminals, and the Waitangi location comments referred to Waitangi Park and Basin Reserve several times. Kent and Cambridge Terrace were common points of reference across most locations, suggesting participants feel this is an area needing development.

## Synthesis of comments

Some comments from activities such as the idea dashboard and transformation cards were specific to one of six locations.

Each of these locations is discussed in turn, with the most frequently mentioned topics summarised per location identifying the themes that were most popular for each area.

### **City Gateway**

**126 comments**

#### **Transport (42 comments)**

The most popular topic from participant activities regarding the City Gateway location was transport. Of these comments, connections and links were mentioned most, followed by walking and then cycling. The nature of the comments on these topics, from this activity location are synthesised below.

Other topics specifically mentioned by participants of City Gateway activities included: freight transport, light rail and public transport. Overall, a common theme specific to the City Gateway comments was the ferry terminal, railways station and other arrival points for visitors.

#### **Connections and links (17 comments)**

The connections that participants from this location requested were broad, with a few commonalities.

Six comments mentioned the stadium, most suggested it could be better connected to the CBD.

*Connect stadium to cbd and thorndon > attractive connection.*

A number of other specific connections were mentioned including: city to waterfront, ferry links, cycleway connections, CBD to greater Wellington and other suburbs, and CBD to Thorndon.

#### **Walking (13 comments)**

Many participants from the City Gateway activities mentioned pedestrian accessibility around the Port and Ferry terminal. Other comments specific to this location were general comments that suggested more pedestrian friendly streets.

*better link for pedestrians and passengers through/round the railway station*

*Pedestrian link for cruise ship passengers/interislander*

#### **Cycling (12 comments)**

Most of the comments from the City Gateway location referring to cycling were general supportive comments for more cycling infrastructure.

Some participants mentioned specific city locations such as Aotea Quay, Thorndon Quay, Hutt Road, and the waterfront as areas they would like to see more infrastructure such as cycling lanes.

*Aotea Quay unsafe for cyclists/trucks*

*Cycleway across waterfront*

<b>Hazards (17 comments)</b>	<p>Multiple comments from the City Gateway location discussed the threat of natural hazards. Most people referred to either earthquakes or flooding as the threats Wellington will face. Suggestions for mitigation included <i>water sensitive urban design</i>, discussion and questioning of building heights, and generally resilient infrastructure.</p> <p style="text-align: center;"><i>Could build up to 8 stories, however buildings need to be up to seismic code</i></p> <p style="text-align: center;"><i>Water sensitive urban design (wetlands, raingardens)</i></p> <p>A couple of participants also mentioned the Port and threat of natural hazards to that location.</p> <p style="text-align: center;"><i>Port - key for city resilience - 'lifeline'</i></p> <p style="text-align: center;"><i>Port seismic issues creates opportunity to move to Kaiwhara (or seaview?) and redevelop to public space (open)</i></p>
<b>Housing (14 comments)</b>	<p>The comments about housing from this location were a variety of suggestions for different building types.</p> <p>The suggested housing styles included: mixed use, community facilities included, apartments, house boats, high-rise, New York style loft apartments, mid density, high density, and high quality.</p> <p>Three participants suggested residential development to cover the railyards.</p> <p style="text-align: center;"><i>Major projects to cover railyards, use new space for residential, retail attractive pedestrian linkage to ferry</i></p>
<b>Gateway (14 comments)</b>	<p>Most of the comments regarding the welcome and arrival to Wellington were from the City Gateway location.</p> <p>The comments implied that most participants think the gateway could be improved, and that it is currently not welcoming or an adequate arrival area.</p> <p style="text-align: center;"><i>looks barren and uninviting currently - enormous opportunity to upgrade welcome</i></p> <p style="text-align: center;"><i>Gateway needs to be greener</i></p> <p style="text-align: center;"><i>Interisland ferry gateway - poor - need improvement</i></p>
<b>Arts, recreation and events (12 comments)</b>	<p>Most comments from the City Gateway location in this section suggested more public art.</p> <p>Outlying comments included more recreational, sporting, and entertainment facilities.</p> <p>One comment suggested using the reclamation at Kaiwharawhara stream mouth for recreational uses, and attracting ferry users.</p>
<b>Amenities (11 comments)</b>	<p>Five comments suggested potential retail development. Some specifically stated this as an idea because they believed it would attract more people to the area, and improve tourist arrival experiences. One participants specifically suggested a “plaza in Bunny St”.</p> <p>Some participants also suggested community and entertainment facilities.</p>

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**Public space (10 comments)**

Many participants comments regarding from the City Gateway location commented on public space, with particular regard to the waterfront and port.

*Waterfront access/park*

*Does port area need to be as large.*

*- less port - more public space*

*- build on location Rail stn*

Other comments about public space from the City Gateway location were general suggestions for more space and parks.

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**Other key insights from City Gateway**

Some unique ideas that emerged from other themes are discussed below:

- Participants had suggestions for the Interislander and Bluebridge ferry terminals to improve the areas. This included moving Bluebridge to the Interislander terminal and improving the Interislander ferry gateway. Participants also suggested relocating or improving the port and its edge.
- The port was a popular topic for City Gateway comments. Many had suggestions about how the space could be better used. A few participants suggested shifting the port.

*Gateway. Does the port need to be in the city - massive block of land within walking distance of everything!*

*Move Bluebridge to Interislander terminal. Allows cruise ships to move closer to city and allows creation of train station at ferry terminal. Move port to Kaiwharawhara. Allows port to be repurposed for city use. Allows better connection for port to motorway. Con- high cots. Rebuild current port for resilience and high density mixed use. Mixed use area: sports fields, houses including house boats, commercial and retail, improved access to rail station.*

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**Transport (31 comments)**

Transport was the most frequently mentioned topic from the Citywide location activities.

**Public transport (10 comments)**

Three participants stated they want to see light rail. Another few comments were about buses, and a couple about public transport in general.

One comment mentioned using public transport infrastructure as interactive art and encouraging multiple uses.

*Integrating art and culture with all aspects of city - recognising opportunities for multiple use of objects in constrained spaces.*

*- art as seats*

*- bus shelters*

*- art as climbing frame*

*- art as bike rack etc*

**Vehicles (9 comments)**

All of the nine comments stated cars should be removed or have restricted access to the CBD. They also suggested a shift in focus from cars to people.

One participant suggested the role of autonomous vehicles in Wellington's future.

*What happens if autonomous vehicles dramatically reduce car numbers (parking goes down)*

**Walking (7 comments)**

Comments from Citywide location activities stated they wanted more pedestrianised areas and better facilities for walking.

*Citywide. Lack of cohesive pedestrian links between all precincts.  
Shelter throughout*

**Cycling (7 comments)**

Participants stated a need for more cycle-lanes in the CBD. One participant suggested an electric bike sharing scheme.

**Parking (7 comments)**

Participants from the Citywide location suggested strategies to cope with parking. Three comments suggested park and ride facilities to keep cars at the periphery of the CBD. Other comments simply stated they would like less cars and parking in the CBD.

*Have a strategy for parking buildings. Do we need them?*

**Hazards (9 comments)**

Participants from the Citywide location activities discussed earthquake and flooding risks. A couple suggested green space as a mitigation measure. Five comments mentioned evacuation and emergency response aspects of hazard management.

*Evacuation and/or management of inner city residents (ICR).  
City design taking resilience of ICR into account*

<b>Green space (8 comments)</b>	<p>The comments from this location about green space varied. Participants mentioned green belts, spaces, and connecting green areas to the city.</p> <p style="text-align: center;"><i>Need to integrate biophilic principle into CBD</i></p> <p style="text-align: center;"><i>Managing water and flooding through more green spaces and more densely packed parking and public buildings. Small and large parks and green belts</i></p>
<b>Population growth (7 comments)</b>	<p>Three of the comments about population growth questioned how many people should live in Wellington, with one participant suggesting a population strategy. A couple of participants mentioned denser living and development as a mitigation measure for a growing population.</p>
<b>Public space (6 comments)</b>	<p>The type of spaces participants suggested varied, but all agreed the city should have more public space and parks. Suggestions included: more small parks, fewer large parks, rooftop parks on all buildings, more recreational green spaces, more shared spaces, more shelter and shade, and more amenities and space for people.</p>
<b>Arts, recreation and events (6 comments)</b>	<p>A couple of participants discussed more art in Wellington, and how to incorporate it into the city. One participant suggested a new gallery.</p> <p>Other comments more generally mentioned public spaces that can be used for recreational purposes and including creative art.</p>
<b>Other key insights from Citywide</b>	<p>Some unique ideas that emerged from other themes were:</p> <ul style="list-style-type: none"> <li>– Participants had suggestions for planning and policy changes, including working with less of a top down approach, as well as developing a more coherent plan.</li> </ul> <p style="text-align: center;"><i>Citywide. Remove bureaucracy of consenting constraints to fast-track residential development in CBD. Ensure intensity to current height limits</i></p>

<b>Arts, recreation and events (18 comments)</b>	<p>Comments about Creative Heart area included a number of comments suggestions for ways to incorporate more art into the city. These comments included: reflecting creativity within city spaces, using Jack Illot green as a music venue, environmental art, secondary and tertiary students involved in creative arts, spaces for creative community, community and culture in galleries, street art and interactive sculptures, a music hub, theatres, colour, and markets and street festivals.</p> <p><i>Colour on buildings, roads, street art. To reflect creative - also interactive for people</i></p>
<b>Transport (17 comments)</b>	<p>Many participants mentioned encouraging pedestrian use of the streets and discouraging car use.</p> <p><i>Policy: rezoning, car parking de incentivitse, re-zone south side of Dixon Street.</i></p> <p><i>Remove parking, pedestrian friendly, restrict cars</i></p> <p>There were a few participants who commented on other aspects of transport including cycling, public transport, and light rail. One comment referred to a specific urban area that could be improved to better accommodate pedestrian access.</p> <p><i>Wakefield St divides the area. It does not invite pedestrian flow from Courtenay and the Waterfront</i></p>
<b>Public space (14 comments)</b>	<p>Most comments referred to the creation and activation of more public spaces and parks.</p> <p><i>Parks as activation spaces - use them more creatively</i></p> <p>A couple of comments mentioned Civic Square and suggested the space could be better connected, utilised and activated for the public.</p>
<b>Green space (13 comments)</b>	<p>Four comments specifically suggested incentivising developers to include green space in their buildings, particularly apartments.</p> <p><i>Green space built into design/develop in all areas where there is employees and residents</i></p> <p>Other comments from this area were generally supportive of including more green space in Wellington.</p>
<b>Community (12 comments)</b>	<p>Many people mentioned community services, and community focussed development. A few participants particularly wanted housing and apartments to have community and social spaces included to foster stronger connectedness.</p> <p><i>Mandate community areas in residential buildings. i.e. allow 1 or 2 extra stories if level 2 or 3 is a void space that can be developed as a meeting area, green space, BBQ area etc</i></p> <p><i>Remember the people who live there!</i></p>
<b>Water (11 comments)</b>	<p>Participants noted their appreciation and respect for urban waterways and the waterfront.</p>

Two participants mentioned wastewater treatment and capacity in Wellington, suggesting that it is an area that could be improved.

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**Housing (11 comments)**

The comments about housing from this location were a mix of suggestions for different building types.

The suggested housing styles included: including community space and green space, diversity in residential zones, high quality, mid-rise, medium density and durable.

A couple of participants also suggested residential building policies or standards.

*All precinct. Residential building design standards and guidance and mandatory standards to maintain quality (liveability, quality, amenity).*

*Housing - building guidelines need to be developed to ensure communities can develop*

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**Urban design (10 comments)**

The comments about this area tended cover visual character of the street scape. This included diversity of architecture, design guides, more colour, greater visibility, co-designed themed infrastructure, and infrastructure that reflects the Creative Heart.

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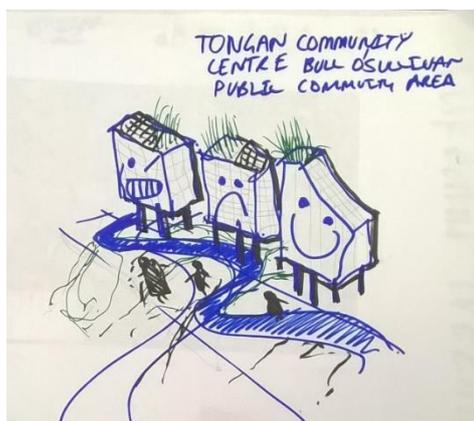
**Other key insights from Creative Heart**

Some unique ideas that emerged from other themes are discussed below:

- Participants commented on building standards and restrictions. Topics discussed by participants included: high enough building standards that don't compromise small creative entrepreneurs, lack of building height coordination with some rising well above smaller surrounding ones, residential building design standards and guides, and principles of central city development.
  - A comment regarding policy for Air BnB needing to be reviewed, as well as a comment suggesting a system for short term leases were unique to this location.
  - Comments from the Creative Heart location had a wider range of suggestions for creative arts, recreation and events. Participants suggested theatres, music venues and street festivals and markets.
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<b>Transport (21 comments)</b>	<p>Transport was the most popular topic for the Pipitea area, with walking and vehicles the most popular sub-topics. Aside from these two topics, participants also mentioned cycle infrastructure and removing parking.</p> <p>A couple of one-off comments included a suggestion of a public transport hub over the railway lines near the station, and another stated diesel buses need to be removed.</p> <p><b>Walking (7 comments)</b></p> <p>The comments regarding this area about walking suggested streets could be improved to be more pedestrian friendly.</p> <p><i>Looking at traffic calming and making streets pedestrian friendly</i></p> <p><b>Vehicles (5 comments)</b></p> <p>All comments about vehicles stated they should either be removed, restricted, or slowed. Two comments directly referred to Molesworth Street. One mentioned Murphy Street and Mulgrave Street. One participant also suggested “move traffic off quays”.</p>
<b>Housing (15 comments)</b>	<p>The comments about housing regarding Pipitea were a mix of suggestions for different building types.</p> <p>The suggested housing styles included: high density, medium density, apartments, student housing, high-rise, and affordable.</p>
<b>Public space (9 comments)</b>	<p>Participants stated their desire to have activated public spaces that are connected to the community. Many also suggested these public spaces could be green space or parks.</p> <p><i>Green space connect to public. Better mix of activity</i></p> <p>Two specific locations suggested by participants included Thorndon Quay and the Government Precinct.</p>
<b>Density (8 comments)</b>	<p>Many participants suggested higher density development for the Pipitea location.</p> <p><i>Pipitea.</i></p> <ul style="list-style-type: none"> <li>- Higher density residential close to transport hubs</li> <li>- Better pedestrian and cycling facilities</li> </ul>
<b>Arts, recreation and events (7 comments)</b>	<p>Participants suggested more creative areas, including a creative precinct, and more after work/after-hours activities.</p> <p>One participants stated Thorndon in particular as an area lacking activity and vibrancy.</p>
<b>Other key insights from Pipitea</b>	<p>Some unique ideas that emerged from other themes were:</p> <ul style="list-style-type: none"> <li>– Two participants specifically mentioned removing parking on Mulgrave Street and Thorndon Quay</li> <li>– Gaining leverage and using the capital city status was suggested by two participants.</li> </ul>

<b>Transport (23 comments)</b>	<p>Comments regarding the Pukeahau area broadly covered most aspects of transport, including cycling, walking, parking, and public transport.</p> <p>Tory Street and Tasman Street were mentioned a few times by participants. Comments included suggestions for these streets to be changed so that they promote more active transport.</p> <p>A few participants mentioned the idea of covering, or putting the motorway underground to give more space back to the public and community.</p> <p><i>Principles: cover motorway, entrances at Taranaki and Willis, development opportunity w/ council (very significant residential opportunity 120,000m2), pedestrian only (+ cyclists etc.), no barriers/permeable, selectively keep buildings, public facilities/elderly/schools, views/promenade-belvedere, feeling that Pukeahau extends all the way to new VUW campus</i></p>
<b>Green space (12 comments)</b>	<p>Participants mentioned a range of topics regarding green space. Comments included the following suggestions: urban farming forest, roof gardens, large parks, Kent/Cambridge Terrace as a green link, pocket parks and generally increase green space.</p> <p><i>Green stuff as critical infrastructure. Not the "nice to have"</i></p> <p>One participant suggested turning "Basin Reserve into a park for people and move the cricket to Pipitea".</p>
<b>Housing (11 comments)</b>	<p>The comments about housing from Pukeahau were a mix of suggestions for different building types.</p> <p>The suggested housing styles included: higher density, mixed use, socially connected, a Pukeahau business/residential centre, low rise, high quality, multi-generational, and apartments blocks.</p>
<b>Public space (10 comments)</b>	<p>Most participants mentioned wanting more public space in general. One comment suggested having more of a sense of ownership from the community of the public domain.</p>
<b>Culture (10 comments)</b>	<p>Three comments specifically mentioned indigenous Maori culture, including one suggestion to build a Marae or cultural centre. Other comments discussed the incorporation of culture more generally into the city.</p> <p>A one off comment accompanied by a diagram (shown below) included a Tongan Community Centre.</p> <p><i>Tongan community centre Bull Osulliesan public community area</i></p>

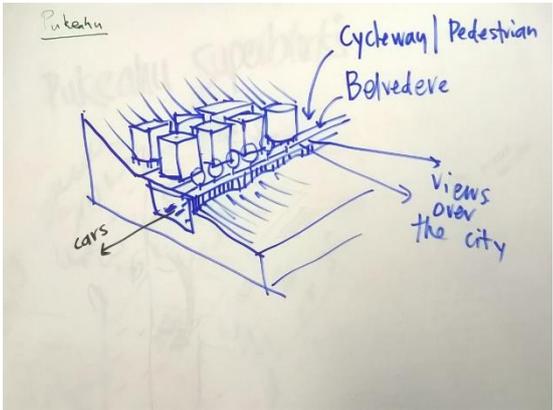
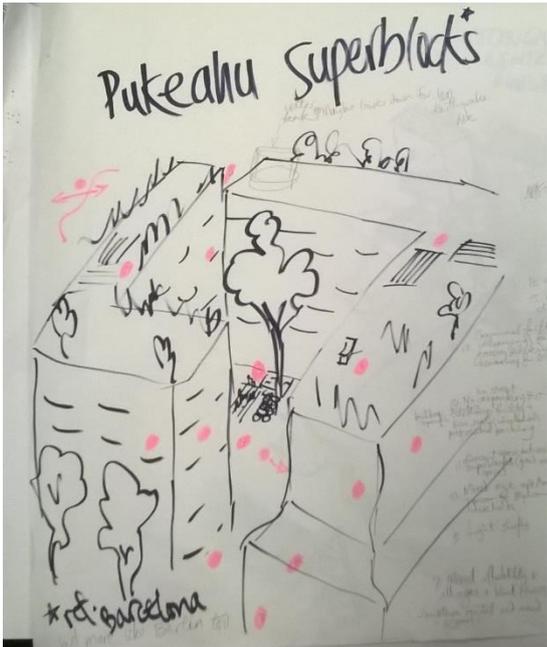


### Other key insights from Pukeahau

Some unique ideas that emerged from other themes were:

- Participants regarding the Pukeahau location drew a number of diagrams to illustrate their ideas.
- Firstly, the participants created a detailed model of “Pukeahau Superblocks”. The diagram is shown below. The key was also transcribed and included below.
- Secondly, the idea of a covered motorway was suggested in some of the comments. Participants created a diagram to illustrate this concept (also shown below).

*Pukeahau Superblocks (ref Barcelona but more like Berlin too)  
 water tank (drawn on top) maybe lower down for less earthquake risk. GP's, medical facilities. 1) roof park/garden/shared space 2) roof allotments 3) water sensitive absorbent rooftop and storage infrastructure - net zero. Run-off plus drinking water for disaster 4) common space: PLACEMADE. Allotments/shared garden, bike racks, sandpit/play area, smokers spot, socialising space. Overlooked by balconies of all households. Big internal trees, deciduous and fairy lights) 5) households get to paint/do their exterior to arms reach from windows and ??? 6) Set back from street. 7) 1st/ground floor for non residential - see list of things we like fo mixed use 8) Mixed affordability and all ages + blind tenure. Long term rental and owned 5 years. 9) light shafts? 10) mixed size apartments, 1 person to 8/10 person households. 11) Decent space between superblocks (good quality space) 12) No on street car parking but building specific electric car share facility and bike, scooter, wheelchair preferential parking. 13) communal facilities (place made so they're welcoming) for laundry, mail deliveries, grocery deliveries, large item storage and workshop for DIY and body corp/building meetings.*



**Transport (26 comments)**

Several of the comments regarding the Waitangi location mentioned connections and links to other areas. Aside from this topic, other comments discussed cycling, walking and light rail transport.

Participants stated they would like streets improved for pedestrian and cycling access. A few also commented that they want to see light rail in Wellington.

**Connections and links (9 comments)**

A number of participants suggested better connections to various areas of Wellington could be improved. Areas mentioned by these participants include: Pukeahau, Waitangi, the coastal edge between Waitangi Park and Clyde Quay, between the sea and Basin Reserve, and Kent and Cambridge to Waitangi Park.

*Remove New World and have a connection between sea and Basin Reserve*

*Better connect Waitangi Park to surrounding city*

*Link in new apartments with transport corridors to give strong public transport connections*

**Water (14 comments)**

Comments from participants on this location regarding water mostly covered one of two topics: reintroducing water to Waitangi, and *water sensitive urban design*.

*Water sensitive urban design. Active stormwater management*

*Waitangi re-introduce the water. Remove some roading/parking. Use the centre park area.*

*Waitangi. Open waterways*

**Public space (9 comments)**

The comments about public space from Waitangi were a mix of suggestions for different types of space. The nature of comments also varied, with some saying they love current spaces, some looking for new spaces, and some criticising current spaces.

The suggested public spaces included: urban parks, heritage park, enhancing Canal Reserve into a linear reserve, Basin Reserve, and redeveloping Te Aro Park.

A couple of participants commented negatively towards two areas:

*Waitangi: get rid of New World and parking lots on our waterfront! Should be civic and active space - it's a terrible waste now*

*Waitangi Park is too big, its seldom used*

**Green space (9 comments)**

Participants suggested a number of ideas for new green spaces. Some comments referred to particular areas including: a green pathway from Waitangi Park to Basin Reserve that joins up to Pukeahau, greening the connecting streets (Kent/Cambridge Terrace), green space in the middle of Kent and Cambridge Terrace.

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**Hazards (8 comments)**

Many comments referred to *water sensitive urban design* as a mitigating method for flooding hazards.

All of the comments regarding this location were related to flooding, rather than a mix of earthquake and flooding comments in other locations.

*Waitangi eco-district. WSUD (Water sensitive urban design).  
Reflect stream. Some sort of WSUD elements at Basin Reserve.  
Native SPP focus*

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**Other key insights from Waitangi**

Some unique ideas that emerged from other themes were:

- Participants from the Waitangi location activities mentioned the use of Basin Reserve more than other participants. Suggestions mostly related to using the Reserve as a retention pond, or flood mitigating green space. Some participants also connected this idea with their suggestions to reintroduce water to the Waitangi stream/waterways.

*What about destroying the symmetry? All road lanes on one side. Key tension: water drainage, wastewater capacity, need for PT arterial. Potential for Basin Reserve to be a retention pond. Daylighting the stream to allow more flood capacity, will create a ?? open drain. Use low impact design in the linear park to ?? some stormwater.*

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