
**ORDINARY MEETING
OF
PŪRORO ĀMUA - PLANNING AND ENVIRONMENT
COMMITTEE
AGENDA**

Time: 9:30
Date: Thursday, 24 June 2021
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

Mayor Foster
Deputy Mayor Free
Councillor Calvert
Councillor Condie
Councillor Day
Councillor Fitzsimons
Councillor Foon
Councillor Matthews
Councillor O'Neill
Councillor Pannett (Chair)
Councillor Paul (Deputy Chair)
Councillor Rush
Councillor Sparrow
Councillor Woolf
Councillor Young

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

1. The Planning and Environment Committee has the following responsibilities:
 - a) RMA matters
 - b) Urban Planning, District Plan
 - c) Built environment
 - d) Natural environment and biodiversity
 - e) Future Development Strategy, Spatial Plans and Housing Supply
 - f) Climate Change Response and Resilience
 - g) Heritage
 - h) Transport Strategy and Planning, including significant traffic resolutions
 - i) Parking policy
 - j) Submissions to Government or other local authorities
 - k) Regulatory activity and compliance
 - l) Planning and approval of business cases for Let's Get Wellington Moving, associated traffic resolutions and other non-financial statutory powers necessary for progressing the business cases (such as decisions under the Local Government Act 1974)
 - m) Implementing and monitoring delivery of the affordable housing strategy.

2. The Committee has the responsibility to discuss and approve a forward agenda

Quorum: 9 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana,	Draw on the supreme sacredness
te wairua	To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.3 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.4 Confirmation of Minutes

The minutes of the meeting held on 23 June 2021 will be put to the Pūroro Āmua | Planning and Environment Committee for confirmation.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

Matters Requiring Urgent Attention as Determined by Resolution of the Pūroro Āmua | Planning and Environment Committee.

The Chairperson shall state to the meeting:

-
1. The reason why the item is not on the agenda; and
 2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the Pūroro Āmua | Planning and Environment Committee.

Minor Matters relating to the General Business of the Pūroro Āmua | Planning and Environment Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Pūroro Āmua | Planning and Environment Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. Petitions

PETITION: STOP TRUCKS COMING OFF MOTORWAY AND USING WELLINGTON STREETS TO TRANSPORT WASTE TO TIPS

Summary

Primary Petitioner: Alison Robins
Total Signatures: 52

Presented by: Alison Robins

Recommendation

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information and thank the petitioner.
2. Note the work in progress within the Council's powers to address the issue.

Background

1. Wellington City Council operates a system of petitions whereby people can conveniently and electronically petition the Council on matters related to Council business.
2. Alison Robins opened a petition on the Wellington City Council website on 1 March 2021.
3. The petition details are as follows:

We the undersigned call on the Wellington City Council and Greater Wellington Regional Council to stop trucks carrying demolition and construction waste and/or soil and/or hazardous good from coming off the motorway into Vivian Street and travelling through residential and shopping streets in central Wellington and suburbs to the landfill and CND and TNT tips, along Happy Valley Road.

4. The background information provided for the petition was:

These trucks run during the day Monday through Saturday. They are very noisy and produce fuel emissions and particle pollution from uncovered loads which are entering households and being breathed in. They could cause serious traffic accidents and are frightening, particularly to children, families, old people and persons with disabilities using the footpaths and crossings.

-
5. The petition closed on 1 June 2021 with 52 authenticated signatures. The list of authenticated signatures is presented as Attachment 1.

Officers' response

Current situation

6. The Ministry for the Environment state that around half of New Zealand's landfill waste comes from construction and demolition. There are limited locations for the landfilling of construction and demolition (C&D) and cleanfill¹ waste in the Wellington region. Two of the main sites are privately owned landfill facilities located adjacent to the Southern Landfill, being the Council municipal solid waste (MSW) landfill on Landfill Road, Happy Valley. There is also one smaller site in Wainuiomata. The Council owned landfill currently takes limited amounts of C&D and cleanfill waste as the cost of C&D waste disposal at alternative C&D and cleanfill landfills is typically less than the cost of disposal at the Southern Landfill.
7. Hazardous waste and contaminated soil tend to be sent to one of the region's MSW landfills in Porirua (Spicers), Happy Valley or Upper Hutt (Silverstream). The landfill charges are set by each Council, but the three Councils are not permitted to fix the price of landfilling waste as this is anti-competitive. Therefore, disposers of waste will choose the landfill with the lowest disposal costs – typically set by weight – and the closest to keep transport costs down. Therefore, Wellington City Council cannot 'make' a waste disposer use a particular landfill. It is market driven and up to the disposer which landfill, private or Council, they choose to use.
8. There are several Land Transport Rules set by the Ministry of Transport and Waka Kotahi NZ Transport Agency that manage the safety and impact of heavy vehicles, engine braking noise, load carrying and emissions from vehicles on roads². These existing rules mostly apply to moving vehicles and therefore the Police have the powers of enforcement not the Council.
9. Engine brakes are a type of supplementary braking system provided on heavy vehicles to assist the normal 'service brakes' in maintaining safe speeds travelling down hills. Under the Land Transport Act 1998, road controlling authorities can create a bylaw to prohibit or restrict engine braking in certain areas where the permanent speed limit does not exceed 70 kilometres per hour.
10. Waka Kotahi has completed long-term monitoring of engine braking at several locations across the state highway network. This monitoring indicates the frequency of engine braking is generally quite low - often less than one event per day - even in areas where residents report frequent disturbance from engine braking.
11. This monitoring has shown loud noise from engine braking is not as frequent as loud noise from other vehicles, such as motorcycles, modified cars and sirens or other heavy vehicle noise - such as acceleration/deceleration noise without engine brakes.
12. Other vehicle noise such as routine heavy vehicle acceleration/deceleration can produce noise, which is commonly confused with engine braking, as can the sound of vehicles travelling on rumble strips.

Future changes

¹ Cleanfill is material that, when buried, will have no adverse effect on people or the environment

² Land Transport Rules: Vehicle Exhaust Emissions 2007; Heavy Vehicles 2004; Heavy Vehicle Brakes 2006; Dangerous Goods 2005 and the Land Transport (Road User) Rule 2004.

Waste levy

13. The Government plans to increase and expand the national waste disposal levy to divert more material from landfill. The plan includes the following.
 - Progressively increasing over four years the levy rate for landfills that take household waste from the current \$10 per tonne – set in 2009 – to \$60 per tonne as of July 2024. Construction and demolition landfills will have a levy of \$20 imposed from 1 July 2022, increasing to \$30 on 1 July 2024.
 - Expanding the waste levy to cover additional landfill types, including construction and demolition fills. At present the waste levy only applies to municipal landfills that take household waste, with no levy on the remaining almost 90 per cent of landfills throughout the country.
14. This is very likely to incentivise an increase in efforts by industry to recover and reuse construction and demolition waste and remediate contaminated soils in situ to decrease the amount, and cost, of waste disposed to landfill. Therefore, over the four years, the volume and number of trucks depositing waste to the landfills at Happy Valley is also expected to decrease.

Solid waste bylaw

15. The Solid Waste Management and Minimisation Bylaw, adopted in 2020, (Solid Waste Bylaw) gives the Council new provisions to licence waste collectors and operators. The Council are working with other territorial authorities to establish a regional waste licencing system to come into place in January 2023. The Solid Waste Bylaw gives the Council the ability to establish 'relevant controls' for a licence. The details for the licencing system, including any controls have not been drafted yet. Regional consultation and engagement with the waste sector on the proposed scope of the waste operator licensing is scheduled to take place in December 2021.

Review of the traffic bylaw

16. The Council is reviewing its traffic bylaw and recently completed consultation on a proposed new Traffic and Parking Bylaw. As part of this consultation, the Council asked for personal experiences of noise disturbance from engine braking. This feedback will be collated and analysed then Officers will consider whether to advise Councillors to use bylaw-making provisions in the Land Transport Act 1998. Consultation closed on 11 June 2021 and a paper on the proposed traffic and parking bylaw is scheduled to be presented to the Planning and Environment Committee on 4 August 2021.
17. A more effective approach could be liaison with trucking operators and industry groups to influence driver behaviour and liaison with the NZ Police to identify areas for potential enforcement of excessive noise rules. 'No engine braking' signs can be put up but Waka Kotahi consider such signs are likely to have limited effectiveness but would most likely be beneficial in areas where drivers might not realise there are nearby dwellings which may be disturbed by engine braking. NZ Police are responsible for enforcing the Rule for excessive noise for on road vehicles and if there was a ban on the use of engine brakes in a certain area not the Council. If there was an appropriate bylaw prohibiting engine braking, the Council could issue a fine.

Attachments

Attachment 1. Verified Signatures 

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Author	Helen Bolton, Senior Advisor
Authoriser	Baz Kaufman, Manager Strategy and Research Stephen McArthur, Chief Strategy & Governance Officer

SUPPORTING INFORMATION

Engagement and Consultation

Consultation has already occurred for the Solid Waste Management and Minimisation Bylaw 2020 and for the traffic bylaw review 2021. Consultation with the waste sector will begin in December 2021 for the waste licencing system. Consultation would take place as part of the traffic resolution process for any engine-braking prohibition or restriction.

Treaty of Waitangi considerations

None with regards to the recommendations of this paper.

Financial implications

None with regards to this paper. Note there would be cost implications for implementing a waste licencing system and any engine braking prohibition or restriction.

Policy and legislative implications

None with regards to the information in this paper.

Risks / legal

None with regards to the information in this paper.

Climate Change impact and considerations

None with regards to the information in this paper.

Communications Plan

Any communications would take place as part of a Traffic resolution process and introduction of a new waste licencing system.

Health and Safety Impact considered

None with regards to the information in this paper.

Verified Signatures EP-18-20

Stop trucks coming off motorway and using Wellington streets to transport waste to tips

Principle Petitioner Details

Name	Alison
Surname	Robins
Suburb	Mount Cook
City	Wellington

Signatory Details

Name	Surname	Suburb	City
Alison	Robins	Mount Cook	Wellington
Amanda	Barber	Newtown	Newtown
David	Shaw	Te Aro	Wellington
Hubertus	Mick	Berhampore	Wellington
Warwick	Taylor	Newtown	Wellington
Kayla	Lewis	Te Aro	Wellington
Lucy	Roberts	Mornington	Wellington
M	Oliver	Brooklyn	Wellington
Louise	Townsend	Brooklyn	Wellington
Lisa	Gardiner	Brooklyn	Wellington
Rachael Frances	Hampton	Durie hill	Wanganui
Chris	Wells	Brooklyn	Wellington
Manu	Pouajen-Blakiston	Brooklyn	Wellington
Yvette	Moore	Wellington	Wellington
Paul	Gardiner	Brooklyn	Wellington
Ye	Feng	Brooklyn	Wellington
Helen	McDonald	Karori	Wellington
Richard	Lomas	Brooklyn	Wellington
Jacqueline	Forest	Brooklyn	Wellington
Govinda	Lascelles	Brooklyn	Wellington
Bindu	Armstrong	Wellington	Wellington
Elizabeth	Hibbs	Brooklyn	Wellington
Cathrine	Mitchell	Brooklyn	Wellington
Verena	Tilson-Scoble	Wellington	Wellington
Amanda	Duncan	Brooklyn	Wellington
kevin	thomsen	Wellington	Wellington
H	Sparkes	Brooklyn	Wellington
Inderjit	Singh	Brooklyn	Wellington
Jean	Keddy	Wellington	Wellington
Alexandra	Bridgman	Brooklyn	Wellington
Denyse	Cortes	Brooklyn	Wellington
Katie	Beswick	Brooklyn	Wellington
Helen	Jurie	Brooklyn	Wellington
Fiona	Williamson	Brooklyn	Wellington

Sharon	Kehoe	Brooklyn	Wellington
liam	gilchrist	brooklyn	wellington
Sonia	Richardson	Brooklyn	Wellington
Jessie	Thomas	Wellington	Wellington
Errol	Thomas	Aro valley	Wellington
Blake	Van Velden	Brooklyn	Wellington
Jaimie	Legge	Wellington	Wellington
Conal	Smith	Wellington	Wellington
Lisa	van Hulst	Wellington	Wellington
Carol	Bourn	Wellington	Wellington
Jacinda	Doogue	Wellington	Wellington
Erin	Bourke	Wellington	Wellington
Mat	Enright	Wellington	Wellington
Sonia	Ogier	Brooklyn	Wellington
Julia	Congalton	Brooklyn	Wellington
Mia	Chen	Brooklyn	Wellington
Robert	Patterson	Brooklyn	Wellington
Mila	Dym	Brooklyn	Wellington

3. General Business

SUBMISSION ON HĪKINA TE KOHUPARA – TRANSPORT EMISSION PATHWAYS TO NET ZERO BY 2050

Purpose

1. This report asks the Pūroro Āmua | Planning and Environment Committee to review and approve Council's submission on the Ministry for Transport's *Hīkina te Kohupara – Transport Emission Pathways to Net Zero by 2050*, available at <https://www.transport.govt.nz//assets/Uploads/Discussion/Transport-EmissionsHikinateKohuparaDiscussionDoc.pdf>
2. Submissions close 5pm, 25 June 2021. The cover letter to the submission will be signed by the Mayor on behalf of Council.

Summary

3. The Ministry of Transport's (the Ministry) discussion document outlines four pathways to decarbonise transport in line with the net zero by 2050 target. This discussion document, and our submission in response, will contribute to the Government's Emission Reduction Plan, which must be completed by December 2021.
4. Only one of the Ministry's pathways (pathway 4) appears consistent with the level of emissions reduction required by the Climate Change Commission. According to the Ministry, pathway 4 requires significant mode shift away from private vehicle use, strong use of road pricing tools (e.g. congesting charging and distance-based charging) and very strong incentives for EV uptake from central government.
5. This Council submission supports the mix of policy responses outlined in pathway 4. Our submission makes a number of specific recommendations in the cover letter and Q&A section, including:
 - **More ambition** – further investigation of more aggressive decarbonisation scenarios in line with the level of ambition of pathway 4;
 - **Stronger communication with NZ** – greater leadership from central government in communicating to the public the change in mindset and lifestyle that is required to decarbonise transport;
 - **More funding** – greater funding assistance from Waka Kotahi for public transport, walking and cycling;
 - **Access to road pricing tools;**

- **Clearer, well-funded, regional targets** – more clarity from central government regarding the level of mode shift required regionally, the timeframe for achieving this, and the financial support available to councils to do so.
6. The recommendations in this submission broadly align with comments the council has previously made in submissions to the Climate Change Commission and in commitments made in Te Atakura.

Recommendation/s

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Approve the submission

Background

7. This submission builds on our previous submission to the Climate Change Commission's draft advice to Government, and our submission to the Ministry of Transport's inquiry into congestion pricing called *The Congestion Question*.

Discussion

8. See attached submission

Options

9. We could choose not submit, however we have a strong position on the requirement for significant central government policy supporting transport mode shift to support our Te Atakura goal of becoming a net Zero Carbon City by 2050.

Next Actions

10. Officers will finalise the submission and submit it to the online portal.

Attachments

Attachment 1. Submission to the Ministry of Transport's Hīkina te Kohupara – Transport Emission Pathways to Net Zero by 2050 paper [↓](#)  Page 18

Author	Alison Howard, Manager Climate Change Response
Authoriser	Liam Hodgetts, Chief Planning Officer

SUPPORTING INFORMATION

Engagement and Consultation

Our submission reflects community views communicated during the community consultation on *Te Atakura – First to Zero*.

Treaty of Waitangi considerations

MOT have outlined in their consultation paper that they are planning to establish marae-based technical advisory groups with regional Iwi.

Financial implications

There are no financial implications to Council as part of making this submission. We have recommended that government allocate additional funding to transport mode shift projects which would enhance our ability to meet our Te Atakura goals.

Policy and legislative implications

This submission seeks to positively influence central government policy on transport mode shift.

Risks / legal

N/A, however Lawyers for Climate Action are looking for alignment of central and local government policy with the Zero Carbon Act.

Climate Change impact and considerations

This submission is intended to positively influence central government policy to deliver stronger climate action in the transport sector.

Communications Plan

We will put our submission up on our website, and can communicate the key points of our transport policy position more broadly if Councillors see value in that.

Health and Safety Impact considered

N/A

[Insert date]

transportemissions@transport.govt.nz

Ministry of Transport

Wellington

Wellington City Council Submission on Hīkina te Kohupara – Transport Emission Pathways to Net Zero by 2050

The Wellington City Council (WCC) welcomes the opportunity to provide feedback on Hīkina te Kohupara.

Strong central government policy, complementing the work we are doing at a local level, is essential to decarbonising transport in Aotearoa in the limited time we have left, and we are pleased to see the government considering a wide range of policy tools to achieve the necessary transformation in how we people and goods move around their local areas and across New Zealand.

WCC declared an ecological and climate emergency in June 2019 placing climate action front and centre of our decision-making. We supported our declaration with the release of *Te Atakura - First to Zero* maps, which outlines actions the Council can take to support the capital city to be net zero by 2050.

Emissions reductions need to occur at speed (roughly halving local and global emissions in this decade) with transport likely carrying the bulk of the effort. Road transport accounts for ~35 percent of Wellington City emissions, and we have a variety of initiatives underway that aim to support Wellington residents and businesses to change the way they move around the city:

- The Let's Get Wellington Moving programme, which has carbon reductions from mode shift as a key objective, reallocating road space from cars to public transport, cycling and walking in the Central City
- Reducing travel distances through a Spatial Plan that enables densification and prioritises alternative transport modes
- An ambitious cycleways investment programme to improve cycling access and safety along the main routes into and out of the Central City
- Support for car sharing services and alternative mobility modes like e-scooters and e-bikes
- Infrastructure to support the uptake of electric cars, installing 60 or more public chargers on Council land over the next five years

We firmly believe the responsibility to act on climate change lies with this current generation.

Future generations are already going to have to cope with the physical impacts of climate change due to the lack of action to reduce emissions up until now. For this reason, we strongly support the Ministry's principle of making early, deep reductions in transport emissions. We would also like to see further investigation of more aggressive decarbonisation scenarios, like pathway 4.

We would recommend that the Ministry reflect on the fact that **public communication of the change required will be essential to achieving these decarbonisation pathways**. Decarbonising

transport will require a transformational shift, within a very short space of time, in the way people travel. It will be difficult for councils to implement many of the changes proposed in this paper unless they are clearly understood by the public to be part of a nationwide strategy to prevent climate change and improve our way of life. This will require central government to clearly articulate the risk of inaction, forecast the change that is necessary, and provide a compelling vision of the better future this change can deliver. This is particularly necessary in transport where the transition to a decarbonised transport sector will require a significant change in many peoples' day-to-day life. If this communication challenge is left to 78 different local councils it will be confusing, contradictory and unlikely to succeed.

The transport sector is well placed to support behaviour change messaging given its decade long experience in road safety behaviour change. Likewise, lessons can be learnt for the efficacy of COVID-19 public communications. We are of the view that a public communications campaign of a similar scale to COVID-19 (albeit over a longer period of time) will be necessary to ensure there is a strong understanding of why such significant changes to our way of life is needed and worthwhile.

Our commentary on specific proposal in this green paper is outlined in the question-and-answer format on the next page.

Please feel free to get in touch with our staff at WCC if you would like to discuss any of the comments in this submission or if you require further information. You can contact the Manager of the WCC Climate Change Response team via alison.howard@wcc.govt.nz.

Yours sincerely,

Andy Foster

Mayor of Wellington

WCC response to consultation questions in Hīkina te Kohupara

Q1. Do you support the principles in Hīkina te Kohupara? Are there any other considerations that should be reflected in the principles?

We are broadly supportive of the principles.

We support the intent of principle 1. We think the text underneath this principle could more clearly define what is meant by playing a “lead role” or making “early, deep reductions”. Such terms are relative and therefore could easily be interpreted differently by stakeholders. We suggest the Ministry clarify this guiding principle by defining a minimum level of emission reduction in transport over the next three emission budgets. We recommend this minimum level align with the level of emission reduction proposed in Climate Commissions’ demonstration pathway for transport.

Principles 6 and 7 could be clearer about the role government plays in determining transition pathways and enabling innovation. The current text gives the impression the Ministry is of two minds about the role government does/should play in shaping transport investment and enabling innovation. Some of the wording suggests the government should play an active role in shaping transport, while other wording (e.g. “Government does not usually ‘pick winners’”) suggests the opposite. In our view, central government cannot take a neutral position on decarbonisation pathways for transport. Government funding and regulatory decisions already constrain what transition pathways and innovation is possible in New Zealand. Central government needs to be clear about the transition pathway it is planning to regulate for and co-fund so that local governments can make long term decisions about urban form and transport investment.

Q2. Is the government’s role in reducing transport emissions clear? Are there other levers the government could use to reduce transport emissions?

Yes.

Q3. What more should Government do to encourage and support transport innovation that supports emissions reductions?

This section could more clearly explain how government policy, regulation and funding settings currently frame what innovations are possible in transport. The car-oriented nature of New Zealand's transport system is itself currently a barrier to many transport innovations that could support decarbonisation. For example, there has recently been an enormous amount of innovation in micro-mobility (i.e. shared mobility, e-bikes, e-scooter, e-skateboard), however, utilisation of these innovations is constrained by the lack of safe space on streets to use this technology.

This section could include discussion on the role that ‘automation’ can play in public transport. Automated light rail and trains are already operating overseas. Presumably the barrier to this innovation here is more about funding and planning decisions.

This section should include greater consideration of the role e-bikes and other forms of micro-mobility can play in the ‘electrification’ of transport. E-bike sales are far outstripping electric car sales currently and are close to competing with new car sales.

Q4. Do you think we have listed the most important actions the government could take to better integrate transport, land use and urban development to reduce transport emissions? Which of these possible actions do you think should be prioritised?

We are very supportive of the proposals included in this section. We suggest following policies should be the highest priority in the Ministry's work programme:

- Set higher Funding Assistance Rates for walking and cycling investments and dedicated/priority bus lanes to strongly incentivise Road Controlling Authorities to prioritise and accelerate street changes.
- Set targets for councils to deliver public transport and active travel networks that require street changes (e.g. dedicated/priority bus lanes on some routes; connected cycling networks) by a specific date. There could be funding consequences if Road Controlling Authorities do not deliver these changes within these timeframes.
- Make changes to policy and funding settings to ensure Waka Kotahi and Road Controlling Authorities maximise opportunities to 'build back better' when doing street renewal.
- Prioritise the need to reallocate street space and to create connected networks for delivering transport mode shifts in the next GPS on land transport, and/or for any additional funding for active modes and public transport.

In addition, we would suggest:

- Clarifying in the GPS that mode shift is necessary to reduce transport emissions and identifying clear mode shift and VKT reduction targets for Waka Kotahi to achieve through its investment programme. Waka Kotahi does not currently have a consistent position on whether mode shift is necessary to reduce emissions.
- Realigning Waka Kotahi's Funding Assistance Rates to reflect Government objectives in transport and climate change. Urban motorways, for example, should not be funded at a higher rate to transport projects that support more efficient, low-carbon transport.
- Establishing a clear regulatory pathway for trialling street space reallocation (e.g. innovating streets). WCC has used Traffic Management Plans as a framework for piloting cycleways in the city, however, this is not fit for purpose.

Q5. Are there other travel options that should be considered to encourage people to use alternative modes of transport? If so, what?

It would be helpful if MoT could:

- include a breakdown of mode shift targets by urban centre/region
- quantify the estimated cost of delivering the key mode shift investments like bus priority and the connected urban cycling networks by urban centre/region
- set timeframes for delivering the infrastructure needed to achieve the mode shift required to meet emission budgets.

This would support councils to scale and sequence the necessary investments to meet national carbon budgets.

Q6. Pricing is sometimes viewed as being controversial. However, international literature and experiences demonstrate it can play a role in changing behaviour. Do you have any views on the role demand management, and more specifically pricing, could play to help Aotearoa reach net zero by 2050?

Please see our submission to MoT on the *Congestion Question* for our view on road pricing.

Another relatively straight forward pricing tool is parking charges. Let's Get Wellington Moving has analysed the impact of a potential parking levy as part of the Travel Demand Management workstream. A parking levy could reduce vehicle trips into the CBD during the AM peak and would be relatively equitable and simple to implement. However, it would require regulatory changes to implement.

The [Land Transport \(Offences and Penalties\) Regulations 1999 \(SR 1999/99\) \(as at 01 August 2020\) Schedule 1 Offence provisions and penalties – New Zealand Legislation](#) sets the penalties for parking offences. This schedule has not been updated since 27 February 2005. This is 16 years of price inflation that has not been captured, but more importantly restricts Council's ability to increase the price of parking to support mode shift, as paying the penalty is cheaper than paying the fee. Amending the schedule could be done by the executive.

Similarly cost recovery for providing parking to residents (resident's parking schemes) is limited to a simple cost recovery calculation under s 22AB(1)(o)(iii)(B) of the Land Transport Act 1998 [Land Transport Act 1998 No 110 \(as at 01 December 2020\), Public Act 22AB Road controlling authorities may make certain bylaws – New Zealand Legislation](#). This prevents the true opportunity cost, and externalities of parking to be captured and passed on to personal vehicle owners.

Q7. Improving our fleet and moving towards electric vehicles and the use of sustainable alternative fuels will be important for our transition. Are there other possible actions that could help Aotearoa transition its light and heavy fleets more quickly, and which actions should be prioritised?

We support the actions listed in this section.

We are of the view that e-bikes should also be eligible for subsidies as part of any feebate scheme developed for vehicles. This would be consistent with the Ministry's mode neutral approach to transport. The subsidy considered for one electric car in the Clean Car Discount could cover the entire cost of between one to three new e-bikes. Research suggests e-bike have the potential to be used more like cars³ and replace a significant proportion of a user's car trips (between 20%-86%)⁴. A subsidy would support the transition to mainstreaming e-bikes while people are hesitant to give up their car and therefore view e-bikes as an additional cost to a car, rather than a low-cost alternative. E-bike are also financially in reach of more people than electric cars.

Q8. Do you support these possible actions to decarbonise the public transport fleet? Do you think we should consider any other actions?

³ <https://road.cc/content/news/e-bike-riders-quadruple-cycling-distance-finds-study-277059>

⁴ <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7456196/>

Yes

Q9. Do you support the possible actions to reduce domestic aviation emissions? Do you think there are other actions we should consider?

Yes

Q 10. The freight supply chain is important to our domestic and international trade. Do you have any views on the feasibility of the possible actions in Aotearoa and which should be prioritised?

Yes

Q 11. Decarbonising our freight modes and fuels will be essential for our net zero future. Are there any actions you consider we have not included in the key actions for freight modes and fuels?

No

Q12. A Just Transition for all of Aotearoa will be important as we transition to net zero. Are there other impacts that we have not identified?

No

Q. 13. Given the four potential pathways identified in Hīkina te Kohupara, each of which require many levers and policies to be achieved, which pathway to you think Aotearoa should follow to reduce transport emissions?

In our view, all decarbonisation pathways considered by government should, at a minimum, align with the level of emission reduction required by the Climate Commission. Only pathway 4 appears to achieve this. It would be useful if the Ministry could model additional pathways/policy mixes which also achieve this level of emission reduction or greater.

In general, Wellington City Council, supports the focus in pathways 1 and 4 on 'avoid' and 'shift' measures to reduce transport emissions. This reflects the hierarchy of interventions that the Council has adopted in our emission reduction plan. The prioritisation of active, shared and public transport modes aligns with our commitment to the people of Wellington to enable a just transition. These modes can provide affordable and accessible transport for all. And there are wider benefits of encouraging active transport (improving health outcomes) and public transport (increasing transport efficiency).

It would also be helpful if further analysis of decarbonisation pathways could clarify the differences between the Ministry's 'Pathway 4' and the Climate Commission's proposed decarbonisation pathways for transport.⁵ It is currently difficult to understand how they compare as the two reports measure change differently. Compare, for example, table 7.3 on page 124 of the Commission's final advice and table 3 on page 111 of Hīkina te Kohupara. The Commission measures EV uptake in terms of percentage of registrations, while the Ministry measures it by share of the total light fleet. Likewise the Ministry's estimated change in VKT uses a BAU baseline for 2030 while the Commission compares VKT reduction to 2019 levels.

⁵ Refer to table 7.3, page 124 of this report <https://ccc-production-media.s3.ap-southeast-2.amazonaws.com/public/Inaia-tonu-nei-a-low-emissions-future-for-Aotearoa/Inaia-tonu-nei-a-low-emissions-future-for-Aotearoa.pdf>

There appear to be significant differences in the Ministry's assumptions about the level of EV uptake that is possible, and the level of VKT reduction that is required, to meet the climate commission's proposed level of emission reduction. It would be useful to know if this is based on a different understanding of the effectiveness of policies or simply a matter of counting the emission reductions using different denominators.

Q 14. Do you have any views on the policies that we propose should be considered for the first emissions budget?

We strongly support the selection of policies included in the first emission budget.

We recommend adding a workstream to consider inter-regional passenger rail. Page 46 of this document states that the economic viability and competitiveness of inter-regional rail needs to be tested against changes in our vehicle and aviation fleet to be low emissions. However, this work does not then appear as a policy initiative in any of the emissions budgets. Given the long lead-in time required for this kind of infrastructure we suggest it be investigated during the first emissions budget. This work is of importance to Wellington city given the population growth in satellite towns and the potential for this to increase vehicle travel around the region and into the city if viable alternatives do not exist.

APPROVAL OF 30-YEAR SPATIAL PLAN

Purpose

1. This report asks the Pūroro Āmua | Planning and Environment Committee to approve:
 - *Our City Tomorrow: A Spatial Plan for Wellington City – An Integrated Land Use and Transport Strategy* ('the Spatial Plan').

Summary

2. The Spatial Plan is a key component of the Council's Planning for Growth programme. It sets the vision for where and how the city will accommodate 50,000-80,000 more people over the next 30 years.
3. This Spatial Plan and its following action plan will guide the full review of the District Plan and investment in growth related infrastructure such as the three waters and transport networks, community facilities, parks, and open space. It will replace the existing Wellington Urban Growth Plan (2015) and the Northern Growth Management Framework (2003).
4. The Spatial Plan is the result of an extensive engagement process which commenced in 2017. More detail about this engagement can be found on the [Planning for Growth website](#). In 2019, City-wide engagement was undertaken on four growth scenarios. This showed a strong preference for retaining a compact city rather than expanding into the City's rural areas. The Draft Spatial Plan was developed on this basis.
5. *Our City Tomorrow: A Draft Spatial Plan for Wellington City – An Integrated Land Use and Transport Strategy* ('the Draft Spatial Plan') was consulted on over an 8-week period from 10 August to 5 October 2020. A total of 2,897 submissions were received.
6. The submissions raised a number of key points, with submissions both in support and opposition to the proposals. The submissions can be viewed on the [Planning for Growth website](#) along with the engagement summary reports and other information summarising the feedback.
7. The engagement shows that Wellingtonians want a vibrant, liveable city. Wellington has a unique character that is formed by its built and natural environment and diverse population. Intensification was the most discussed topic in submissions. Those in favour of intensification want to ensure that the City is well-prepared for growth and that positive outcomes are realised. Those in opposition felt that intensification would result in loss of character, particularly of established inner suburbs. Other issues included the ability of the City's infrastructure to cope with growth, the need for more green and open spaces as the City densifies, a lack of emphasis on mana whenua interests, and concern about how natural hazards and climate change have been considered.

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8. The full recommended Spatial Plan is available online by clicking [here](#). The summary document is attached as Attachment 1.
 9. The feedback has been considered by officers and a range of amendments are recommended. Key changes include:
 - Addition of a new city goal 'Partnership with Mana Whenua' with supporting directions and actions
 - Expansion of some pre-1930 character 'sub-areas' and removal of the 'general character overlay' with higher levels of intensification enabled in areas outside of the expanded 'sub-areas'
 - Changes to the spatial extent of walkable catchments around the Central City, Johnsonville centre, and rail stations to reflect updates to the City's walking network data and model
 - More explanation of the concept of "density done well" and how this will be achieved through new District Plan controls and design guidance
 - Explanation of how the City's growth and supporting infrastructure investment will be coordinated, including priority areas recommended for investment focus over the next 10 years to unlock growth capacity
 - Clearer explanation of the consideration of natural hazard risks and climate change, including the role of the new District Plan in implementing a risk-based approach to hazard management
 - Addition of five new 'Opportunity Sites' to reflect significant strategic development opportunities being investigated and progressed in key locations
 - Explanation of how the Spatial Plan will be delivered, including partnering and working with others, and the need for regular review and update
 - Amendments and additions to the supporting Action Plan.
 10. The key changes are discussed further from paragraph 27 of this report, and Attachment 2 outlines the key recommended amendments in more detail.
 11. The amendments are considered appropriate to ensure provision for the City's anticipated growth over the next 30 years, recognising and protecting the things the community values and ensuring the City remains liveable and supports a high quality of life for all residents. They also respond to the NPS-UD's requirements for planning for growth and enabling greater levels of intensification.

Recommendation/s

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Adopt 'Our City Tomorrow: A Spatial Plan for Wellington City – An Integrated Land Use and Transport Strategy' (the 'Spatial Plan') in accordance with the amendments set out in Attachments 2, 3 and 4 to this report.
3. Agree that the Spatial Plan replaces the Wellington Urban Growth Plan (2015) and the Northern Growth Management Framework (2003).

4. Agree that the Spatial Plan will guide the development and implementation of the District Plan.
5. Note that the Spatial Plan will guide future investment in growth-related infrastructure such as the three waters and transport networks, community facilities, parks and open space but the Council's Long Term Plan, the Infrastructure and Financial Strategy, and Asset Management Plans remain the key mechanisms for decision making on future investment.
6. Agree that officers will report on the implementation of the Spatial Plan and the supporting Action Plan on an annual basis, or more regularly as required.
7. Note the strategic and targeted approach set out by the Spatial Plan to infrastructure investment to support growth priorities will necessitate a comprehensive review of the Council's existing Development Contributions Policy.
8. Note that a review of the Spatial Plan will be required once the District Plan has been reviewed and when decisions are made on Let's Get Wellington Moving investment priorities.
9. Note that a Draft District Plan (non-statutory) will be publicly released for feedback in late 2021, and the Proposed District Plan (statutory) will be publicly notified for submissions mid-2022.
10. Agree to pilot the 'Our Place Project' with two communities over the next 6 months to test the proposed methodology, with the results of the pilot processes to be reported back to the Pūroro Āmua - Planning and Environment Committee once completed.
11. Delegate to the Chairperson of the Pūroro Āmua - Planning and Environment Committee and the Chief Executive the authority to undertake minor changes and edits to *Our City Tomorrow: A Spatial Plan for Wellington City – An Integrated Land Use and Transport Strategy* (the 'Spatial Plan').

Background

Key drivers for the Spatial Plan

12. Significant growth is expected in Wellington City over the next 30 years. Under current District Plan settings this growth will result in a housing shortfall of between 4600 and 12,000 dwellings over this timeframe. The City already has a housing shortage of 4000-5000 dwellings which is contributing to significant housing and rental affordability issues. This means the District Plan needs to be reviewed to enable additional opportunities for growth and intensification.
13. In August 2020 the Government released the [National Policy Statement for Urban Development \(NPS-UD\)](#). The NPS-UD aims to ensure New Zealand has well-functioning urban environments that address capacity and demand for housing and business needs. It has directive policies, including:

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- Realising as much development capacity as possible in city centre zones, and enabling buildings of at least 6 storeys in metropolitan centres (eg Johnsonville and Kilbirnie)
 - Enabling buildings of at least 6 storeys within a walking catchment of city centre zones, the edge of metropolitan centres, and rapid transit stops
 - Supporting reductions in greenhouse gas emissions
 - Urban environments that are resilient to the likely current and future effects of climate change.
14. Exemptions from the intensification requirements ('qualifying matters') can be applied where there is a matter of national importance under section 6 of the RMA that must be considered, such as historic heritage values, sites of significance to Māori, significant natural areas (SNAs), or natural hazard risks. Exemptions can also be applied in areas where the Council has undertaken an evidence based, site-specific analysis. This type of analysis has been undertaken for pre-1930 character areas.
 15. The Spatial Plan has been developed in line with the requirements of the NPS-UD and provides the basis for the statutory implementation of the NPS-UD through the District Plan. The Council must give effect to the requirements of the NPS-UD as part of the District Plan by August 2022. The Draft District Plan is scheduled for consultation in late 2021.
 16. While COVID-19 is expected to have short term effects, over the medium to long term the city and region should expect strong population growth. An update of regional population forecasts (including for Wellington City) is being finalised. This work is being undertaken by Sense Partners and their advice for Wellington City median projection is 73,000 more people (32,000 houses) over the next 30 years. Therefore, the estimate of 50,000-80,000 more people (25,000-32,000 houses) over the next 30 years remains a valid planning assumption.
 17. In parallel to the Spatial Plan process a [Wellington Regional Growth Framework \(WRGF\)](#) is being developed. The WRGF is a partnership between all territorial authorities in the Wellington Region, Greater Wellington Regional Council, Horowhenua District Council, Waka Kotahi – New Zealand Transport Agency, Ministry of Housing and Urban Development (MHUD), and iwi. We have ensured alignment between the WRGF and the Spatial Plan. The WRGF takes a regional approach to managing growth across all councils. This includes directions to address a region-wide housing shortage and affordability issues, regional employment patterns, infrastructure constraints, transport, natural hazards and iwi aspirations. The Wellington Regional Leadership Committee, a joint committee under the Local Government Act will oversee a programme of work that sits within the WRGF.
 18. [Let's Get Wellington Moving \(LGWM\)](#) is a key programme of work which will shape the City's urban form. It is important that an appropriate scale of urban development (residential and commercial) is achieved around the future mass rapid transit route in

order to realise the benefits of the investment in this infrastructure and to optimise social, environmental and economic outcomes for the City. Officers from the city are embedded in the project and will continue to integrate its progress with the city's plans and strategies.

19. The Spatial Plan sets an urban planning framework to support the City's goal of being carbon zero by 2050, as outlined in the [Te Atakura First to Zero](#) strategy. This strategy reflects the Council's 2019 declarations of Climate and Ecological Emergencies. This includes directing growth to areas that are well-served by public transport, encouraging neighbourhoods that support active transport modes such as walking and cycling and identifying the importance of green spaces and infrastructure in the densification of the City.
20. In terms of increasing the City's resilience and adapting to climate change, the Spatial Plan signals where new development will occur in areas that are less vulnerable to the impacts of sea level rise and climate change, and where natural hazard risks can be reduced through investment in infrastructure and resilient building design. In parts of some suburbs, further intensification will not be encouraged because the risks associated with sea level rise and seismic activity are too high and mitigating the risk would be challenging.

Key policy directions

21. The Spatial Plan sets out a renewed and updated approach to addressing the City's future growth including our housing shortfall, climate change, infrastructure, ecological and resilience challenges. The policy approach represents a significant shift from the current planning framework and reflects the direction Council has been given by the community through the Planning for Growth engagement and the NPS-UD requirements. It seeks to strike a balance between protecting the special characteristics valued by Wellingtonians while enabling greater housing choice and supply, providing opportunities to improve the vibrancy and viability of the city, and ensuring future development occurs in a resilient and sustainable manner.
22. The approach represents a consolidation of the City's compact urban form. It shifts the existing approach of directing growth along a 'growth spine' (between Johnsonville and the Airport) to an extended City-wide approach, which in addition to the Central City and centres of Johnsonville and Kilbirnie, also directs growth to other key suburban centres and around rail stations.
23. Key areas identified for accommodating future growth and intensification include:
 - The Central City and the Johnsonville and Kilbirnie metropolitan centres
 - Inner suburb areas within a walkable catchment of the Central City (except in Character Precincts)
 - Areas within a walkable catchment of Johnsonville centre and stations along the City's rail lines

- Other suburban centres appropriate for intensification due to their combination of amenities e.g. supermarket, high frequency public transport provision, regional destinations, community facilities, other shops and services.
24. In addition to intensification areas, greenfield growth opportunities are provided at Upper Stebbings and Glenside West, and Lincolnshire Farm in the north of the City.
 25. Incremental infill development will also continue to occur in locations across the City and the Council will need to continue to work with private developers and other key stakeholders to ensure good outcomes are achieved for the City.
 26. The Spatial Plan also signals the important role our natural environment plays in the future growth of the City. This builds on the landowner engagement undertaken by Council as part of the [Backyard Taonga](#) project over the last two years.

Discussion

Recommended responses and amendments

27. In response to submission issues and the further work undertaken (see paragraph 37), a set of amendments are recommended to the Draft Spatial Plan.
28. The amendments focus on ensuring the Spatial Plan is the most appropriate response it can be to the City's growth and development and the challenges and influences we face, both now and in the future. The key policy directions are substantively retained but changes are recommended to the pre-1930s character management approach. These changes are summarised in the table below (and discussed in more detail in Attachment 2) but in summary, further work has resulted in the expansion of some character 'sub-areas' (renamed to 'Character Precincts') and the removal of the 'general character overlay'. This means that intensification of 6 storeys is enabled in areas outside of 'sub-areas'. The approach seeks to strike a balance between providing for more housing whilst maintaining a level of protection for the special character of the inner suburbs.
29. Amendments are also recommended to the spatial extent of walkable catchments around the Central City, Johnsonville centre, and rail stations to reflect the Council's updated walking network data and model. This has resulted in slightly smaller walkable catchments in many areas (e.g. Johnsonville centre, around the Central City, Newtown) but some extensions in other areas (e.g. Tawa, Linden, Ngaio, Crofton Downs).
30. Whilst these two sets of amendments slightly reduce overall potential development capacity across inner suburb and walkable catchment areas, when they are considered in conjunction with the enablement of more densification of the Central City, the development of greenfield areas, residential infill opportunities across the outer suburbs, and the removal of minimum car parking requirements, there is significant city-wide development capacity to meet expected growth over the next 30 years.
31. The amendments ensure the Spatial Plan presents a clear approach to managing future growth, is consistent with the NPS-UD directives, appropriately recognises our mana

whenua partnership, integrates with transport and infrastructure planning and delivery, and responds to key challenges such as natural hazard risks and climate change.

32. The table below summarises the key recommended responses and amendments. The table in Attachment 2 provides more detail on the amendments and reasons.
33. Attachment 3 contains a series of maps showing the changes recommended to the pre-1930s character areas that were identified in the Draft Spatial Plan. Attachment 4 contains maps showing the changes recommended to walkable catchment spatial extents around the Central City, Johnsonville centre and rail stations.
34. Attachment 5 provides a summary comparison of the intensification enablement (the response to the NPS-UD requirements) between Draft Spatial Plan and our officer recommendations.
35. The full recommended Spatial Plan is available online by clicking [here](#).
36. Table of key recommended responses and amendments to the Spatial Plan:

Issue	Recommended response/change	Reasons
<p>Mana whenua recognition and integration</p>	<p>Amend the vision to recognise our mana whenua partnership</p> <p>Add a new city goal called 'Partnership with mana whenua'</p> <p>Add new directions and actions to achieve the new goals and directions</p> <p>Enable more intensification in the Kenepuru rail station walkable catchment</p> <p>Amend the Miramar Peninsula/Te Motu Kairangi opportunity site to recognise Taranaki Whānui interests</p> <p>Amend the Central City chapter to recognise specific areas of interest to mana whenua</p> <p>Amend the Natural Environment and Open Spaces chapter to recognise the importance of water and giving effect to Te Mana o te Wai</p> <p>Amend other parts of the Spatial Plan to recognise mana whenua values and aspirations, including specific reference to papakainga and kaumatua housing, and recognition of sites of significance to Māori.</p>	<p>Mana whenua of Te Whanganui ā Tara are Taranaki Whānui and Ngāti Toa Rangatira.</p> <p>The anticipated growth of the city provides an opportunity to build on our current relationship with mana whenua and to explore future urban development partnership arrangements.</p> <p>We have worked closely with Taranaki Whānui and Ngāti Toa to ensure our partnership with mana whenua is more clearly articulated in the Spatial Plan.</p>

Issue	Recommended response/change	Reasons
<p>City-wide growth approach</p>	<p>Retain a City-wide approach to accommodating future growth.</p> <p>Enable increased development capacity and further densification of the Central City.</p> <p>Enable increased intensification of:</p> <ul style="list-style-type: none"> • Inner suburb locations within a walkable catchment of the Central City (excluding 'Character Precincts') • Walkable catchments of rail stations and Johnsonville centre • In and around key suburban centres with supporting amenities, public transport, and other services. <p>Retain provision for greenfield development at Upper Stebbings and Lincolnshire Farm.</p> <p>Enable residential infill opportunities through the District Plan review.</p>	<p>Maintains the City's compact urban form, supports connectivity, accessibility and reduced carbon emissions.</p> <p>Consistent with the requirements of the NPS-UD for enabling increased opportunity for growth and intensification.</p> <p>Ensures increased housing supply and choice, and supports vibrancy and viability of centres.</p>
<p>Intensification proposals within walkable catchments</p>	<p>Retain walkable catchments as follows:</p> <ul style="list-style-type: none"> • 10-minute catchment from edge of Central City • 10-minute catchment from edge of Johnsonville centre • 10-minute catchment around Johnsonville and Tawa rail stations • 5-minute catchments around all other rail stations. <p>Apply a 10-minute walking catchment around Kenepuru railway station (where this falls within Wellington City).</p> <p>Amend spatial extents of walkable catchments around Central City, Johnsonville centre and rail stations. The catchments are now smaller in most areas (e.g. around Johnsonville centre and the Central City) but there are extensions in some specific areas</p>	<p>Consistent with the intensification requirements of the NPS-UD policy 3(c).</p> <p>The application of 5 and 10 minute walking catchments for rail stations is based on the level of intensification 'enablers' (e.g. community facilities, schools, supermarkets, open space). Main stations such as Johnsonville have more enablers relative to smaller stations which have a 5 minute walking catchment applied.</p> <p>The changes to walkable catchment spatial extents reflect work undertaken to review and update the City's walking network model since the Draft Spatial Plan was released last year. This includes updating the method to calculate walkable catchments to align with Ministry for the Environment guidance and adopting a more accurate walking speed assumption.</p> <p>Kenepuru station - while the station itself falls outside of Wellington City, the walking</p>

Issue	Recommended response/change	Reasons
	<p>(e.g. Tawa, Linden, Ngaio, Crofton Downs).</p> <p>Changes to walkable catchments are shown on the maps in Attachment 4.</p>	<p>catchment extends into the residential area north of Linden.</p>
<p>Housing typologies</p>	<p>Reduce the number of housing typologies from seven to five.</p> <p>Combine Types 4a (enable up to 6 storeys) and 4b (enable at least 6 storeys) into a single type: Type 4 – Enable 6 storeys.</p> <p>Apply a Type 4 (enable 6 storeys) housing typology to areas located within walkable catchments.</p> <p>Apply a Type 4 (enable 6 storeys) typology to Inner Suburb areas outside of Character Precincts.</p> <p>Enable more opportunity for intensification in parts of Kelburn within a walkable catchment of the Central City. Specifically, enable 6 storey (Type 4) in the Bolton Street, Auroa Terrace, Salamanca Road and Everton Terrace area.</p> <p>Changes to walkable catchments and the application of housing typologies in these areas are shown in the maps in Attachment 4.</p>	<p>The housing typologies proposed in the Draft Spatial Plan have been simplified and consolidated in response to feedback.</p> <p>Consistent with NPS-UD policy 3(c), areas located within a walkable catchment of specific locations have a Type 4 (enable 6 storeys) housing typology applied. However, areas identified as ‘Character Precincts’ within the Inner Suburbs have been considered to be ‘qualifying matters’ under the NPS-UD and are excluded from the ‘enable 6 storeys’ requirement.</p> <p>Kelburn - in response to submissions and consistent with the suburb’s proximity to the Central City and amenities, more opportunity for intensification is enabled in areas within a walkable catchment of the Central City. These areas have been classified as Type 4 (enable 6 storeys under NPS-UD Policy 3(c)).</p>
<p>Central City building heights and spatial extent</p>	<p>Introduce a minimum building height and an unrestricted maximum building height over the majority of the Central City including Te Aro and Adelaide Road (excluding Thorndon Quay) as part of the District Plan review.</p> <p>Develop supporting District Plan controls to:</p> <ul style="list-style-type: none"> • Maintain viewshafts and sunlight access in specified areas (e.g. public spaces) • Manage the height of development next to heritage buildings/ areas, Character Precincts and 	<p>The NPS-UD directs councils to realise as much development capacity as possible in the central city in order to maximise the benefits of intensification.</p> <p>A minimum building height would help encourage higher density development and efficient use of land.</p> <p>An unrestricted maximum height supports development capacity.</p> <p>The 35m maximum permitted building height currently in the operative District Plan for Thorndon Quay is retained due to natural hazard risks.</p> <p>New District Plan controls and design guidance will manage the effects of increased</p>

Issue	Recommended response/change	Reasons
	<p>public open space.</p> <p>Introduce building bulk and form controls that respond to the narrower, more intimate scale of many streets in the Te Aro area.</p> <p>Include the Adelaide Road centres zoned area (between Rugby Street and the Riddiford Street junction) and the Inner Residential zoned properties in the vicinity of Selwyn Terrace and Portland Crescent into the Central City area. Exclude the Hobson Street/Hobson Crescent/Turnbull Street areas.</p>	<p>height and further densification in the Central City, particularly where it borders onto more sensitive areas.</p> <p>Increasing the spatial extent of the Central City supports increased development capacity. The Adelaide Road centres zoned area provides a logical extension of the Central City along a key public transport corridor. The Inner Residential zoned properties in the vicinity of Selwyn Terrace and Portland Crescent are surrounded by the existing Central Area zone and abut existing office blocks and other mixed uses. The Hobson Street/Hobson Crescent/Turnbull Street areas are excluded from the Central City because of their more coherent character values.</p>
'Density done well'	<p>More explanation of what this concept means and how it will be achieved. This includes:</p> <ul style="list-style-type: none"> • signalling the adverse effects of densification on amenity will be managed through new District Plan controls and design guidance • retaining the action in the Action Plan that proposes place-based planning within communities where medium to high density development is enabled. This is proposed to be delivered through the 'Our Place Project'. 	<p>Alongside the enablement of greater levels of intensification, denser development needs to integrate into local neighbourhoods, offer good quality, well-designed living environments and homes that are warm, safe and dry. To respond to submission concerns, there is an increased emphasis on ensuring quality of design through the development of new District Plan controls and design guidance.</p>
Pre-1930 Character Areas	<p>Re-name character 'sub-areas' to 'Character Precincts'.</p> <p>Retain demolition controls within identified Character Precincts but:</p> <ul style="list-style-type: none"> • Expand some Character Precincts to cover additional sites that were not identified in the Draft Spatial Plan • Remove the 'general character overlay' and enable more intensification in these areas consistent with the NPS-UD 	<p>'Character Precinct' terminology is consistent with the National Planning Standards terminology.</p> <p>Responds to the requirement to enable more housing opportunities in locations near the Central City and amenities while maintaining a level of protection for the special characteristics of the city that Wellingtonians value.</p> <p>The criteria and method used to identify the character 'sub-areas' in the Draft Spatial Plan has been reviewed and re-tested to ensure</p>

Issue	Recommended response/change	Reasons
	<ul style="list-style-type: none"> • Apply specific amenity controls on sites directly adjoining Character Precincts • Investigate the potential for a new Kelburn Character Precinct area in the Talavera Terrace/Clifton Terrace area. <p>The changes to character areas are shown on the maps in Attachment 3.</p>	<p>robustness. The Pre-1930 Character Area Review (2019) has provided the evidence base for this review. This work has resulted in some additional sites being recommended for inclusion into Character Precincts.</p> <p>Specific amenity controls will be developed for the District Plan that will apply to sites adjoining Character Precincts to help manage the effects of development on character values.</p> <p>The review work has identified potential for a new Character Precinct in the Talavera Terrace/Clifton Terrace area of Kelburn. This will be investigated as part of the District Plan Review and in consultation with landowners.</p>
<p>Housing typologies in heritage areas</p>	<p>Correct the Spatial Plan maps to exclude identified heritage areas from the intensification proposals.</p> <p>Introduce specific controls through the District Plan to manage the height of development next to identified heritage.</p> <p>Continue to protect sites of significance to Māori, heritage areas, buildings and trees across the city. Investigate potential new heritage areas, buildings, trees and sites of significance to Māori as part of the District Plan review process.</p>	<p>Some submissions noted that the proposed housing typology proposals included some identified heritage areas, e.g. the Hataitai Heritage Area and Island Bay Village Heritage Area. The maps have been corrected to clearly exclude heritage areas from the intensification proposals. These areas are matters of national importance under s6 RMA and are 'qualifying matters' under the NPS-UD. In these areas the current District Plan height limits will be retained.</p> <p>Controls to manage the effects of building height on heritage values will be introduced as part of the District Plan review.</p>
<p>Infrastructure investment to support growth</p>	<p>Add more detail explaining how infrastructure investment and growth can be coordinated and delivered.</p> <p>A strategic approach to investment to support growth is promoted, linking future infrastructure planning and delivery with growth/intensification priorities.</p> <p>Over the next 10 years, investment in key infrastructure to support growth is recommended to be focused in the following areas:</p> <ul style="list-style-type: none"> • Central City • Newtown • Johnsonville 	<p>Population growth will require the need for new and upgraded infrastructure. The scale of investment to support growth is substantial, particularly for 'three waters' (i.e. wastewater, stormwater, water supply) and transport infrastructure. Most growth areas require some level of investment.</p> <p>To respond to infrastructure provision and affordability challenges a strategic and targeted approach is needed that links infrastructure delivery to anticipated growth. The size of investment means it would be financially challenging if all of the city's growth areas were to be upgraded at once. Planning and consenting processes will also</p>

Issue	Recommended response/change	Reasons
	<ul style="list-style-type: none"> • Tawa <p>Regularly review the Spatial Plan to ensure alignment with Long Term Plan priorities and to reflect key decisions (e.g. LGWM).</p> <p>Review the Council’s Development Contributions Policy.</p> <p>Delay the introduction of further intensification enablement (i.e. over and above operative District Plan settings) in Karori until key infrastructure is in place.</p> <p>Add new actions to facilitate working and partnering with other infrastructure providers, and to investigate alternative funding and financing tools.</p>	<p>influence the timing and delivery of investment.</p> <p>The draft 2021-31 LTP represents a significant increase in infrastructure investment and identifies funding for the detailed investigations needed to inform funding and priorities in future LTPs.</p> <p>The Central City, Newtown, Johnsonville and Tawa are identified as initial investment priorities over the next 10 years in order to unlock growth capacity because:</p> <ul style="list-style-type: none"> • They are impacted by the NPS-UD intensification requirements • They can significantly contribute to growth enablement and housing supply (in total, up to 33,600 people and 13,800 houses) • Development is happening already in these locations and they are well-positioned to support more growth (e.g. strong existing public transport, other services and amenities) • Some investment is identified for next 10 years by the draft 2021-31 LTP (particularly for three waters) • Central City and Newtown will be the focus of early LGWM enablement works and Mass Rapid Transit development. <p>Flexibility within the approach proposed by the Spatial Plan is required to ensure delivery timeframes can be accelerated or delayed based on the amount of demand/growth experienced. The proposed priorities will be reviewed every 3 years alongside the Long Term Plan to enable alignment over the coming years.</p> <p>The Spatial Plan’s approach does not prevent or exclude investment from being made in other locations to respond to infrastructure issues, needs and level of service improvements. Rather it identifies priorities for investment focus to unlock significant capacity for growth, particularly in the short</p>

Issue	Recommended response/change	Reasons
		<p>to medium term.</p> <p>All investment should consider the benefits of 'building back better' in order to support the city's future growth expectations and the needs of future communities. Opportunities to realise co-benefits for neighbouring areas should be explored when investment is being investigated. For example, investment in Johnsonville should consider whether there are co-benefits for Newlands; investment in Newtown and the Central City should consider co-benefits for adjoining inner suburbs.</p> <p>The three waters assessment work completed by Wellington Water Ltd (WWL) for Council to date has assisted Council and WWL in understanding long-term growth demands of the Spatial Plan's proposed approach to managing future growth and development. Recent assessment work identifies at a high-level how much work/effort is anticipated for three-waters infrastructure upgrades in each growth suburb. Further detailed studies and investigations are required to be undertaken to identify specific interventions, timing and costs.</p>
Opportunity Sites	<ul style="list-style-type: none"> • Explain what 'Opportunity Sites' mean within the context of the Spatial Plan. • Update existing opportunity sites to reflect change and progress since the Draft Spatial Plan. • Add new 'opportunity sites': <ul style="list-style-type: none"> - Johnsonville Centre - Te Ngākau Civic Precinct - Hyde Farm (Grenada North) - Multi-User Ferry Precinct - Inner Harbour Port and Railway Precinct. 	<p>'Opportunity sites' are strategically important sites with potential to be part of comprehensive new development, strategic infrastructure improvement, or redevelopment of existing urban areas.</p> <p>Council will need to work closely with external partners to realise the opportunity and maximise benefits for the city. Master planning and/or changes to the District Plan will be required for some sites to support the outcomes sought.</p> <p>Five new sites are included to reflect significant strategic development opportunities currently being investigated/ progressed. They provide opportunities for a range of outcomes including business and economic growth, civic enhancements, urban regeneration and housing.</p>
Natural hazards	Add emphasis and explanation to	Wellington is prone to a range of natural

Issue	Recommended response/change	Reasons
and adapting to climate change	<p>ensure that natural hazards and climate change have greater visibility within the Spatial Plan.</p> <p>Clarify that natural hazards and climate change have been key considerations in proposals for specific parts of the City such as Thorndon, Kilbirnie, Lyall Bay and Miramar.</p> <p>Add new content to explain the role of the District Plan in managing natural hazard and climate change risks.</p>	<p>hazards, some of which will be intensified by climate change.</p> <p>One of the key factors in assessing the growth potential of areas has been susceptibility to natural hazards and the level of risk. Areas exposed to a high hazard risk with limited mitigation options are excluded as future intensification options. This includes parts of Thorndon, Kilbirnie and Lyall Bay and an area around Hobart Street in Miramar.</p> <p>The District Plan (alongside the Building Act and Code) is a key tool for ensuring natural hazard risk and climate change effects are appropriately considered and mitigated (where possible) as part of new development proposals.</p>
Integration of land use and transport issues	<p>Ensure transport issues have a clear focus and more visibility by:</p> <ul style="list-style-type: none"> • Adding explanatory material into the 'Context' to explain the key role of transport in achieving the vision and goals • Recognising transport as a key influence the Spatial Plan is responding to • Aligning with Let's Get Wellington Moving (LGWM) programme • Updating key transport-related actions in the Action Plan 	<p>The Spatial Plan is an integrated land use and transport strategy, meaning transport and how people get around the city has been a key consideration in its formulation and the development of specific proposals for growth.</p> <p>Reinforcing our compact urban form and building on our strong culture of walking, cycling and public transport use will help to reduce our reliance on the car, creating less congestion, fewer emissions and more liveable places.</p> <p>In addition to intensification opportunities around future stations, LGWM's focus on integrating land use with transport investment will act as a catalyst to deliver higher density elsewhere in the City.</p>
Consideration of accessibility issues	<p>Clarify that design guidance will be developed as part of the new District Plan which will require the consideration of accessibility as part of new developments.</p> <p>New actions to:</p> <ul style="list-style-type: none"> • Ensure Council works with others to ensure the Central City and suburban centres are designed to be age-friendly and accessible to everyone 	<p>Ensuring increased accessibility of our city is a key issue and forms part of our planning for growth considerations. The availability of adequate housing choice for all people wanting to live in the City is crucial.</p> <p>Encouraging and enabling development of a range of quality, 'fit for purpose' housing types that can cater for people of all ages, stages and mobility is recognised as a key part of responding to growth. This is primarily achieved through implementation of the Building Act and Building Code requirements,</p>

Issue	Recommended response/change	Reasons
	<ul style="list-style-type: none"> Ensure Council housing developments provide greater accessibility as part of their design. 	<p>but the Spatial Plan signals that new design guidance will be developed as part of the district plan which will require consideration of accessibility issues as part of new developments. Council can also advocate and work with others to achieve greater accessibility.</p>
<p>Readability, layout and structure of the Spatial Plan and the level of information presented</p>	<p>Amend the structure and layout of the Plan to ensure logical information flow, readability and ease of navigation.</p> <p>Reduce the use of pop-out information.</p> <p>Improve and clarify content.</p> <p>Add an upfront explanation of what the Spatial Plan is and how it relates to other plans and policies.</p> <p>Bring key information to the fore, eg, transport, business and employment, natural hazards, infrastructure and mana whenua.</p> <p>Create clear links between growth proposals and the actions required to achieve them.</p> <p>Create a PDF version of the Spatial Plan.</p> <p>Create a plain English and Te Reo supporting summary document.</p>	<p>We want to ensure the Spatial Plan is easy to understand, easy to navigate and find information, and presents clear information that flows logically.</p> <p>The Spatial Plan will be available in an online/web-based format and a PDF format to cater for different needs.</p> <p>There will also be a summary document that provides an easily accessible and visual summary of the Spatial Plan and its key proposals (see draft summary document provided in Attachment 1).</p>
<p>Implementation approach</p>	<p>Explain how the Spatial Plan will be implemented and delivered, including:</p> <ul style="list-style-type: none"> The tools and mechanisms for delivering the Spatial Plan Council's different roles in implementation and the importance of partnering and working with others The need for regular review of the Spatial Plan to ensure it remains fit for purpose, aligns with the LTP 10-year plan, and responds to 	<p>The Spatial Plan is a non-statutory strategic planning document. To realise the vision we will need to take specific actions.</p> <p>The Spatial Plan will need to be implemented via the District Plan and other policy documents, projects and programmes of work, including the Long Term Plan and key policies like the Development Contributions Policy.</p>

Issue	Recommended response/change	Reasons
	significant decisions and changes.	
Action Plan	<p>Making the action plan and actions more obvious to readers.</p> <p>Link key actions to specific growth areas/proposals (as relevant).</p> <p>Add timeframe, responsibility and status information for each action.</p> <p>Add new mana whenua partnership actions and amend existing actions.</p> <p>Add actions to align Council's housing development programme and housing action plan with the Spatial Plan.</p> <p>Add actions facilitate working with others (e.g. Kainga Ora, Ministry of Housing and Urban Development, other housing providers, infrastructure providers, Ministry of Education).</p> <p>Add actions to support delivery of strategic opportunity sites.</p>	<p>Council alone cannot achieve the goals and directions. The changes recommended to the action plan seek to emphasize this and ensure we continue to work with key partners to deliver positive change for the city.</p> <p>Existing actions have been updated to reflect progress and change since the release of the Draft Spatial Plan, and to remove duplication and increase clarity.</p> <p>New actions have been added to address a range of specific issues and to provide support for delivering the Spatial Plan.</p>

Further work undertaken since the release of the Draft Spatial Plan

37. A range of further work has been undertaken to inform responses to submission issues and recommended amendments. This has included:

- Reviewing guidance developed by the Ministry for the Environment on the NPS-UD directions and checking and updating our application of these within the Spatial Plan.
- Updating the Council's walking network data and model to improve its accuracy and reflect changes made to the city's walking network since 2010 (e.g. new connections, changes to crossing points, etc).
- Updating the spatial extent of walking catchments in key locations (around the Central City, Johnsonville centre and rail stations) to reflect the updated walking network model and the NPS-UD guidance.
- Updating the housing intensification proposals to reflect the walking catchment changes.
- Reviewing and retesting the methodology used to identify pre-1930's character protection areas to ensure robustness.

- Working across Council and with Wellington Water Ltd to develop an approach to coordinate the Spatial Plan's growth proposals and priorities with investment in infrastructure to support capacity for growth.
- Working closely with Taranaki Whānui and Ngāti Toa to describe and integrate our partnership with mana whenua more clearly within the Spatial Plan.
- Working across Council and with key stakeholders to update and identify strategically important opportunity sites for future development.
- Working closely with the LGWM programme team to ensure a strong alignment with the LGWM programme as it is developed.
- Working across Council to scope up and develop a framework for the 'Our Place Project'.

The 'Our Place Project'

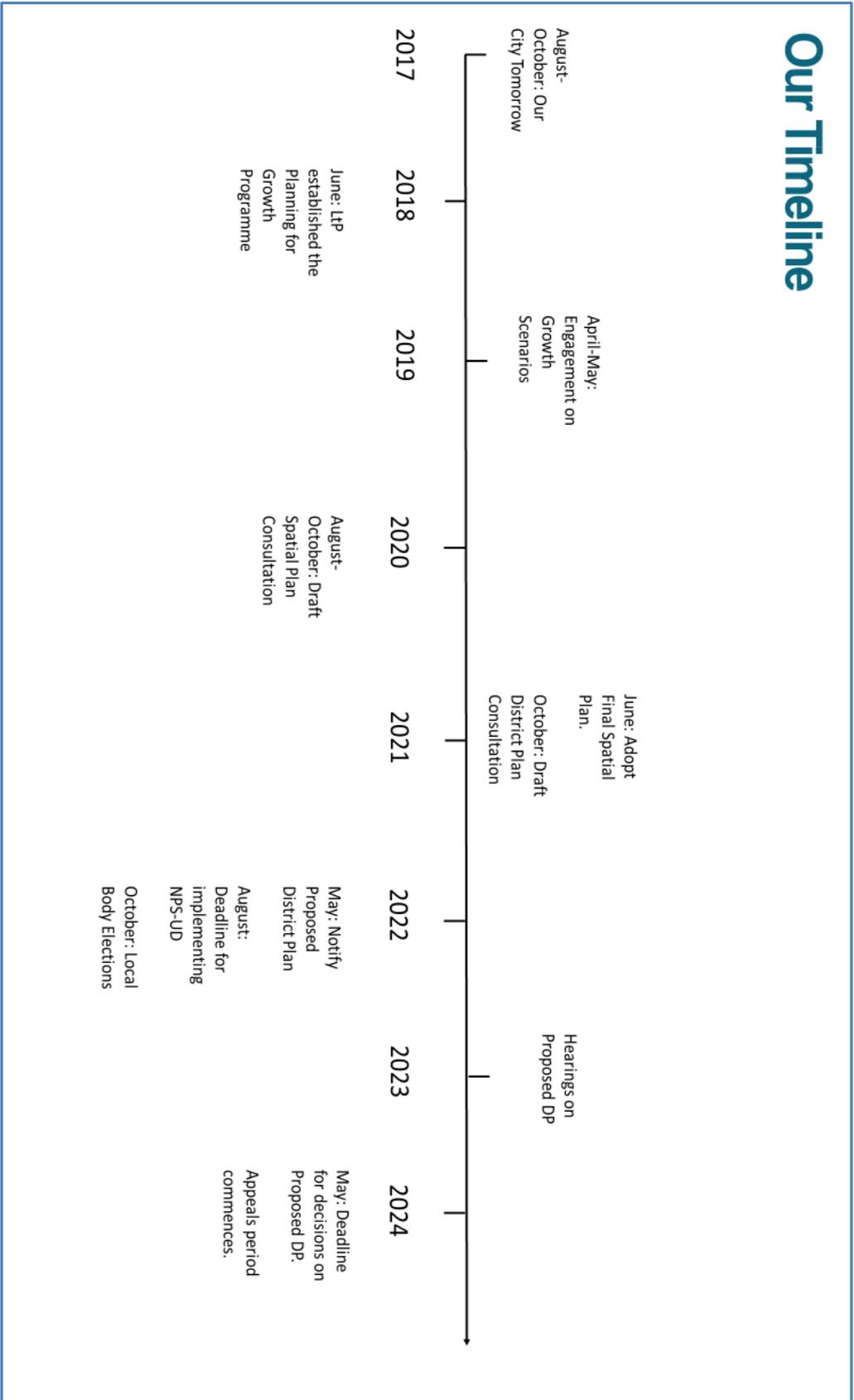
38. The purpose of the 'Our Place Project' is to support the Spatial Plan and District Plan, which together are enabling future growth in Wellington. Moving from "Planning for Growth" to "Preparing for Growth".
39. The project directs localised engagement with Wellington's communities so as to explore the unique qualities and values of the city's neighbourhoods and capture a future vision for these neighbourhoods. These visions are contextualised within the understanding that growth and change are occurring in Wellington, and that communities have the opportunity to help inform the look and feel of future development.
40. The project is supported by a framework, the draft of which is attached as Attachment 7.
41. The framework is a "how to" guide. It covers off the following:
 - 'the why' – why this project matters (i.e., change is happening, and communities have the opportunity to help shape that change through a series of community-led visions)
 - 'the how' – how the co-design process can be guided with communities (i.e., with key engagement principles and a series of engagement tools and activities which can be tailored to each local neighbourhood or area)
 - 'the outcome' - a series of Our Place Visions, and
 - 'the big picture' – how these visions help inform the look and feel of development processes and outcomes as part of Council's planning and regulatory environment.
42. The Our Place Project will not contradict or complicate future growth enabled by the Spatial Plan and District Plan, nor will it result in an infrastructure "wish list" requiring capital expenditure. Instead, the project will result in a series of 'Our Place Visions', co-designed with communities through engagement directed through the framework. These visions would be specific to local neighbourhoods or areas within Wellington,

and should be considered by a developer when triggered to do so through the Council's resource consenting process and by the Council and other infrastructure providers when initiating capital projects in these neighbourhoods.

43. It is proposed that the framework be piloted with two communities to test the process. The results of this will be reported back to the Committee.
44. Following testing and any subsequent evaluation/refinement of the framework and its methods, it is intended that the Our Place Project would be rolled out across the City, targeting areas where growth and change is enabled under the Spatial Plan and the District Plan.

Next Actions

45. A comprehensive Stakeholder Action Plan has been developed and will be implemented following publication of the Planning and Environment Committee papers on 17 June. There will be further communications following approval of the Spatial Plan by the Committee. A summary of the Communications and Engagement Approach for the release of the Spatial Plan is provided in Attachment 6.
46. To support the release of the final Spatial Plan, a number of supporting documents have and will be developed. This includes a summary document which will be a short, easily understandable, plain English and Te Reo summary of the Spatial Plan (refer draft summary document provided in Attachment 1), as well as a PDF version of the full Spatial Plan (as an alternative format to the online/web-based version of the Spatial Plan).
47. Later this year officers will report back to the Committee on the proposed work programme for delivering the Spatial Plan actions, including the approach for ensuring Long Term Plan alignment.
48. A Draft District Plan will be released for public feedback in late 2021. This will be a non-statutory draft with the opportunity for the community to see how the Spatial Plan is intended to be implemented through policies, rules and design guidance. The Draft District Plan will be consistent with the National Planning Standards requirements for district plans. Following feedback on the Draft District Plan, a Proposed District Plan will be released for public submissions mid-2022. The Proposed District Plan will have statutory effect. The Planning for Growth timeline is outlined over page.



Attachments

Attachment 1.	Spatial Plan Summary document ↓ 	Page 47
Attachment 2.	Table of Recommended Changes to the Spatial Plan ↓ 	Page 72
Attachment 3.	Maps showing pre-1930s character area changes ↓ 	Page 113
Attachment 4.	Maps showing walkable catchment area changes ↓ 	Page 122
Attachment 5.	Comparison summary of intensification enabled in specific locations ↓ 	Page 135
Attachment 6.	Summary of communications and engagement approach ↓ 	Page 138
Attachment 7.	Our Place Project framework ↓ 	Page 141

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SUPPORTING INFORMATION

Engagement and Consultation

The Spatial Plan is the result of multiple engagement and consultation activities, in particular:

- *Our City Tomorrow engagement* in late 2017 when the Council began a conversation with the community about their aspirations for Wellington City given some of the challenges the City faces in relation to sea level rise and climate change, seismic risks, and population growth. Through this engagement Wellingtonians said they wanted the City to be: compact, inclusive and connected, greener, resilient, vibrant and prosperous.
- *City-wide engagement on Growth Scenarios* – in April 2019 City-wide engagement was undertaken on four growth scenarios as the first step in developing the draft Spatial Plan. Over 1,300 people supplied feedback on the scenarios. In summary the community told us that they wanted future growth to be directed to the central city and in and around suburban centres, with strong opposition to identifying further greenfield growth areas.
- *Consultation on the Draft Spatial Plan* – over 8 weeks during August to October 2020, the Draft Spatial Plan was consulted on. In response, 2,897 people made submissions. The submissions were wide-ranging and varied in terms of their views and perspectives on the Draft Spatial Plan and the level of support for its proposals. A summary of the feedback received is provided as part of this report, with further detail available on the Council's [Planning for Growth](#) website.

Treaty of Waitangi considerations

The Spatial Plan is of interest to mana whenua and Māori given the significance of growth and development over the next 30 years, and the need to protect areas and sites that are of significance to them. Mana whenua also have commercial aspirations, particularly in the provision of housing. Officers have been actively working with mana whenua to develop a partnership approach to ensure the Spatial Plan reflects the aspirations of mana whenua. This work is ongoing and will also inform the Draft District Plan.

Financial implications

The proposals in the Spatial Plan will require the Council to make decisions about investment in the City's infrastructure to service growth, as well as a suburban centre investment programme, the Our Place Project, and a range of other projects and policy reviews that are needed to implement the Spatial Plan. Many of these matters already form part of the 2021-31 Long Term Plan considerations and/or are in progress as part of existing projects and work programmes, while others will need to be considered as part of future Long Term Plan processes.

A detailed work programme for delivering the Spatial Plan's actions, including the approach for ensuring Long Term Plan alignment, will be reported to the Committee in August 2021.

Policy and legislative implications

The Spatial Plan is the first step in meeting the Council's obligations under the National Policy Statement on Urban Development 2020. It is also directing and informing the review of the District Plan and a range of other council strategies and policies such as the Development Contributions Policy.

Risks / legal

Legal advice was sought on the Draft Spatial Plan's engagement process. The level of engagement undertaken was considered appropriate for the significance of the proposal and is consistent with the consultation requirements of the Local Government Act 2002 and the Council's Significance and Engagement Policy.

The Spatial Plan is a non-statutory strategic planning document that is intended to inform and guide the Council's approach to managing the expected growth of the City over the next 30 years.

Climate Change impact and considerations

The Spatial Plan sets an urban planning framework to support the City's goal of being carbon zero by 2050, as outlined in the Te Atakura First to Zero strategy. This strategy reflects the Council's 2019 declarations of Climate and Ecological Emergencies. This includes directing growth to areas that are well-served by public transport and encouraging neighbourhoods that support active transport modes such as walking and cycling. It also takes into consideration the impacts of more extreme weather events and sea level rise.

Communications Plan

A comprehensive Stakeholder Action Plan has been developed that will be activated following publication of the Planning and Environment committee papers on 17 June. There will be further communications following Council approval of the plan. A summary of the Communications and Engagement Approach for the release of the Spatial Plan is provided in Attachment 6.

Health and Safety Impact considered

N/A

Our City Tomorrow

He Mahere Mokowā mō Pōneke

A Spatial Plan for Wellington City

Summary



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Kei te titiro whakamua a Pōneke

He tāone hihiri a Pōneke: nā tōna tipuranga i tētahi hapori Māori, ki tētahi tāone i ngā tau 1800, tae noa ki tētahi tāone matua pai mutunga i ēnei rangi.

I nāianei, he panonitanga kei mua i te aroaro o te tāone. Kua whakawhānuitanga o te hapori, kua nui hoki ngā tohutohu a te kāwanatanga mō ngā tāone, kei te whakatū whare, ā, kua hua mai hoki te kaupapa here ā-motu mō te whakawhanake i ngā tāone (NPS-UD).

I te tau 2019 i hono te Kaunihera o Pōneke ki ngā tāone nui o te ao ki te aro ki ngā pātanga o te whakamahanatanga o te ao me ngā take haupori. Mā te noho kiato, te whakarerekē i ngā mahi riu me te whakaheke i te whakamahingā o te koranehe e tino whai hua ai ngā panonitanga kia waro kore te anamata.

Ko te Mahere Mokowā e tauriterite ana i te ao tawhito ki te ao hou mā te tāutu i ngā wāhi tuakiri motuhake, me te tāutu i ngā āhuatanga hou e whia hua ai tētahi tāone hou.

Me mihi ki ngā kainoho o Pōneke mō te tautoko i te tukanga waihanga tīrewa tāone mō te tangata.

Wellington looking forward

Pōneke (Wellington) is dynamic: growing from a bustling Māori settlement, to a fledgling town in the 1800s, to the coolest little capital it is today.

Now the city is on the cusp of more change. Unprecedented growth and central government directives around urban areas, housing, and the National Policy Statement on Urban Development (NPS-UD) have arrived.

In 2019 Wellington City Council joined many cities around the globe in declaring a Climate and Ecological Emergency. Living more compactly, moving around differently, and reducing our reliance on fossil fuels are the most important changes we can make in moving towards a carbon zero future.

The Spatial Plan seeks to strike a balance between old and new, by valuing areas of special character, while unlocking new opportunity for urban life to flourish.

Thank you to the many Wellingtonians who've helped with this process of designing a city framework that's made for people.

We need to think about the future

The COVID-19 pandemic has shown us new ways of doing things. Now, more than ever, we need to increase our social resilience and invest in our communities, both in the short and long term.

This Spatial Plan is our blueprint for how Wellington will look in future. Which areas do Wellingtonians want to develop? How, and how much? How do residents and the Council protect things that make the city special, now and in the future?

We need to plan for ongoing growth. House prices and rents are already high, and we know Wellington needs more homes that are warm, dry and affordable if people are to thrive here.

We must be carbon zero by 2050. Our plan for where and how people live and move around the city needs to support this.

You've told us what you think

When we asked you about the Draft Spatial Plan in August and September 2020, you said that you wanted a vibrant, liveable city. You focused on housing intensification, the natural environment, unique character, and the city's infrastructure. Thank you very much to the 3,000 of you who shared your views and ideas. We've listened carefully and adjusted the plan.

We've summarised the main messages

This summary document tells you:

- main themes from your feedback
- changes we've made to the plan
- what we're going to do and how we're going to do it.

If you'd like more detail, you'll find the full Spatial Plan at planningforgrowth.wellington.govt.nz



Ko te kāinga rāhiri hei whakakitenga mā tātou katoa

Our vision is
for a welcoming
home for all



We'll work with mana whenua and the community to shape a liveable and exciting city that attracts people. A city:

- that celebrates Wellington's unique way of life, diverse cultures, and creativity
- that values Wellington's mana whenua culture and Māori roots
- where people can live close to nature
- where housing is affordable, accessible, and there's enough to go round
- where streets are made for people, businesses prosper, and communities thrive.

We have six goals for the city



Compact

We build on the city's layout and structures (its urban form), and make sure we have quality development in the right places.



Resilient

Our city's natural and built environments are healthy and robust. Good design encourages physical activity and interaction that fosters social resilience.



Vibrant and prosperous

We welcome social and cultural diversity. We support innovation and invest strategically to maintain a thriving economy.



Inclusive and connected

We're connected by a world-class transport system, and have attractive and accessible public spaces that support our diverse community and cultural values.



Greener

We protect and value our natural environment, and enjoy thriving pockets of nature in the city.



In partnership with mana whenua

We recognise mana whenua's important role and actively partner with them.

We'll take specific directions that support our vision and goals

Growth proposals for specific parts of the city and our Action Plan reflect the directions we'll take.

Our City Tomorrow Vision

A welcoming home for all

City goals



Compact



Resilient



Vibrant and prosperous

Directions

- | | | |
|--|---|--|
| <ol style="list-style-type: none"> 1. Our compact urban form is liveable, accessible, and uses existing infrastructure and facilities efficiently. 2. We design new housing well and support it with quality recreational, community, and transport facilities. 3. Public open spaces are safe, well-designed, and meet diverse needs. 4. Long-term investment in infrastructure, community, and recreation supports future development. | <ol style="list-style-type: none"> 1. We support creativity, innovation, and technology in urban development. 2. Attractive, vibrant public spaces incentivise new development. 3. We revitalise suburban centres. They're viable and stimulate nearby residential growth and development. 4. We offer chances to stimulate further employment and business growth. | <ol style="list-style-type: none"> 1. New developments support the city's goal to be sustainable and carbon neutral. 2. We manage water in ways that improve water quality. 3. We protect important natural and physical features. 4. Nature is part of the city, and we can get to green networks easily. |
|--|---|--|



Inclusive and connected



Greener



Mana whenua partnership

- | | | |
|--|--|---|
| <ol style="list-style-type: none"> 1. Urban development supports social and physical resilience. 2. We design, maintain, and improve infrastructure, facilities, and services to withstand the challenges of natural hazards and climate change. | <ol style="list-style-type: none"> 1. We choose where we live and can get to public spaces easily. 2. We have more chances to interact and be active. 3. We recognise and celebrate ahi kā (continuous occupation). 4. We choose to move about in ways that suit the city's layout, reduce carbon emissions, and improve health. 5. We recognise and celebrate people's identities and sense of place. Accessible transport options make it safe and efficient to get around. | <ol style="list-style-type: none"> 1. We recognise mana whenua development and landowner interests when planning and developing our city. 2. We collaborate with mana whenua to design public spaces. |
|--|--|---|

Proposals for growth



Central city



Inner suburbs



Outer suburbs



Natural environment and open space



Natural hazards and climate change



Opportunity sites

Implement and deliver the Spatial Plan and Action Plan



Tā mātou Mahere Mokowā mō te whakatipuranga i ngā tau 30

Our Spatial Plan
is about 30-year
growth



You'll find our 30-year framework for the city's growth in *Our City Tomorrow: A Spatial Plan for Wellington City*. The Plan sets out where and how Wellington should grow and develop, and gives the main policy direction for reviewing the District Plan.

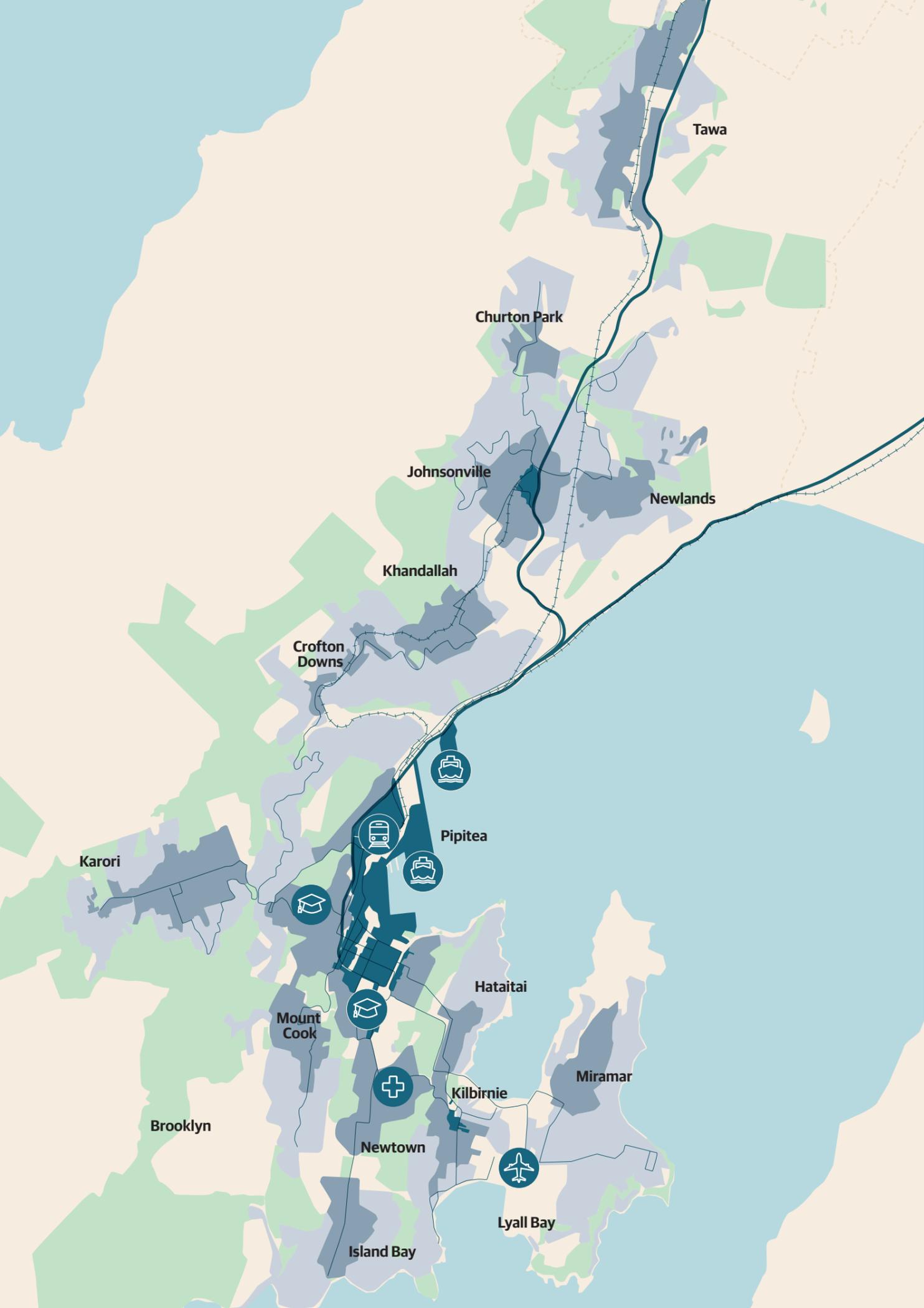
Responding to the city's growth and development will see central and local government working together with stakeholders. Our mana whenua partners, communities, private development sector, and infrastructure providers all have a role in bringing the vision to life.

The Plan considers elements that are essential in the city's growth, such as:

- climate change
- housing
- business activities
- infrastructure transport, three waters (drinking water, waste water, and stormwater)
- open spaces and natural environment values
- character and heritage
- neighbourhood visioning
- natural hazards.

The Plan helps us to:

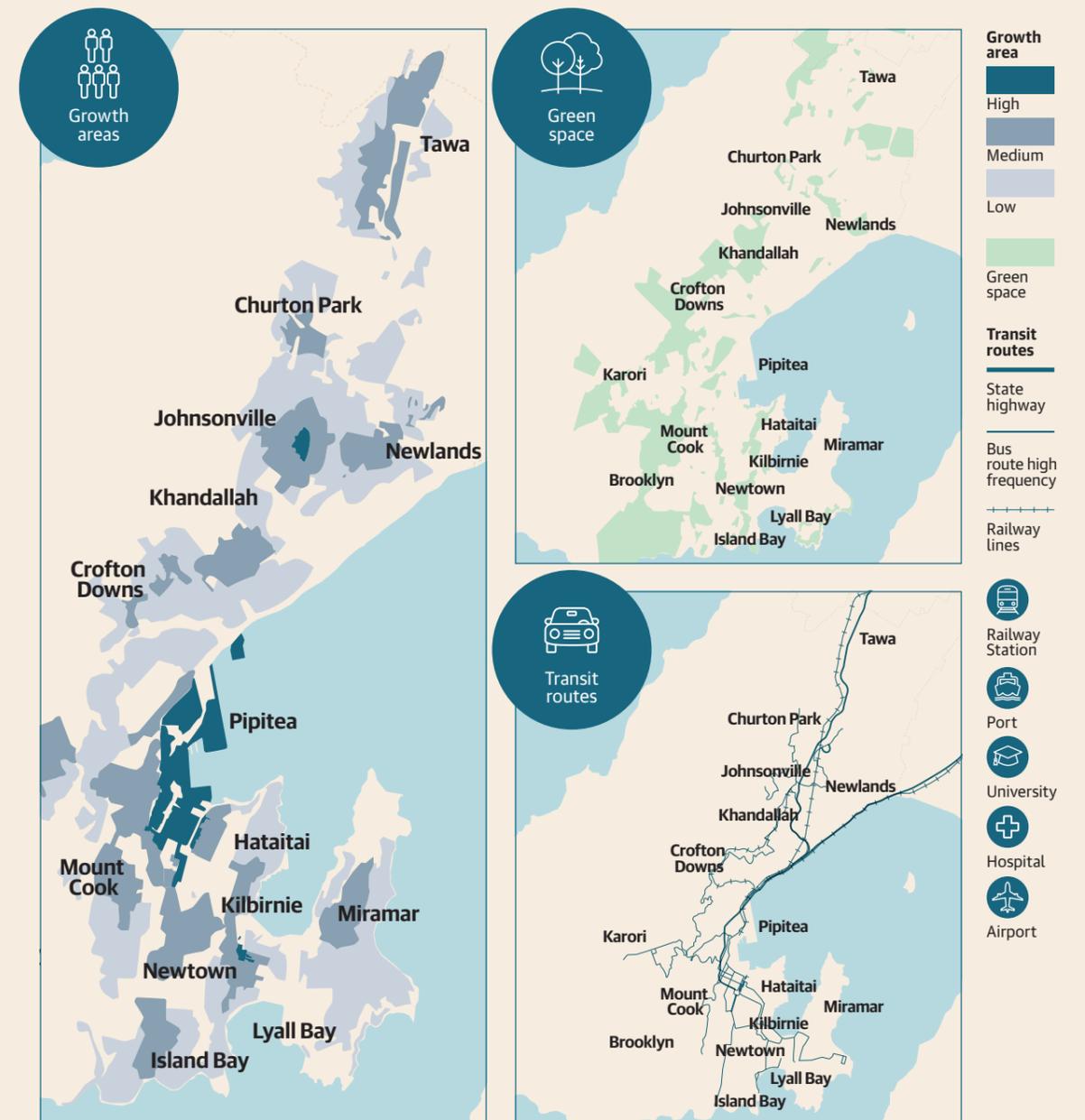
- direct growth and improvement: the environment, housing choice and affordability, access to jobs and opportunities, community wellbeing, and visitor experience
- prioritise investments like transport, three waters, community facilities, and parks and open spaces
- guide the look and feel of future development
- guide investments that others make in the city.



Average population growth distribution

Currently the city's growth and development is based around the concept of a 'growth spine' anchored by the Johnsonville and Kilbirnie town centres. Building on this *Our City Tomorrow* looks to distribute future growth in and around:

- the central city
- the inners suburbs
- existing outer suburban centres.



Why do we need to plan for growth?

These seven factors will determine how well we plan for our city's growth

1

Housing choice and affordability

We want a range of affordable, healthy homes so there's something for you, no matter what your age, income, lifestyle choices, or mobility needs. Neighbourhoods will be community-focused, lively and well designed, making it easy to connect with your neighbours as well as get to where you live, work, and play.

2

Infrastructure to support growth

We'll respond to infrastructure challenges in ways that are affordable, efficient, and sustainable. That means making sure community facilities are fit for purpose and adaptable. It also means aligning plans with other infrastructure and service providers, and protecting infrastructure that is nationally and regionally significant.

3

Partnership with mana whenua

We value our partnership with Taranaki Whānui and Ngāti Toa Rangatira. We'll explore ways to build affordable homes for Māori, protect important wāhi tapu and wāhi tūpuna (sacred and ancestral sites), and incorporate important traditional cultural elements into the fabric of the city.

4

Transport and active ways of getting around

We want it to be safe and easy to get about our city. Wellington faces challenges as more people move here to live and work. Meeting these challenges ultimately requires moving more people around Wellington with fewer vehicles. The Spatial Plan supports this goal by encouraging compact rather than sprawling growth, allowing more people to live within the existing footprint of the city and near existing/planned public transport routes. If people live close to work, or near frequent fast bus routes and connected cycleways, it is more likely they will leave the car at home, cycle, hop on the bus, or enjoy the walk to the office.

5

Business areas and employment

Wellington's Central City serves as the commercial centre for almost 200,000 people across the region. Daily there are more than 75,000 people travelling into the City for work, education, shopping and dining. Wellington will continue to be the regional centre, but our suburban centres will also thrive as populations increase and working from home continues. We'll meet demand for flexible commercial land in the right places across the city, while protecting important local and regional assets. We'll support different businesses and encourage innovation, technical change, and flexible ways of working.

6

Resilience and climate change

We'll foster a resilient environment. This includes constructing buildings and spaces that are physically resilient to natural hazards and climate change, and investing in our communities so we're socially resilient post COVID-19.

7

Natural and built environments

We'll maintain and improve our open spaces and parks, and green the Central City while protecting our unique heritage and character, biodiversity, and landscapes.

City-wide



50,000–
80,000

Projected population growth over the next 30 years



24,600–
32,200

More homes needed for additional/projected dwellings

Area level

City Centre

Up to
18,000
more people

7,900–8,800
more homes needed

Inner suburbs

Up to
14,000
more people

4,100–5,400
more homes needed

Outer suburbs

Up to
42,500
more people

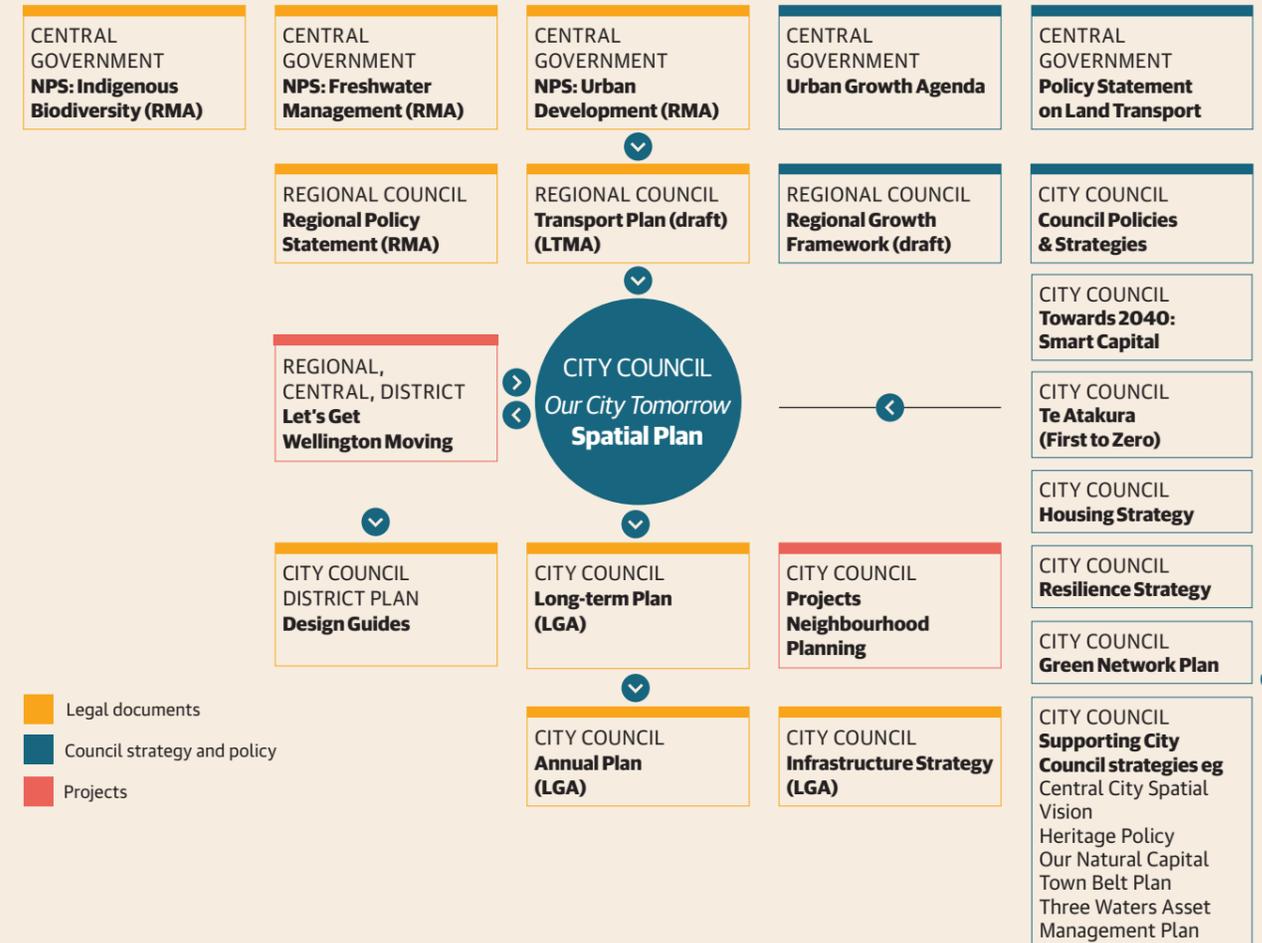
12,600–18,000
more homes needed

Te tirohanga whānui The big picture

Our City Tomorrow is part of a wider programme that shapes how Wellington grows and develops.

Nationally, influential drivers shaping the direction of the City's growth and development include:

- National Policy Statement on Urban Development 2020
- National Policy Statement on Freshwater Management 2020
- Proposed National Policy Statement on Indigenous Biodiversity
- Urban Growth Agenda
- Government Policy Statement on Land Transport 2021/22-2030/31



Council Policies & Strategies

At a regional level the Wellington Regional Policy Statement (2013), Wellington Regional Land Transport Plan (2021) and the Draft Wellington Regional Growth Framework inform our approach to managing growth.

The Wellington Regional Growth Framework complements *Our City Tomorrow* by setting the strategic context to help guide, coordinate and align urban planning and infrastructure investment at a regional scale. Wellington City is expected to provide a significant proportion of the new homes required to accommodate the region's projected growth of 200,000 more people over the next 30 years.

Locally, *Our City Tomorrow* forms part of the Council's wider *Planning for Growth* programme. Along with the District Plan, *Our City Tomorrow* plays an instrumental role in shaping how the City will look and function in future.

Other important Council initiatives that have helped to shape it include:

- Wellington 2040
- Te Atakura
- Housing Strategy and Resilience Strategy
- Declaration of a climate and ecological emergency in 2019
- Fossil Fuel Free Central City by 2025.

Nā koutou ngā kōrero mō ngā āhua e hiahiatia ana i te tāone

You told us about the city you wanted

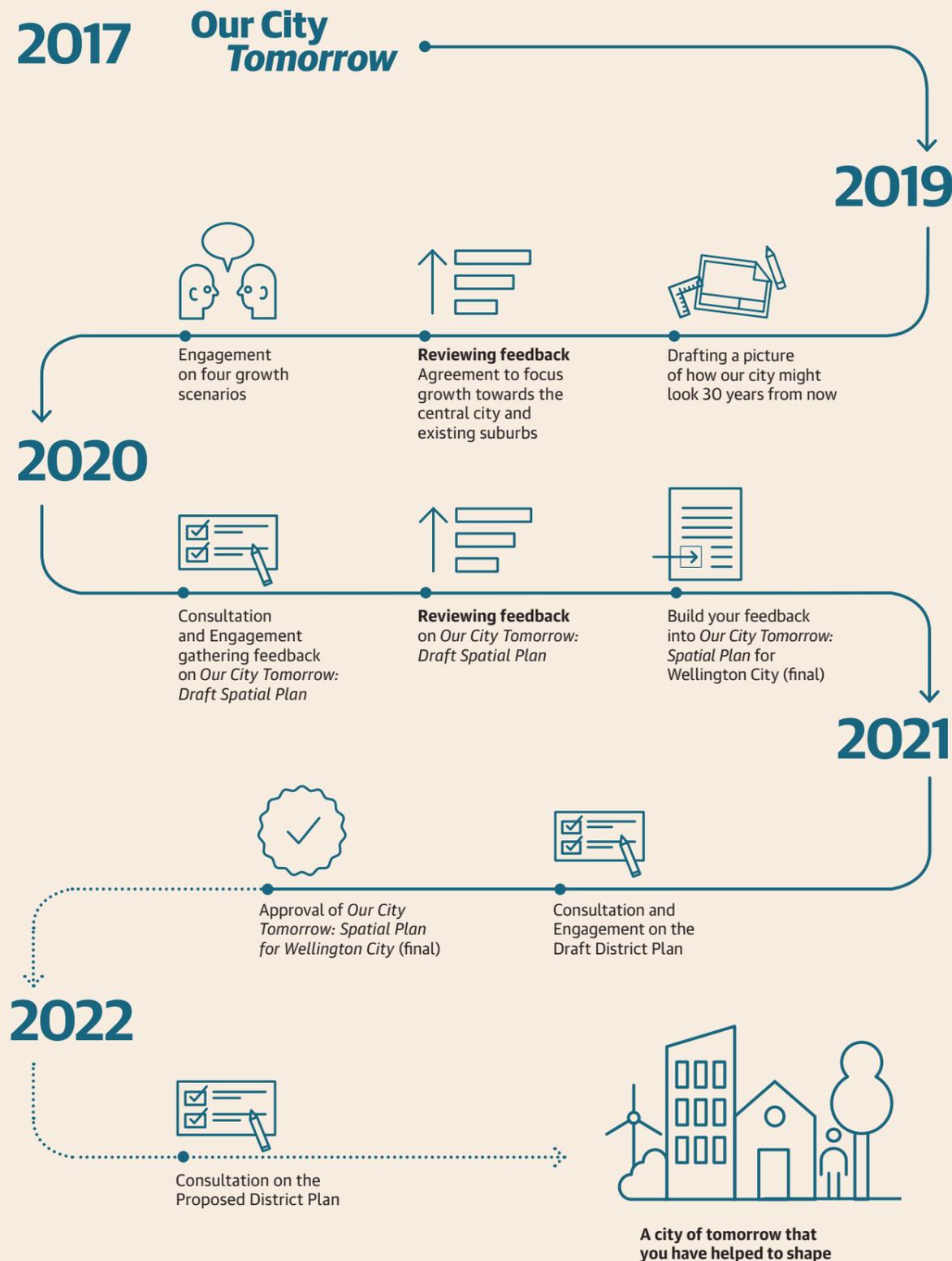
We started talking to you in 2017 about the future of our city, particularly the central area and its surrounding suburbs.

Based on your responses, we developed and tested four possible future growth scenarios. Each one focused on Wellington as a city where:

- people come first
- the places where people live, work, and play are connected and accessible.

Over 1,300 of you gave your feedback on the scenarios. In particular, you said that intensifying the city centre, inner suburbs, and suburban centres was the best way to balance growth and maintain Wellington's compact form. (The Council formally endorsed your position in June 2019.) We used your feedback and did some more work to develop the Draft Spatial Plan.

How we got here



Nā koutou te kōrero, ko tā mātou, he whakarongo You spoke – we listened

We're grateful to the 2,897 of you who gave feedback on the Draft Spatial Plan. Your wide-ranging submissions represented varied perspectives and helped us to design the final plan.

All feedback is on our website, but here are the main themes and our responses.



1

You want a vibrant, liveable city with a high quality of life

We've enabled housing choices in areas that can support more people. We've clarified outcomes we want, like housing, business and employment opportunities, and connected communities.

We've put more emphasis on ensuring density is done well. We'll talk to you about what you value in your neighbourhood and how these values can inform the future of your neighbourhoods.

We will focus on the development of the spaces between buildings and how our open and public spaces, as well as streets, support city life.

2

You want good-quality, affordable housing choices

We've kept a strong focus on housing affordability, enabling more housing supply, and we've made changes to support more housing choice.

3

You have different views on housing intensification proposals

We'll continue to plan for future growth in existing urban areas by enabling infill and intensification. Growth will mainly be in the central city, in and around inner suburbs, suburban centres, and rail stations.

We've allowed for more opportunities for intensification in parts of Kelburn. And we've put more emphasis on creating well-functioning environments while increasing intensification through a focus on residential amenities.

4

You have different views on balancing growth with protecting Wellington's character

We've carefully balanced how we ensure future development respects the existing character of the inner suburbs, while allowing these areas to change and evolve.

We've reviewed and re-tested the Draft Spatial Plan's character proposals. Changes include:

- updating and expanding 'character sub-areas' and renaming them 'character precincts'
- Restricting demolition controls to pre-1930s buildings in character precincts in the Draft District Plan.
- introducing new design guidance when reviewing the District Plan to manage the effects of intensification.

The inner suburb areas will have more intensification, to align with requirements in the National Policy Statement on Urban Development, but we propose that character precincts have less intensification (maximum building height of three storeys).

Sites of significance to Māori, heritage areas, buildings, and trees within the inner suburbs will continue to be protected.

We'll update the sites of significance with mana whenua and look into adding heritage areas, buildings, and trees that may need protecting as we review the District Plan.

5

You want us to invest in infrastructure and services to support growth

We've added details to explain how we'll coordinate infrastructure investment and growth better.

We've highlighted a staged approach that links infrastructure planning and delivery with growth area priorities.

We'll align the Spatial Plan with the Council's Long-term Plan every three years, to ensure the timing of our infrastructure investments reflect actual growth.

We've also added actions to ensure we continue to work with others to plan and deliver infrastructure that supports growth.

6

You want us to recognise and integrate mana whenua interests better

We've worked closely with Taranaki Whānui and Ngāti Toa Rangatira to describe our partnership with mana whenua more clearly in the Spatial Plan.

We've clearly recognised and embedded mana whenua values, interests, and aspirations in the Spatial Plan's approach and proposals. For example, we've:

- changed the vision statement
- added a new mana whenua partnership goal with supporting directions and actions
- made a commitment to making Māori culture a living part of our city make-up.

7

You want better public transport and accessibility in the city, and safer environments for active modes of transport

We've made sure the Plan focuses on transport, connectivity, and accessibility. We've reinforced the high priority that walking, cycling, and public transport have.

Under new District Plan design guidance, new high-density housing must design for accessibility. Likewise, new developments must be age-friendly and accessible.

8

You support planning for natural hazards, climate change, and sustainability

We've made sure the Plan focuses on natural hazards, climate change, and sustainability. Changes include:

- explaining why it's important to plan for these challenges
- recognising natural hazards and climate change as important factors influencing our response to growth
- clarifying that natural hazards and climate change have been specifically considered in the Plan's growth proposals.



9

You want us to recognise the value of our natural environment and heritage

We've emphasised that the natural and built environments are important to support our future growth.

We'll develop new District Plan rules to protect outstanding natural features and landscapes, significant natural areas, and coastal and cultural landscapes.

We've ensured the Spatial Plan emphasises sustainable design.

10

You had concerns about the Plan's supporting information, evidence base, and assumptions

A range of reports and assessments have shaped the Plan. For example, Wellington Water Ltd has done more work on the three waters investment needed to address existing demand and growth.

We've reviewed and updated our proposals to ensure they're consistent with the National Policy Statement on Urban Development. Those proposals include:

- city centre building heights and density that will allow as much development as possible
- six-storey building heights within walking distance of the city centre, metropolitan centres, and rail stations (except where 'qualifying matters' apply)
- enough development capacity to meet expected demand for housing and business land over the short, medium, and long term.

Engagement on the Spatial Plan

We had

8

weeks of consultation from August to October 2020

2,897

submissions received

2,785

submissions from individuals

112

submissions from organisations

We heard from a range of household types and age groups

54%

of submissions from inner suburbs and Wellington Central

46%

of submissions from other parts of city

66%

of submissions received online

How we did it

29

engagement events held

12

pop-up engagement events

8

stakeholder engagement events

2

online engagement events

7

community meetings

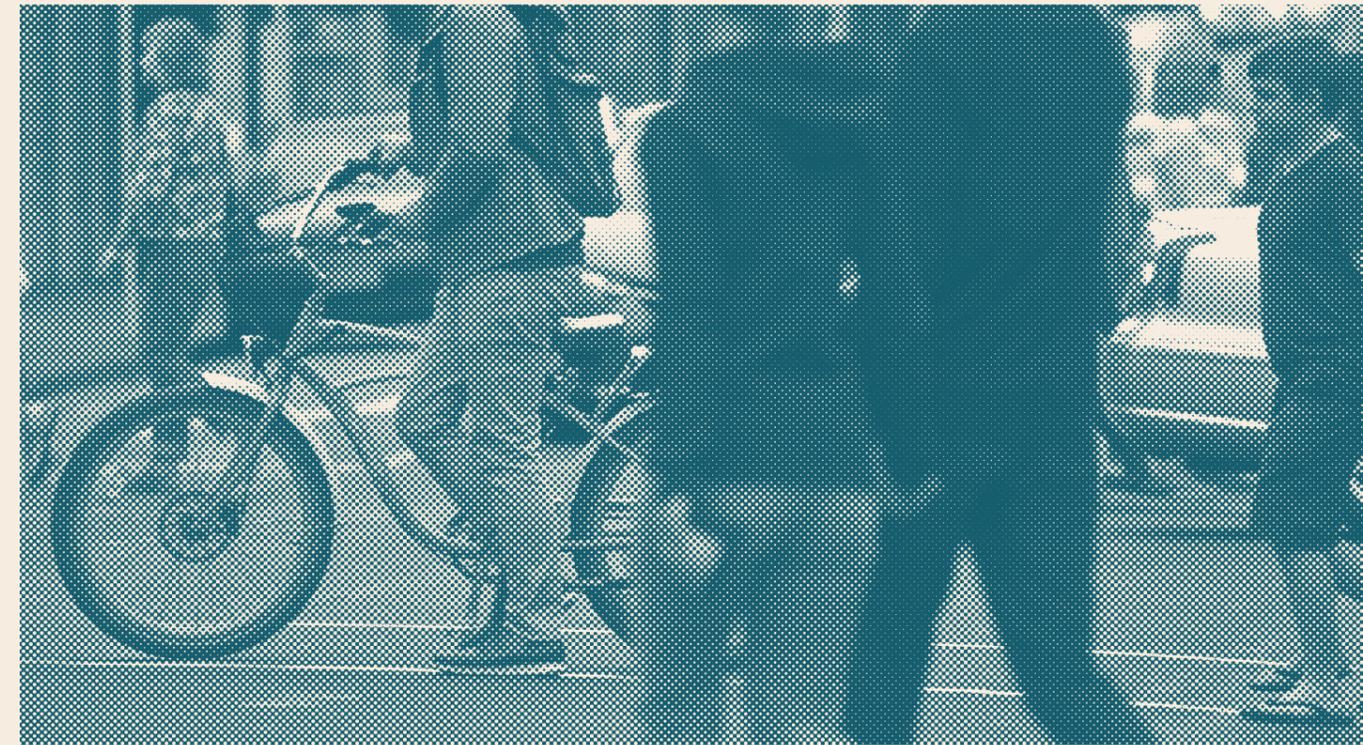
4

engagement forums with councillors

As well as posters and advertisements, we used social media channels to reach and engage with a large audience.

Mā te mahere e kiato, e whai hononga a Pōneke

Our Plan keeps
Wellington
compact and
well-connected



We aim to keep Wellington compact and well-connected. We'll manage most of our future growth by making existing urban areas denser, especially these areas:

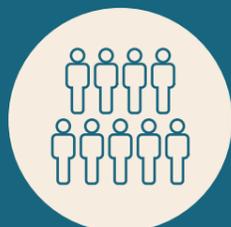
- the central city
- the inner suburbs
- in and around 14 important suburban centres.

We'll continue to allow for greenfield development at Upper Stebbings Valley and Lincolnshire Farm.

Our approach will give greater housing choice and more chances to make these areas vibrant and viable. It's also the approach to managing growth that you preferred in the *Our City Tomorrow* engagement in 2017, scenario engagement in 2019, and your feedback on the Draft Spatial Plan.

How we expect population growth, over 30 years, to be distributed¹

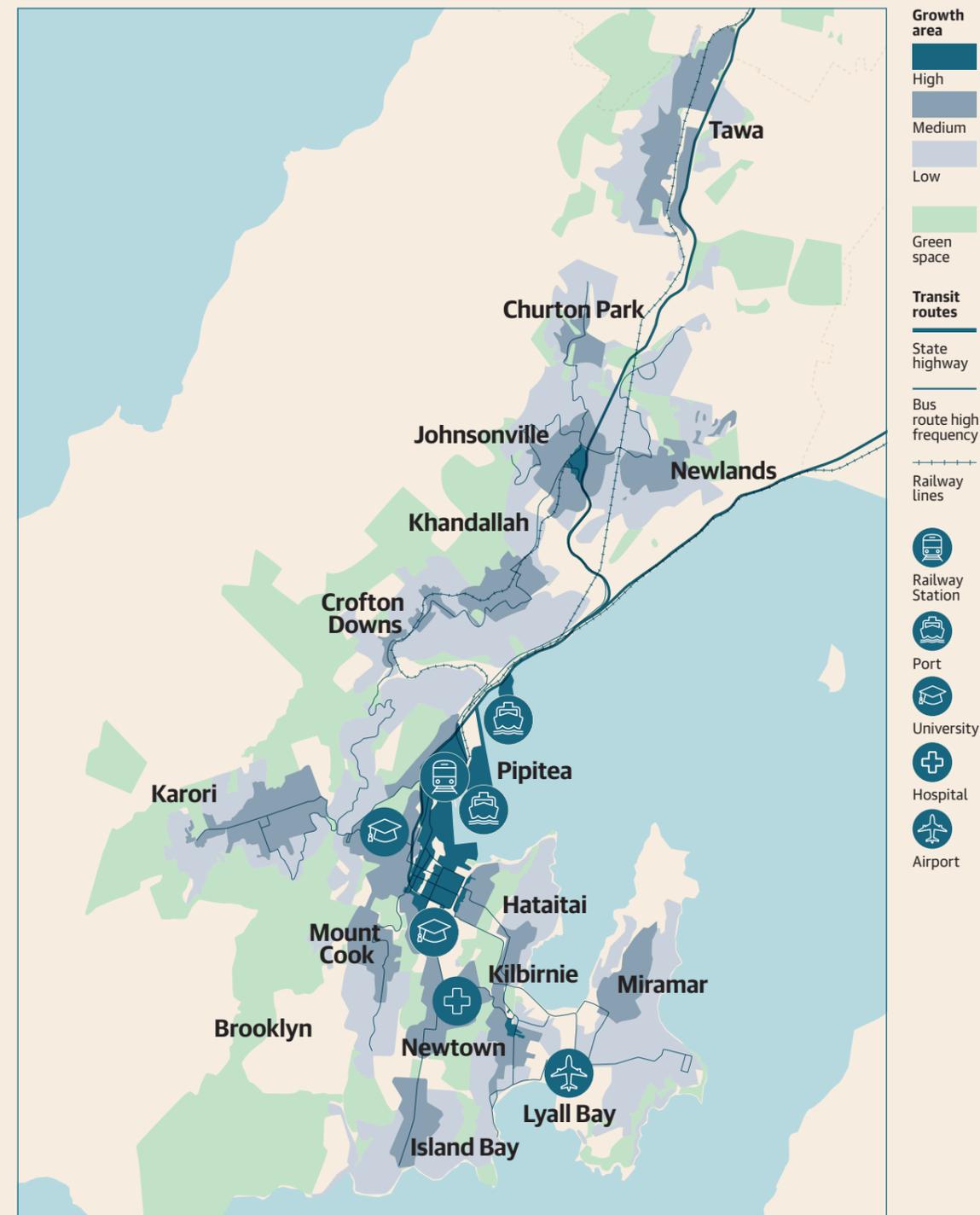
We'll grow by about one-third



	Homes	People
Central City	7,900-8,800	18,000
Inner suburbs	4,100-5,400	Up to 14,000 more
Outer suburbs	12,600-18,000	Up to 42,500 more
Total	24,600-32,200	74,500

¹ Derived from Wellington Regional Housing and Business Assessment Development Capacity Assessment (2019) Tables 2.16, pg.86 and 2.12, pg.80. These figures will be updated in late 2021 after the Wellington Regional Housing and Business Development Capacity Assessment Update is released.

Average population growth distribution



Growth area

- High
- Medium
- Low

Green space

Transit routes

- State highway
- Bus route high frequency
- Railway lines

- Railway Station
- Port
- University
- Hospital
- Airport

Central city



The central city is expected to grow by up to 18,000 people over the next 30 years, and to need another 7,900-8,800 homes.

7,900-8,800
more homes

The central city is the region's economic and employment hub. As it grows, we'd like to see it become an even more attractive and vibrant place for Wellingtonians of all ages to live and do business: a place that puts people at its heart.

We're investing in Let's Get Wellington Moving to help regenerate the central city. These improvements will enable people to move around the city and between suburbs more easily.

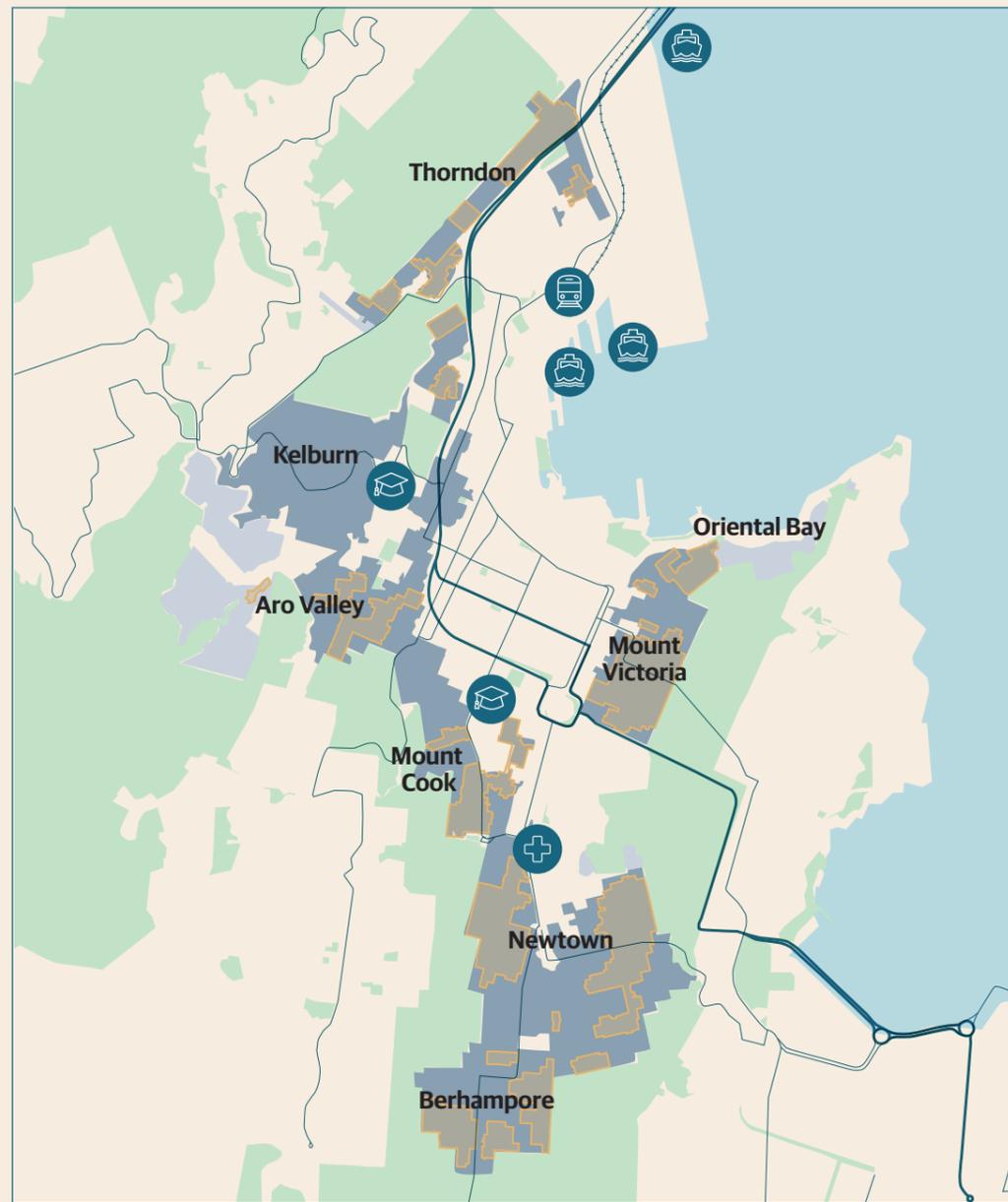


We plan to:

- Create opportunity for more housing by having a combination of minimum and unlimited maximum building heights across most of the central city – but keeping a 35m height limit along Thorndon Quay because of natural hazard risks.
- Make sure new apartments are welcoming and pleasant to live in by having rules and design guides in place to ensure people have access to sunlight, views, open space, and privacy.
- Protect sites of significance to Māori along with identified heritage areas, buildings, and trees.
- Increase opportunity for growth and development by including an area alongside Adelaide Road and pockets of land in Thorndon into the central city.
- Maintain more intimate scale of many of the area's narrower streets by controlling building heights.
- Develop and implement a plan to increase green space.
- Keep people safe by limiting new development in areas where there are greater natural hazard risks.

Initiatives that align with the Central City Spatial Vision will support these goals.

Inner suburbs

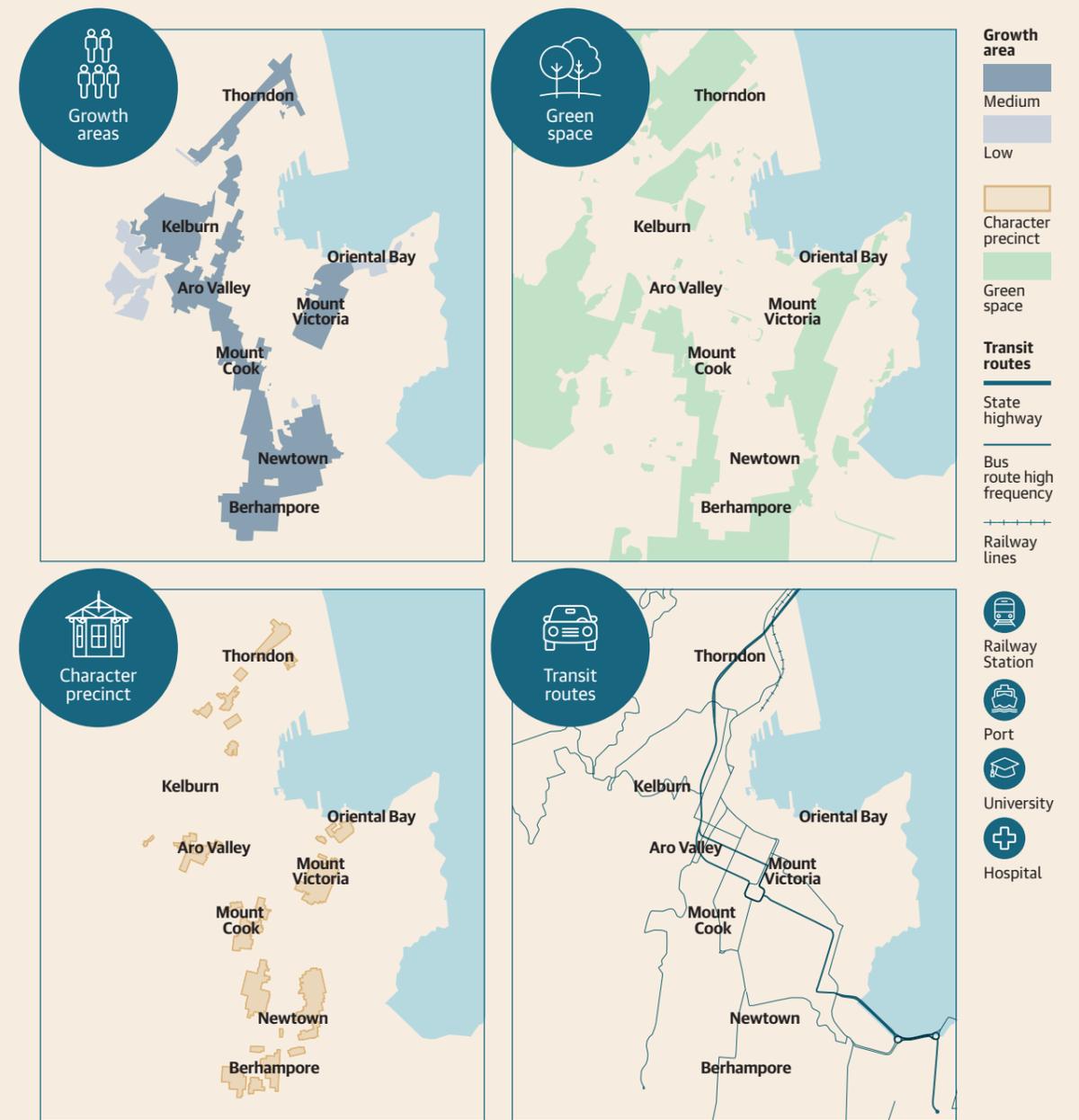


The inner suburbs are expected to grow by up to 14,000 people over the next 30 years, and to need another 4,100-5,400 homes.

4,100-5,400
more homes

These suburbs include Thorndon, Aro Valley/Holloway Road, The Terrace, Kelburn, Mount Victoria, Oriental Bay, Mount Cook, Newtown, and Berhampore. On the edges of the central city and close to employment opportunities and public transport, they're prime locations for growth and housing.

We've recognised their distinct character in the current operative District Plan and protected it by controlling demolition of pre-1930s buildings. This will continue to be the case, but over a reduced area.



We plan to:

- Provide capacity for more homes by encouraging medium-density housing - particularly terraced housing and low-rise apartments of up to six storeys, outside of character precincts.
- Protect the character of the suburbs by reviewing the boundaries of pre-1930s character precincts, removing demolition controls outside these precincts, and developing supporting rules and design guidance.
- Make sure that new buildings allow residents to enjoy access to sunlight, outlook, open space, and privacy by developing rules and supporting design guidelines.
- Protect sites that are important to Māori including heritage areas, buildings, and trees.
- Continue to limit development in areas affected by the Wellington fault such as Thorndon.
- Proactively plan for growth by investing in three waters infrastructure and open spaces.

Outer suburbs



14 identified outer suburb growth areas are expected to grow by up to 42,500 people over the next 30 years, and to need another 12,600-18,000 homes.

These suburbs include Tawa, Churton Park, Johnsonville, Newlands, Khandallah, Ngaio, Crofton Downs, Karori, Brooklyn, Island Bay, Hataitai, Kilbirnie, Lyall Bay, and Miramar. (Kelburn is considered an inner suburb in the final Spatial Plan.) They'll offer greater housing choice and supply, and opportunities for vibrant suburban centres.

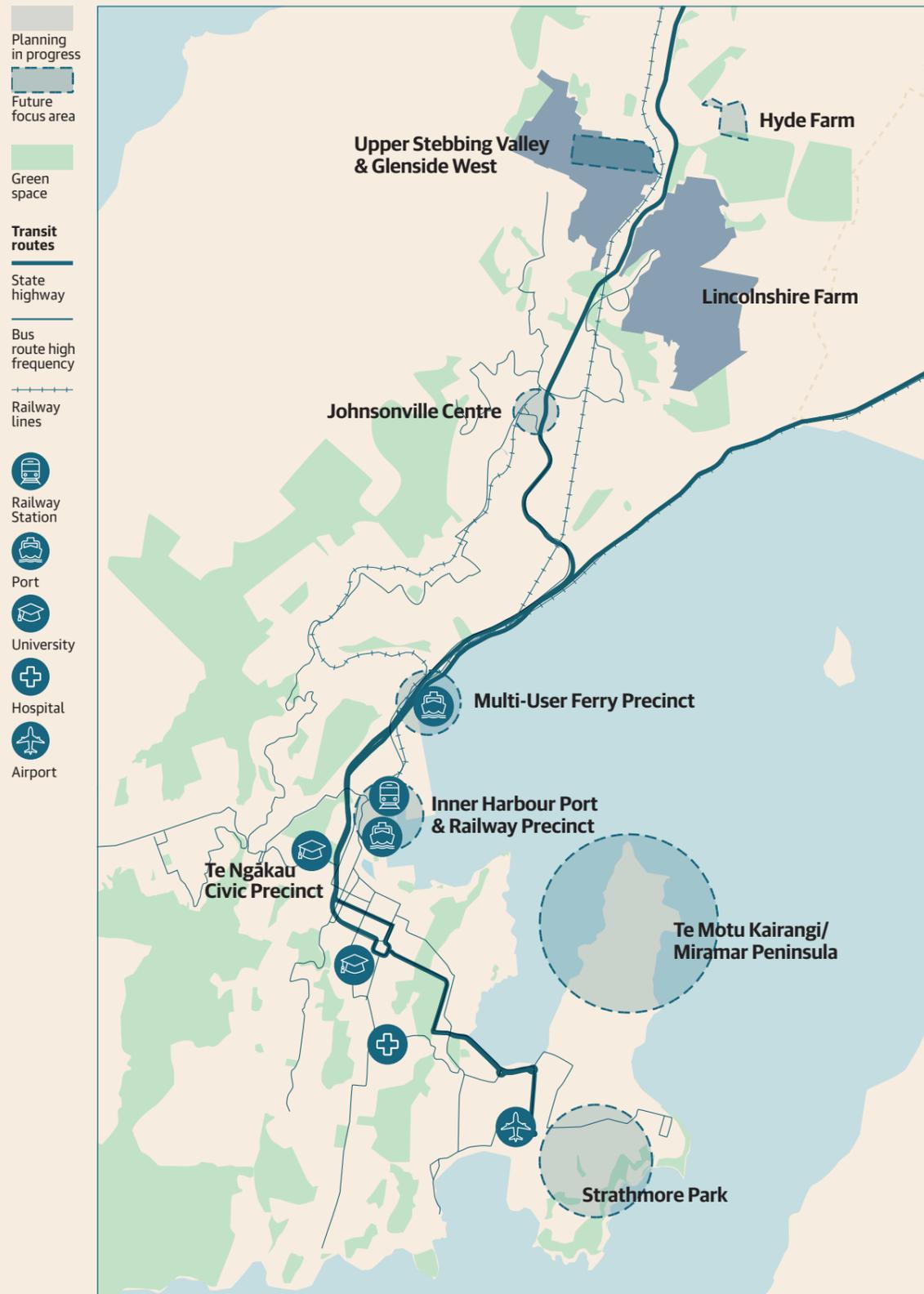
14 suburb growth areas
Up to **42,500** people



We plan to:

- Create more homes for people around existing suburban centres and along transit routes - with medium-density housing and six-storey buildings close to existing rail stations and commercial centres.
- Make sure new buildings allow residents to enjoy access to sunlight, outlook, privacy, and open space by developing rules and supporting design guidance.
- Protect sites that are important to Māori including heritage areas, buildings, and trees.
- Make sure that new development is well-designed and makes a positive contribution to the neighbourhood by requiring resource consents for new multi-unit buildings.
- Proactively plan for growth by investing in three waters infrastructure and open spaces.

Opportunity sites



In addition to the main growth areas, we've identified some strategic 'opportunity sites'. These are sites with significant potential to be part of comprehensive new development, infrastructure improvement, or redevelopment of existing urban areas.

Each site has different characteristics and opportunities for development, such as housing, commercial, mixed uses, and industrial or open space use. We'll work closely with external partners to plan and invest in these areas and maximise the benefits to the city.

The opportunity sites include:

- **Upper Stebbings Valley and Glenside West** - A greenfield area between Churton Park and Tawa that could provide up to 600 new homes.
- **Lincolnshire Farm** - A large greenfield area located between Woodridge, Grenada North, and Horokiwi that could provide around 2000 additional homes.
- **Hyde Farm (Grenada North)** - An area adjacent to the Grenada North industrial estate that is close to public transport and could be zoned for industrial use.
- **Strathmore Park** - An area on the southern extent of the Miramar Peninsula with potential for urban regeneration, better transport connections, and a more vibrant suburban centre.
- **Te Motu Kairangi/Miramar Peninsula** - Focusing primarily on the northern tip of the peninsula, there are opportunities to promote and enhance the historic, cultural, ecological, and public open space values of the area and to explore urban development opportunities.
- **Future Mass Rapid Transit Station Precincts** - These areas offer opportunities to partner with organisations to optimise land uses and improve public spaces around stations.
- **Johnsonville Centre** - The largest and most significant centre in Wellington outside of the central city, which could become an even more vibrant town centre servicing the northern suburbs.
- **Te Ngākau Civic Precinct** - Wellington's unique civic hub, which could be a more vibrant space that is better connected to the city and waterfront.
- **Multi-User Ferry Precinct** - We're working with partners to identify an efficient shared multi-user ferry precinct at Kaiwharawhara that improves our resilience to natural disasters, drives economic growth, and improves the northern gateway to the city.
- **Inner Harbour Port and Railway Precinct** - An area encompassing the finger wharves, railway station, and bus depot, which could be improved as a vibrant public space well-connected to the city and waterfront.

Natural environment and open spaces

We know the city's natural environment and open spaces are a core part of Wellington's identity and what makes Wellington attractive. *Our City Tomorrow* aims to protect these. We'll introduce rules to protect areas of significant indigenous biodiversity ('significant natural areas'), important landscapes, and natural features. We will also investigate how we green the Central City as the residential population doubles over the next 30 years.

Natural hazards and climate change

Our city is at risk from natural hazards, and climate change will intensify some of them. We're currently updating our natural hazards information and will carefully consider these risks in our future planning, and build to increase our resilience.

Our City Tomorrow also supports Wellington's goal of being carbon zero by 2050 and the Central City being Fossil Fuel Free by 2025. It does this by promoting public and active transport, encouraging land to be used efficiently, and considering where and how to build.

Ka mātua te whakapaunga pūtea ki te tautoko i te puāwaitanga

We'll prioritise investments to support growth

Many of you asked how we would fund and service the growth mentioned in the Spatial Plan.

Having a plan shows us where and how much the city will grow. This gives infrastructure providers a better idea of where and when to invest.

Coordinated planning is important because the city needs major infrastructure investment to manage current issues and to support growth over the next 30 years, especially for three waters and transport. We'll need a flexible, strategic, and staged approach that can be adjusted for the actual amount of growth we experience.

We will continue to collect development contributions from developers to help fund infrastructure expenditure related to growth, in conjunction with borrowing and rates, government subsidies (e.g. Waka Kotahi), and donations.

Infrastructure investment and upgrade priorities to support growth

Growth and intensification of existing urban areas



Investment priorities to support growth

To support the expected growth, we will focus on major infrastructure investment over the next ten years on these four growth areas:



These areas play a significant role in supporting growth and increasing our housing supply because:

- together they could accommodate around another 29,000-33,000 people and 12,000-14,000 homes between them
- they have good transport, services, and community facilities
- we already have plans being developed and/or funded to address key existing infrastructure issues and increase capacity for growth.

Further investment in the other growth areas will occur over a longer time frame. We'll review the priorities as we regularly review the Spatial Plan and other long-term plans.

Me whai tangata me ngā rauemi e angitū ai tā tātou mahere Our Plan needs other people and resources to succeed



Because the Spatial Plan is complex and about people, we'll need to collaborate and implement it through other policies and actions.

Council's Role



Provider
Delivering services and managing assets



Funder
Funding other organisations and individuals to deliver services



Partner
Forming partnerships and strategic alliances with other parties in the interests of the community



Facilitator
Assisting others to be involved in activities by bringing groups and interested parties together



Advocate
Promoting the interests of the community to other decision makers and influencers



Regulator
Regulating some activities through legislation

We'll work with our partners

Our partners include:

- mana whenua
- government and non-government agencies
- developers
- businesses
- infrastructure providers
- community housing providers
- community groups
- the regional council and neighbouring city/district councils.

We'll use our Action Plan and other resources

We'll implement many of the proposals through new District Plan policies, rules, and guidance. Other Council policies, projects, and programmes of work, including the Long-term Plan and 30-year Infrastructure Strategy, will also be critical.

We'll take specific actions to achieve the Plan's vision and goals. This is where our Action Plan comes in. It outlines the following:

- Projects
- Policies
- Work
- Timeframes
- Parties responsible

You'll find more details in the full Spatial Plan.

Keeping it up to date and relevant will be critical

Regular reviews will be critical in implementing the Plan and keeping it relevant. Reviews will let us:

- understand where growth is occurring and compare it against expectations
- adjust growth proposals and development opportunities
- track progress on actions
- adjust planning and funding decisions that we and other infrastructure and service providers make.

We'll review the Plan every three years, and align it with our Long-term Plan and funding decisions. We'll also update it when we or other parties make important decisions, such as decisions about Let's Get Wellington Moving or the District Plan.

Thank you. This plan is a culmination of community voice, technical planning, and careful listening. You can see the full Spatial Plan on our website planningforgrowth.wellington.govt.nz

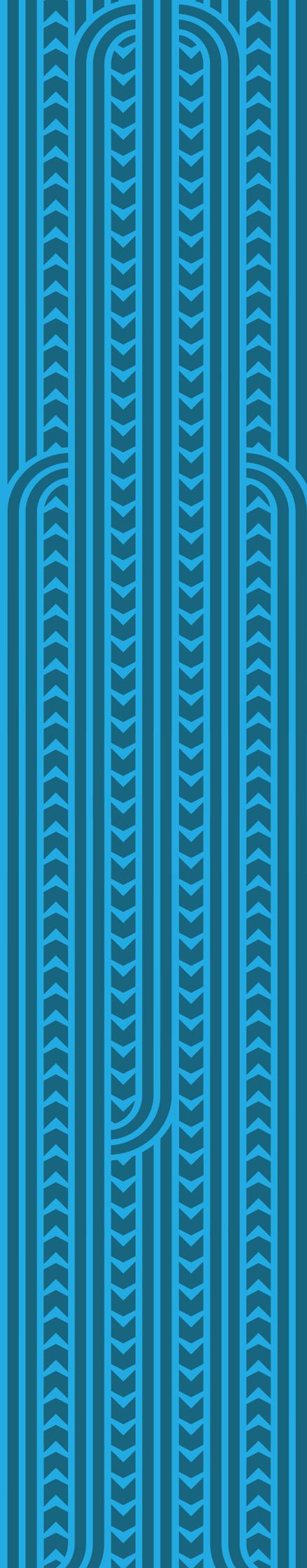
To symbolise partnership with mana whenua, this document includes design elements created by Māori artist David Hakaraia - Ngāpuhi, Ngāti Paoa. A brief explanation of their meaning is below.

Pattern used throughout the document

This design uses the whakarare design, which represents the connection between all that is around us. The chevrons represent our journey in both the physical and spiritual realms.

Icon used to represent partnership with mana whenua in our city goals.

This is a stylised Rauru (spiral). It represents the gaining of matauranga through celestial planes. For this design it's the understanding and the intertwining of tangata whenua and tangata tiriti. The piko that protude from the rauru represent the people in this union.



ATTACHMENT 2: Summary of Key Issues Raised by Submitters and Recommended Changes

Issue	Recommended change to Draft Spatial Plan	Reason for Change
<p>Mana whenua recognition and integration</p>	<p>Changes have been made to ensure mana whenua values, interests and aspirations are more clearly recognised and embedded into the Spatial Plan’s approach and proposals, including:</p> <ul style="list-style-type: none"> • Amendments to the vision to specifically recognise our partnership with mana whenua • A new city goal called ‘Partnership with mana whenua’ with new supporting directions • New implementation actions to achieve the new goals and directions, including: <ul style="list-style-type: none"> ○ Working with Taranaki Whānui and Ngāti Toa to identify current landholding interests and future land development opportunities in the city ○ Co-designing and partnering with Taranaki Whānui and Ngāti Toa in the design and delivery of culturally important public spaces • Enabling more intensification around Kenepuru rail station to respond to Ngāti 	<p>Mana whenua of Te Whanganui ā Tara are Taranaki Whānui and Ngāti Toa Rangatira.</p> <p>Taranaki Whānui and Ngāti Toa Rangatira have a traditional and ancestral connection to the area of Te Whanganui-a-Tara/ Wellington and are the indigenous contributor to its rich cultural history and unique sense of identity. They also have special status and are important partners in delivering on the long-term cultural, social, economic, and environmental well-being of the city.</p> <p>The anticipated growth of the city provides an opportunity to build on our current relationship with mana whenua to explore future urban development partnership arrangements. These include papakāinga, kaumātua and affordable Māori housing initiatives, protecting and managing important wāhi tapu/wāhi tūpuna sites, and incorporating important traditional cultural elements into the fabric of the city.</p> <p>In response to submissions and as part of our wider Planning for Growth work programme, we have worked closely with Taranaki Whānui and Ngāti Toa to ensure our partnership with mana whenua is more clearly articulated in the Spatial Plan. A number of changes and additions are recommended to the Spatial Plan’s contents and proposals as a result of this work.</p> <p>The Spatial Plan retains its recognition of the importance of protecting sites and areas of significance to Maori – the details of these proposals will form part of the District Plan Review and Draft District Plan proposals to be consulted on in late 2021. The new District Plan will also include other recognition and provisions for mana whenua values, interests and aspirations.</p>

Issue	Recommended change to Draft Spatial Plan	Reason for Change
	<p>Toa’s submission and the NPS-UD intensification requirements</p> <ul style="list-style-type: none"> • Amendments to the description of the Miramar Peninsula/Te Motu Kairangi opportunity site to recognise Taranaki Whānui interests in this area • Amendments to the Central City chapter to recognise specific areas of interest to mana whenua including for example, Pipitea Marae and Pā, Kumutoto Kāinga and stream, Te Aro Kāinga, Waitangi and Whairepo Lagoons and statutory acknowledgement areas such as the Old Government Buildings and Turnbull House Historic Reserves. • Amendments to the Natural Environment and Open Spaces chapter to recognise the importance of water and giving effect to Te Mana o te Wai (ensuring the wellbeing of our water resources) through the integration of water sensitive design and solutions into our urban environments. • Amendments to other parts of the Spatial Plan to recognise mana whenua values and aspirations, including specific reference to papkainga and kaumatua housing as part of the Spatial Plan’s housing goals, recognition of sites of significance for 	

Issue	Recommended change to Draft Spatial Plan	Reason for Change
<p>Pre-1930 Character Areas</p>	<p>Māori.</p> <ul style="list-style-type: none"> • Retain the approach of applying the demolition controls to identified areas (Character Precincts), rather than the blanket approach of the current District Plan, but: <ul style="list-style-type: none"> ○ Expand some of the Character Precincts to cover additional sites ○ Remove the ‘general character overlay’ and enable intensification outside of ‘Character Precincts’ within a walkable catchment of Central City <p>The changes recommended to the spatial extents of identified character areas are shown in the maps attached as Attachment 3.</p> <ul style="list-style-type: none"> • Re-name the character ‘sub-areas’ to ‘Character Precincts’ • Apply specific amenity controls on sites directly adjoining Character Precincts to manage the effects of new development in the immediate vicinity of these precincts (e.g. recession planes). • Establish new design guidance specific to Character Precincts as part of the new district plan. • Establish new medium density design 	<p><u>Review of method and criteria to identify character areas</u></p> <p>The Spatial Plan proposes a more targeted approach to protecting pre-1930s character in the inner suburbs than under the current operative District Plan. The proposed approach is in response to the requirement to enable more housing opportunities in proximity to the Central City and amenities (consistent with the NPS-UD). It also seeks to maintain a level of protection for the special characteristics Wellingtonians value about the city. The approach is informed by a detailed site-by-site assessment of existing character areas.</p> <p>Some submitters raised concerns that it was not clear how the ‘sub-areas’ in the Draft Spatial Plan had been arrived at given the earlier Pre-1930 Character Area Review work. As a result, further work has been undertaken to review and re-test the criteria and methodology used to identify the sub-areas. The Pre-1930 Character Area Review completed by Boffa Miskell Ltd (2019) was used as the basis for this further work, in particular the ‘Indicative Sub Areas’ that were identified in that report. Our review work, cross referenced with submissions, has resulted in some additional sites being recommended for inclusion in ‘Character Precincts’ because of their consistent character value.</p> <p>The changes being recommended to the Draft Spatial Plan’s approach expand the spatial extent of character protection areas (where demolition rules would apply) in some locations, particularly in Berhampore and Newtown. While some character areas are now larger than identified in the Draft Spatial Plan, this is balanced by the removal of the ‘general character overlay’ (see below) and the enablement of at least 6 storey intensification in these areas.</p> <p><u>Removal of ‘General Character Overlay’</u></p>

Issue	Recommended change to Draft Spatial Plan	Reason for Change
	<p>guidance as part of the new district plan to manage the effects of intensification in proximity to the Character Precincts.</p> <ul style="list-style-type: none"> Investigate the potential for a new Kelburn Character Precinct area in the Talavera Terrace/Clifton Terrace area as part of the District Plan Review. Continue to protect sites of significance to Maori, heritage areas, buildings and trees within the inner suburbs. Continue to investigate areas, buildings and trees that may warrant protection for their historical heritage values as part of the District Plan Review. 	<p>The 'general character overlay' approach proposed in the Draft Spatial Plan was to not require resource consent to demolish a pre-1930 dwelling, but resource consent would still be required for any new multi-unit development and a maximum height limit of 4-6 storeys would apply.</p> <p>Following submissions and the review and re-testing of the character identification method, it is recommended that the 'general character overlay' be removed. Instead the application of specific amenity controls on sites directly adjoining a Character Precinct will provide a more efficient way of managing the transition from Character Precincts to areas where the demolition controls will not apply. This approach provides more certainty about where intensification can occur in these areas than applying a general overlay across the whole area. It also ensures that development capacity is freed up in the balance of these suburbs and ensures that the requirements of the NPS-UD are met.</p> <p>To manage the effect of building heights/development on sites adjoining areas identified as Character Precincts, specific amenity controls (e.g. recession plane controls) and new design guidance will help to ensure good quality development occurs that acknowledges the adjoining character values. The details of the specific controls that will apply and the new design guidance will form part of the new District Plan and a draft will be available for feedback in late 2021.</p> <p><u>'Sub-Areas' vs. 'Character Precincts' terminology</u></p> <p>The term 'Character Precincts' aligns with the National Planning Standards requirements which must be implemented through the District Plan. To avoid confusion, it is recommended that the same terminology is used across the Spatial Plan and the new District Plan. It is therefore recommended that the term 'Sub-Areas' be replaced with 'Character Precincts'.</p>

Issue	Recommended change to Draft Spatial Plan	Reason for Change
		<p><u>Potential new Character Precinct in Kelburn</u></p> <p>The review of the methodology used to identify character areas (discussed above) identified the potential for a new Character Precinct in the Talavera Terrace/Clifton Terrace area of Kelburn. It is proposed to investigate the inclusion of this new Character Precinct area as part of the District Plan Review process and in consultation with affected landowners. If progressed, consistent with other Character Precinct areas, this area would be subject to the new District Plan’s demolition controls and have a maximum height limit of 3 storeys applied.</p>
<p>Intensification proposals – Walkable catchments</p>	<ul style="list-style-type: none"> Updates to the walking network and walking speed calculations have resulted in smaller walkable catchments in most areas (e.g. Johnsonville centre, around the Central City, Newtown) but there are extensions in some specific areas (e.g. Tawa, Linden, Ngaio, Crofton Downs). <p>The changes recommended to walkable catchment spatial extents are shown in the maps provided in Attachment 4.</p> <ul style="list-style-type: none"> A key difference between the Draft Spatial Plan walking catchments and the Final Spatial Plan catchments is the walkable catchment calculation method: <ul style="list-style-type: none"> Catchments have been generated for the entrances and exits of the railway stations instead of a centre point, in line with the 	<p><u>Update of the Wellington City walking network model</u></p> <p>Policy 3(c) of the NPS-UD requires council to enable intensification in areas within a walkable catchment of the edge of the central city, metropolitan centres and existing and planned rapid transit stops.</p> <p>As part of finalising the Spatial Plan the Council’s walking network model has been reviewed and updated. This model underpins the extent of the Draft Spatial Plan’s walking catchments around key centres (Central City and Metropolitan Centres) and rapid transit stops (railway stations).</p> <p>The walking network model used to generate walking catchments for the Draft Spatial Plan was created in 2010. Only minor updates to the model had occurred since that time. The overall model was still considered fit for purpose for the Draft Spatial Plan. In November 2020, an update of the walking network model was commenced.</p> <p>The updated walking model incorporates a range of changes impacting connectivity since 2010, including:</p> <ul style="list-style-type: none"> new walking network connections

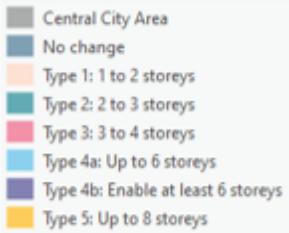
Issue	Recommended change to Draft Spatial Plan	Reason for Change
	<p>NPS-UD guidance</p> <ul style="list-style-type: none"> - Catchments have been generated for travelling towards and away from the centres and stations for low and moderate walking speeds. This creates four walking catchments for each area and point - These walking catchments have been averaged together mathematically to create a catchment area for each railway station and centre area. These averaged catchments are calculated at 5- and 10-minutes. 	<ul style="list-style-type: none"> • wait times at pedestrian crossings • the most likely location for someone to cross a road • additional areas of housing development. <p>Walking speed is a key factor in determining the extent of a walking catchment. The update of the model has also included reviewing and testing the walking speed assumption underpinning the model's calculations. A detailed literature review informed this process alongside the analysis of Strava data and walking data collected from volunteers in Wellington city. Applying Wellington specific data to the average travel rate formula has allowed walking catchments to be calculated for low, moderate, and high walking speeds.</p> <p>Updates to the walking network and walking speed calculations have resulted in smaller overall walkable catchments in many areas and wider catchments in other specific/localised areas.</p> <p>The changes to the walkable catchment spatial extents are shown in the maps in Attachment 4.</p> <p><u>Updated Walking Network and the NPS-UD</u></p> <p>Since the release of the Draft Spatial Plan, the Ministry for the Environment has published guidance how to implement the NPS-UD intensification requirements. The guidance defines a walking catchment as <i>"the area that an average person could walk from a specific point to get to multiple destinations"</i>.</p> <p>The industry standard for a walking catchment is 10-minutes. The NPS-UD guidance recommends 10-minute catchments be used as a starting point. It also states that it is up to the local authority to decide on an appropriate walking catchment size for local circumstances. The review of the Spatial</p>

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		<p>Plan's walking catchments has been undertaken to be consistent with this guidance.</p> <p>After consideration of the guidance and our local Wellington city context, the approach used for the Draft Spatial Plan is considered to remain appropriate for the final Spatial Plan, i.e:</p> <ul style="list-style-type: none"> • a 10-minute walking catchment from the edge of the Central City boundary • a 10-minute walking catchment from the edge the metropolitan centre boundaries for Johnsonville and Kilbirnie • 10-minute walking catchments around the Johnsonville and Tawa railway stations • 5-minute walking catchments around all other railway stations as there is not sufficient amenity (e.g. shops, supermarkets, community facilities) to justify a larger catchment area. <p>Additionally, a 10-minute walking catchment around the Kenepuru railway station has been added. While Kenepuru station itself falls outside of the Wellington City boundary, its walking catchment extends into the residential area north of Linden. This change also responds to Ngāti Toa's submission.</p> <p>A regionally consistent approach to walking catchment modelling based on the Wellington City Council example is being progressed with Upper Hutt City, Porirua City and Kapiti Coast District councils looking to adopt the modelling approach.</p> <p><u>Intensification around 'Rapid Transit Stops'</u></p> <p>Some submissions challenged the Draft Spatial Plan's intensification proposals</p>

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		<p>around rail stations on rail lines within Wellington city, particularly stations on the Johnsonville line.</p> <p>Policy 3(c) of the NPS-UD 2020 directs intensification within walkable catchments of 'rapid transit stops'. The NPS contains a definition of 'rapid transit stops' and 'rapid transit service' which serve these stops.</p> <p>The NPS-UD contains the following definitions:</p> <ul style="list-style-type: none"> • rapid transit service means any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic • rapid transit stop means a place where people can enter or exit a rapid transit service, whether existing or planned. <p>These definitions align with the Government Policy Statement on Land Transport.</p> <p><i>Meetings with MfE officials</i></p> <p>In response to submission issues and to seek clarity, Council officers met with Ministry for the Environment (MfE) officials and specifically asked:</p> <ul style="list-style-type: none"> • whether the rapid transit service definition was intended to apply to the Johnsonville line, and • if this was the policy intent of the NPS-UD. <p>Both points were confirmed by MfE officials.</p> <p><i>MfE guidance on NPS-UD implementation</i></p> <p>The MfE guidance document 'Understanding and implementing intensification provisions for the NPS-UD' states "<i>Examples of existing rapid transit stops</i></p>

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		<p><i>include train stations on the commuter rail services in Wellington and Auckland and bus stations on Auckland's Northern Busway."</i></p> <p><i>Regional discussions, the RLTP and WRGF</i></p> <p>Council officers have also had regional discussions about the NPS-UD definitions and their application within Wellington. The discussions have involved Waka Kotahi, MfE, Ministry of Housing and Urban Development, all local authorities in the region and Metlink.</p> <p>The Draft Regional Land Transport Plan (RLTP) identifies all commuter rail lines (including the Johnsonville line) as rapid transit corridors and services, in both their current state and future state. The RLTP does not identify specific stops along the corridor.</p> <p>The Johnsonville line stops at all stations. As a 'rapid transit stop' means a place where people can enter or exit a rapid transit service, by definition this means that all stops on the Johnsonville line are rapid transit stops, around which at least 6 storeys must be enabled.</p> <p>Hearings on the Draft RLTP have been held and the RLTP has recently been approved by the Regional Transport Committee. It will be adopted by Greater Wellington Regional Council on the 29 June. No changes are recommended by officers to the approach that the Draft RLTP takes to rapid transit corridors and services.</p> <p>The Draft Wellington Regional Growth Framework (WRGF) also identifies the region's commuter rail services (including the Johnsonville line) as being part of the rapid transit network.</p> <p><i>One Network Framework (ONF)</i></p> <p>The One Network Road Classification (ONRC) provides a consistent</p>

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		<p>classification baseline for transport corridors across the country. This is evolving into a new One Network Framework (ONF) to focus on integrated land use and transport planning, led by Waka Kotahi and LGNZ. The draft ONF states that all metro rail corridors, regardless of services, are “PT1” – corridors where rapid transit services are operated. While this document does not have legal weight, it is intended to help standardise how transport corridors are classified and managed.</p> <p><i>Spatial Plan approach</i></p> <p>As a result of the above factors, no change is recommended to the Spatial Plan in relation to its enablement of intensification (at least 6 storeys) within a walkable catchment of rapid transit stops. For the purposes of the Spatial Plan, all stations on the Johnsonville and Kapiti rail lines within the city are considered to be rapid transit stops.</p> <p>The Spatial Plan already recommends a nuanced approach to implementing the intensification direction by applying smaller walkable catchments of 5 minutes (rather than 10 minutes) around Crofton Downs, Ngaio, Awarua, Simla Crescent, Box Hill, Khandallah and Raroa stations.</p> <p>The different application of five and ten minute walking catchments for stations was based on the relative level of ‘enablers’ that can help facilitate a well-functioning urban environment (such as community facilities, schools, supermarkets, open space). Comparatively, main stations such as Johnsonville have a greater number of enablers relative to the stations which have had a five minute walking catchment applied. The use of enablers as indicators of growth potential is consistent with the centres-based development approach also used in the Spatial Plan.</p> <p>The intensification enablement under the Spatial Plan will inform the development of new District Plan provisions that support increased levels of</p>

Issue	Recommended change to Draft Spatial Plan	Reason for Change
<p>Intensification proposals – Housing Typologies</p>	<p><u>Changes to housing typology categories:</u></p> <p>Seven housing typology categories have been reduced to a five as a result of:</p> <ul style="list-style-type: none"> • Removal of the “No change” category – only used in the Oriental Bay Height Area. Instead this area is specifically identified as the ‘Oriental Bay Height Area’ (with the same height provisions as is currently in the District Plan) • Combine Types 4a (enable up to 6 storeys) and 4b (enable at least 6 storeys) into a single type: Type 4 – Enable 6 storeys • The spatial extent of areas impacted by Policy 3c of the NPS-UD (i.e. ‘walkable catchments’) are represented by an overlay rather than a typology <p>Draft Spatial Plan housing typologies:</p> 	<p>intensification in the locations directed by the NPS-UD.</p> <p><u>Simplified housing typologies</u></p> <p>The housing typologies proposed in the Draft Spatial Plan have been simplified and consolidated. The benefits of this include:</p> <ul style="list-style-type: none"> • Fewer typologies = fewer colours on maps = better reader accessibility • Simplified language = easier understanding • Still implements the NPS-UD • Will more easily translate into building height settings and controls in the new District Plan. <p><u>Approach to intensification</u></p> <p>Enabling greater levels of intensification than is currently seen in the city is a key part of being able to accommodate future growth and is crucial to our compact city goal and being a zero carbon capital by 2050.</p> <p>The Spatial Plan retains an emphasis on accommodating future growth within existing urban areas by enabling infill and intensification. Growth is focused on the Central City, Inner Suburbs, in/around key Suburban Centres and rail stations.</p> <p>The Spatial Plan’s approach to managing the city’s future growth responds to the clear requirements in the NPS-UD to enable increased intensification in specific locations.</p> <p><u>Intensification within walkable catchments</u></p> <p>Policy 3(c) of the NPS-UD requires council to enable building heights of at least 6 storeys within walkable catchments of:</p>

Issue	Recommended change to Draft Spatial Plan	Reason for Change
	<p>Recommended final Spatial Plan housing typologies:</p>  <p><u>Changes to application of housing typologies within:</u></p> <ul style="list-style-type: none"> • Walkable catchments <ul style="list-style-type: none"> - The review and update of walking catchments has led to the spatial extent of intensification enablement around the Central City, Johnsonville metropolitan centre and rail stations. - Areas located within walkable catchments have a Type 4 (enable 6 storeys) housing typology. • Character Precincts <ul style="list-style-type: none"> - The revised approach to character areas (see above) has led to some changes to the spatial extent of intensification enablement within the Inner Suburbs - for areas within Character Precincts, Type 2 (2-3 storey) is applied 	<ul style="list-style-type: none"> • the edge of the City Centre zone • the edge of metropolitan centre zones • existing and planned rapid transit stops <p>Consistent with the NPS-UD, areas located within a walkable catchment of the above locations have a Type 4 (enable 6 storeys) housing typology applied. However, areas identified as 'Character Precincts' within the Inner Suburbs have been considered to be 'qualifying matters' under the NPS-UD and have therefore been excluded from the enable 6 storeys requirement.</p> <p>In addition, and as provided for the the Draft Spatial Plan, areas subject to high hazard risk has also been treated as a qualifying matter and intensification has not been enabled to the extent sought by Policy 3 of the NPS-UD. This applies in the parts of Thorndon affected by the Wellington Fault, and to parts of Kilbirnie (areas north of Rongotai Road and north-east of Kilbirnie Crescent) and Lyall Bay.</p> <p>The changes to walkable catchment spatial extents and the application of housing typologies within these areas are shown in the maps attached as Attachment 4.</p> <p><u>More intensification enablement in Kelburn</u></p> <p>Some submissions called for Kelburn to be recognised as an inner suburb and that more intensification be enabled in this location given its proximity to the Central City and its supporting amenities, including Victoria University.</p> <p>The 10-minute walkable catchment for the Central City includes the southern edge of the Kelburn suburb, specifically the Bolton Street, Auroa Terrace, Salamanca Road and Everton Terrace area. Kelburn also has a range of amenities supporting intensification including cable car connection to the</p>

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	<ul style="list-style-type: none"> - for areas outside of Character Precincts: <ul style="list-style-type: none"> o Type 4 (enable 6 storeys) in areas within a walking catchment of the Central City • Centres <ul style="list-style-type: none"> o Type 4 (enable 6 storeys) is also applied in centres with sufficient amenity to support intensification • Kelburn <ul style="list-style-type: none"> - identified as an “Inner Suburb” - more opportunity for intensification is enabled in parts of Kelburn within a walkable catchment of the Central City, specifically 6 storey (Type 4) is enabled in the Bolton Street, Auroa Terrace, Salamanca Road and Everton Terrace area - but this excludes a potential new Character Precinct centred around Clifton Terrace and Talavera Terrace. These areas have been classified as Type 2 (2-3 storeys). 	<p>CBD, proximity to bus services, Victoria University, and the Kelburn commercial centre.</p> <p>In response to submissions and to reflect the suburb’s proximity to the Central City and amenities, it is recommended that more opportunity for intensification is enabled in the Bolton Street, Auroa Terrace, Salamanca Road and Everton Terrace area. These areas have been classified as Type 4 (enable 6 storeys under Policy 3 (c) of the NPS-UD).</p> <p>However, as discussed above, as result of the review of the Draft Spatial Plan’s character protection approach, there is potential for a new Character Precinct centred around Clifton Terrace and Talavera Terrace to be investigated as part of the District Plan review process. If confirmed, consistent with other Character Precincts, this area would be subject to the demolition controls and have a maximum height limit of 3 storeys. This potential Character Precinct is shown on the maps provided in Attachment 3.</p>
<p>Density done well</p>	<ul style="list-style-type: none"> • More explanation is provided of what “density done well” means and how it will be achieved. This includes: 	<p>Alongside the Spatial Plan’s enablement of greater levels of intensification (as required by the NPS-UD and to support a compact and carbon zero city), the Plan also recognises that denser development needs to integrate into local</p>

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	<ul style="list-style-type: none"> - more emphasis on how the effects of increased intensification on residential amenity will be managed through the development of new District Plan rules, standards and design guidance - retaining the action in the Spatial Plan’s action plan (see action 1.2.4) that proposes place-based planning be facilitated within communities where medium to high density development is enabled. This is proposed to be delivered through the “Our Place Project” that is subject to confirmation as part of the 2021-31 Long Term Plan. 	<p>neighbourhoods, offer good quality, well-designed living environments and homes that are warm, safe and dry. There is therefore an increased emphasis on ensuring quality of design through the new District Plan and design guidance.</p> <p>There will be new design guidance developed for inclusion into the new District Plan that will specifically relate to new multi-unit development within Character Precincts and Medium Density Residential areas.</p> <p>This includes applying recession plane controls to new multi-unit developments where the site directly adjoins a Character Precinct area.</p> <p><u>The “Our Place Project”</u></p> <p>The purpose of the Our Place Project is to support the Spatial Plan and District Plan, which together are enabling future growth in Wellington.</p> <p>The project proposes an approach for engagement with local communities to explore the unique qualities and values of the city’s neighbourhoods and to capture a future ‘vision’ for their neighbourhood. These community ‘visions’ would be contextualised within the understanding that growth and change are occurring in Wellington and that communities have the opportunity to help direct the quality of future development.</p> <p>This will result in a series of Our Place Visions, co-designed with communities through engagement directed through the framework. These visions would be specific to local neighbourhoods or areas within Wellington, and should be considered by a developer when triggered to do so through the Council’s resource consenting process. The Council and other infrastructure providers will also need to consider these vision statements when initiating capital projects in these neighbourhoods. It is proposed to test the framework with 1-2 communities before a wider roll-out of the programme.</p>

Issue	Recommended change to Draft Spatial Plan	Reason for Change
<p>Central City building heights & spatial extent</p>	<ul style="list-style-type: none"> • Introduce a minimum building height and an unrestricted maximum building height over the majority of the Central City including Te Aro and Adelaide Road (excluding Thorndon Quay), supported by controls (developed as part of the new district plan) to: <ul style="list-style-type: none"> - Maintain viewshafts and sunlight access in specified areas (e.g. public spaces) - Manage the height of development next to heritage buildings/areas, Character Precincts and public open space. • The minimum building height to be applied to the Central City will be developed as part of the new District Plan rules and standards. • Introduce building bulk and form controls (through the new district plan) that respond to the narrower, more intimate scale of many of the streets in the Te Aro area, and that offer a reasonable level of amenity to residents and pedestrians at street level. 	<p><u>Role & importance of the Central City in accommodating growth</u></p> <p>The Central City is and will continue to be the commercial heart of our Capital City and the wider region. It is made up of a vibrant mix of inner city living, entertainment, educational and commercial activities. The area is currently home to an estimated resident population of around 18,000 people. It is also a major employment hub, absorbing around 70% of the city's overall workforce and occupying more than 1.6 million square metres of existing commercial floor space. By 2047 up to 18,000 more people are projected to be living in the Central City – a doubling of its current population. This will require another 8100 new dwellings. Growth in demand for commercial floor space across the city is also projected to increase over the next 30 years, with most of this anticipated in the Central City.</p> <p><u>Central City building heights</u></p> <p>The Draft Spatial Plan proposed several changes to the current building height settings in the District Plan, including:</p> <ul style="list-style-type: none"> • An increase to the maximum permitted building height in Te Aro to at least 10 storeys • Increased building heights in areas on the edge of the Central City to at least 6 storeys and up to 8 storeys (i.e. areas along the edge of the city in Thorndon, Aro Valley, and Mt Victoria) • A minimum building height of 6 storeys. <p>The National Policy Statement on Urban Development (2020) directs building heights and density of urban form in city centres to realise as much development capacity as possible in order to maximise the benefits of intensification. This means the Spatial Plan is required to maximise</p>

Issue	Recommended change to Draft Spatial Plan	Reason for Change
		<p>development capacity within the Central City area.</p> <p>In response to this directive, as well as submissions, several changes are recommended to the Spatial Plan's height proposals for the Central City. It is recommended that the Spatial Plan signal the introduction of a minimum building height across the Central City and an unrestricted maximum building height over the majority of the Central City including Te Aro and Adelaide Road but excluding the Thorndon Quay area. The details of these settings would be developed and tested through the District Plan review process. As well as implementing the direction of the NPS-UD, this enablement supports our compact city goal by reinforcing the important role of the central city in accommodating future growth, both in terms of housing and business needs.</p> <p>It is recommended that the current maximum permitted building height of 35m for the Thorndon Quay area in the operative District Plan be retained due to the identified natural hazard risks in this area. This would meet the NPS-UD's 'qualifying matter' exclusion as it relates to a section 6 RMA matter.</p> <p>In terms of a minimum building height, there were submissions in support and opposition to this proposal. Submissions opposing it were concerned that it would have unintended consequences on development as developers might decide not to develop a site. However, land within the Central City is a limited resource and the NPS-UD directs "building heights and density of urban form in city centres to realise as much development capacity as possible in order to maximise the benefits of intensification". It is therefore recommended that a minimum building height be developed and tested as part of the District Plan review and be informed by modelling and the legal process associated with the plan making.</p> <p><u>Managing the effects of increased heights and densification</u></p> <p>In terms of managing the effects of increased height and further densification</p>

Issue	Recommended change to Draft Spatial Plan	Reason for Change
		<p>, all new buildings in the Central City will require resource consent, enabling the consideration of key matters such as building design, amenity, natural hazards and infrastructure. This will be supported by the introduction of design controls and guidance through the new District Plan to encourage better apartment design, particularly around the size, accessibility and usability of internal space and amenity considerations such as access to natural light, privacy/outlook and outdoor living areas. The rules and design guidance will also require a focus on water sensitive urban design to support stormwater management.</p> <p>The NPS-UD provides an exception to its intensification requirements to take into account 'qualifying matters', including matters of national importance under section 6 of the Resource Management Act, where enabling increased intensification would be inappropriate. One of these is the protection of historic heritage from inappropriate subdivision, use, and development.</p> <p>There are a large number of heritage buildings and eight heritage areas identified in the Central City. We consider these buildings and areas to be relevant 'qualifying matters' so less intensive development is anticipated on adjoining sites by the Spatial Plan than is directed by the policy statement. Specific controls (e.g. building recession planes) will be introduced through the new District Plan to manage the effects of building height next to heritage buildings/areas. Controls will also apply where the Central City zone borders on to areas identified as Character Precincts and public open space.</p> <p>The City's important viewshafts are considered to be another qualifying matter. It is recommended that the District Plan contains design controls for identified areas to help manage any adverse effects of building development.</p> <p>In addition, consistent with the NPS-UD, car parking will be optional for developments, with no minimum requirements to provide car parking</p>

Issue	Recommended change to Draft Spatial Plan	Reason for Change
		<p>anywhere in the city (apart from accessible car parking). This will enable sites to be more efficiently used and developed. It also supports our city goal of becoming a zero-carbon capital by 2050.</p> <p><u>Central City spatial extent</u></p> <p>The Draft Spatial Plan proposed two key changes to the current spatial extent of the Central City area in the District Plan as follows:</p> <ul style="list-style-type: none"> • Integrating the Centres zoned area bordering Adelaide Road between Rugby Street and the junction with Riddiford Street into the Central City area, and • Integrating several Thorndon Inner Residential zoned properties in the vicinity of Selwyn Terrace, Portland Crescent and Hobson Street/Hobson Crescent/Turnbull Street into the Central City area. <p>Increasing the spatial extent of the Central City supports development capacity. In response to feedback, it is recommended that the proposal to integrate the Adelaide Road centres zoned area into the Central City be retained. This area provides a logical extension of the Central City along a key public transport corridor, which will likely form part of the future LGWM mass rapid transit route. However, as a result of further work undertaken, it is recommended that in terms of Thorndon, only the currently Inner Residential zoned properties in the vicinity of Selwyn Terrace and Portland Crescent be integrated into the Central City area, and that the Hobson Street/Hobson Crescent/Turnbull Street areas be excluded from the Central City because of their character values. The Selwyn Terrace and Portland Crescent areas are surrounded by the existing Central Area zone and abut existing office blocks and a range of other uses. The Hobson Street/Hobson Crescent/Turnbull Street areas are recommended to be excluded from the Central City because of their more coherent character values. These areas will instead be identified</p>

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<p>Housing typologies in heritage areas</p>	<ul style="list-style-type: none"> • Correct the Spatial Plan maps to exclude identified heritage areas from the intensification proposals, for example, the Hataitai Heritage Area is excluded from the enable 6 storey (Type 4) development in the remainder of the Hataitai commercial centre. • Specific controls will be introduced through the new District Plan to manage the height of development next to identified heritage. 	<p>as medium density residential areas under the new District Plan, with some Character Precinct identification in the Hobson Street area.</p> <p>Several submissions noted that the Draft Spatial Plan’s growth proposals included some identified heritage areas. For example, areas such as the Hataitai Heritage Area within the shopping centre area and the Island Bay Village Heritage Area were identified for development of up to 6 storeys to be enabled. The maps have been corrected to clearly exclude heritage areas from the intensification proposals. These areas are matters of national importance under s6 RMA and are therefore ‘qualifying matters’ under the NPS-UD.</p> <p>In addition, specific controls will be introduced through the new District Plan to manage the height of development next to heritage buildings/areas in order to minimise any adverse effects on heritage values.</p> <p>There will be continuing protection of existing sites of significance to Māori, heritage areas, buildings and trees across the city. Further heritage areas, buildings and trees that may warrant protection will be investigated as part of the District Plan review process.</p>
<p>Infrastructure investment priorities to support growth</p>	<ul style="list-style-type: none"> • More detail has been added to explain how infrastructure investment and growth can be better coordinated and delivered. • A strategic approach to investment to support growth is promoted, linking future infrastructure planning and delivery (and including future LGWM investment) with growth/intensification priorities. • The key focus areas for significant investment to increase growth capacity 	<p><u>Coordinating expected growth with infrastructure provision</u></p> <p>The critical importance of infrastructure to support the City’s growth and development over the next 30 years is acknowledged. Coordinating land use planning and infrastructure provision is essential to delivering good outcomes for the city that are cost-effective and affordable, both now and into the future.</p> <p>Anticipated population growth over the next 30 years will place considerable pressure on our existing infrastructure networks, requiring the need for new and upgraded infrastructure. The scale of investment required to support growth is substantial, particularly in the ‘three waters’ (i.e. wastewater,</p>

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	<p>within the next 10 years are the key growth areas of:</p> <ul style="list-style-type: none"> ○ Central City ○ Newtown ○ Johnsonville ○ Tawa <ul style="list-style-type: none"> • The approach does not prevent or exclude investment in infrastructure from being made in other areas/locations to respond to issues and capacity needs. • The approach recognises there needs to be flexibility to accelerate or delay delivery timeframes based on level of demand / growth occurring. • It is proposed to review the Spatial Plan's priorities in 3 years to ensure alignment with the Long Term Plan's funding priorities and to reflect key decisions made (for example, LGWM investment or significant investment made by others in the city's infrastructure). • As part of the new District Plan, require new multi-unit developments to obtain resource consent with a key matter for assessment being infrastructure availability to support the development and any proposed mitigations. • In response to Karori's significant three waters infrastructure (particularly waste water) and 	<p>stormwater, water supply) and transport areas. Investment will also be required in 'soft' infrastructure such as in social and community facilities (including green space) to cater for the social, cultural and recreational needs of existing and future residents.</p> <p>The draft 2021-31 LTP represents a significant increase in infrastructure investment and identifies funding for the detailed investigations needed to inform future LTP funding and priorities. It also includes tactical projects to support growth in the Te Aro and Stebbings (Churton Park) areas to support new housing developments currently being consented.</p> <p>The three waters assessment work completed by Wellington Water Ltd (WWL) for Council to date to support the Spatial Plan has assisted Council and WWL in understanding long-term growth demands of the Spatial Plan's proposed approach to managing future growth and development.</p> <p>The first WWL assessment report (2019) was prepared based on the Council's preferred growth scenario of intensification in and around suburban centres and high growth in the Central City and the potential impacts of this on 3-waters infrastructure.</p> <p>The subsequent addendum report (2020) was prepared to support the further detailed assessments and evaluation work undertaken for Council by Beca to identify the extent of medium to high density growth potential for the Wellington City outer suburbs.</p> <p>Following consultation on the Draft Spatial Plan, officers have been working with WWL and requested further information to help inform the finalisation of the Spatial Plan and the proposed approach to coordinating infrastructure investment to support growth. The March 2021 report is a response to this and builds on the earlier WWL assessments. It summarises the existing 3-water network constraints of key growth areas identified in the Spatial Plan</p>

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	<p>transport issues, it is proposed to delay the introduction of further intensification enablement (i.e. over and above the current District Plan settings) and instead introduce such provisions via a future plan change and once the necessary supporting infrastructure is in place.</p> <ul style="list-style-type: none"> • Include new actions in the Action Plan to facilitate working and partnering with other infrastructure providers 	<p>and the infrastructure upgrades and environmental considerations required to support growth.</p> <p>Further detailed studies and investigations are required to be undertaken to identify specific interventions, timing and costs.</p> <p><u>A strategic and targeted approach</u></p> <p>To respond to our infrastructure provision and affordability challenges a strategic and targeted approach to infrastructure investment is required that clearly links infrastructure delivery to anticipated growth. Sufficient flexibility needs to be built into the approach to ensure that delivery timeframes can be accelerated or delayed based on the amount of demand/growth experienced. One of the reasons the Spatial Plan requires regular review and update is to ensure strong alignment with the Council's long-term planning and infrastructure investment and financing strategies as it transitions from a infrastructure deficit and discovery period to one of growth.</p> <p>The Spatial Plan provides a long-term (30-year) view of anticipated growth in the city and where it will be located. Doing this offers developers and infrastructure providers (including Council) a greater degree of certainty about the city's future growth. It enables infrastructure providers to more effectively target where major investment is needed to support growth. It also enables supporting social and community infrastructure to be investigated and planned for in advance of growth.</p> <p>This is important given the scale of infrastructure investment that will be required to address current network issues and support growth. Most growth areas across the city require some level of investment in infrastructure, both to address existing issues and to provide capacity for growth. This is particularly the case for three waters infrastructure. The size of investment</p>

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		<p>required means it would be financially challenging if all of the city's growth areas were to be upgraded at once, noting that this is unlikely to occur as not every area will be exposed to the same amount of growth pressure or at the same time. Planning and consenting processes will also influence the timing of the investment and delivery of significant new infrastructure.</p> <p><u>Short-medium term investment priorities to support growth</u></p> <p>Adopting a prioritised, staged approach to servicing future growth offers a more realistic and achievable basis to ensure adequate funding is devoted in future Council long-term plans and Wellington Water's investment plans to address infrastructure needs in key growth areas.</p> <p>The Spatial Plan's prioritisation of growth areas for investment focus to unlock growth opportunities over the short-, medium- and longer term was based on a range of factors, including:</p> <ul style="list-style-type: none"> • The intensification directives in the NPS-UD, particularly those applying to the Central City, metropolitan centres like Johnsonville and 'walkable catchments' on the edge of these areas and around existing and planned rapid transit stops • The nature and scale of localised infrastructure issues and constraints, along with any other key development challenges • The presence of any localised resilience issues • The amount of growth anticipated in the area and the contribution to housing and business development capacity outcomes • Council and other partner landholdings and development interests in the area • Investment already identified in the Council's Long-Term Plan and the

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		<p>Financial and Infrastructure Strategy.</p> <p>Four growth areas have been identified as initial priorities for investment focus to increase capacity for growth over the short to medium term (i.e. the next 10 years). These areas are the Central City, Newtown, Johnsonville and Tawa. The reasons for the prioritisation of these areas include:</p> <ul style="list-style-type: none"> • Some investment is already identified within next 0-10 years in the draft 2021-31 Long Term Plan (particularly for three waters) for these areas, which includes investment to create additional capacity to support growth and detailed investigations to support future funding and priorities. • These areas are impacted by NPS-UD intensification requirements: Policy 3 (a)-(c) – key centres, rapid transit, walkable catchments. • The areas can make a significant contribution to growth enablement and housing supply (in total, up to 33,600 people and 13,800 dwellings). • Development is happening in these areas already and they are well-positioned to support more growth (e.g. strong existing public transport, other services and amenities). • The Central City and Newtown will form the focus of early LGWM enablement works and Mass Rapid Transit development. <p>The approach being proposed is not intended to prevent or exclude investment in infrastructure from being made in other areas/locations to respond to issues and capacity needs. All investment made should consider the benefits of 'building back better' in order to support the city's future growth expectations and the needs of future communities. Opportunities to</p>

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		<p>realise co-benefits for neighbouring/related catchment areas should also be explored at the time new infrastructure is being investigated for growth areas. For example, investment in Johnsonville would consider whether there are co-benefits for Newlands; investment in Newtown and the Central City would consider co-benefits for adjoining inner suburb areas.</p> <p><u>Development settings under the District Plan</u></p> <p>The sequencing of growth and development through subdivision and land use controls in the District Plan needs to be carefully considered and managed to align with projected increases in infrastructure capacity. This is a crucial consideration as the NPS-UD requires Councils to provide sufficient development capacity to meet expected short, medium- and long-term demand that is both 'plan enabled' and 'infrastructure-ready'. Under the new District Plan, new multi-unit development will require resource consent and a key matter for assessment will be infrastructure availability to support the development and any proposed mitigations.</p> <p>In existing urban areas, interventions will need to be tailored to meet the specific needs of individual growth areas as each of these present different infrastructural challenges and will experience growth at varying rates and at different times. These could range from infrastructure investment and regulatory requirements, to public realm improvements and redevelopment of Council-owned assets. Where direct infrastructure investment is required to service anticipated growth, this will need to address both current capacity and environmental issues as well as additional capacity generated by increased demand.</p> <p>In future greenfield areas, structure planning will be undertaken to confirm land use and transport patterns, including the necessary infrastructure (and staging) specific to each location.</p>

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		<p><u>Timing of intensification enablement in Karori</u></p> <p>Karori is an important growth area for the city, with a strong centre and a range of community services and facilities, but its capacity for significant growth and housing intensification is constrained by current infrastructure constraints, particularly three waters (wastewater being a key issue, with existing services already at or over capacity) and transport. These issues require investigation, planning (including obtaining the necessary resource consents) and significant levels of investment to resolve. As a result, it will take time to deliver the capacity required to support growth. Because of these constraints, Karori is a longer-term focus for growth and intensification. Significant investment to unlock growth is signalled for the 20+ year timeframe – this could be accelerated if required but the timeframe acknowledges the length of time it could take to resolve the key infrastructure issues. On this basis Karori has been identified as a longer-term focus for future growth and intensification. As a result, it is recommended that the further enablement of intensification in Karori (beyond that already enabled by the current District Plan) under the new District Plan is linked to the necessary investment in infrastructure and introduced via a future plan change.</p> <p><u>Funding infrastructure delivery</u></p> <p>In terms of funding the delivery of infrastructure to support growth, Council will continue to collect development contributions as new lots are created and new houses and apartments are built, in conjunction with borrowing, rates, government subsidies (e.g. NZTA) and donations. Both the LTP and the Spatial Plan signal that a comprehensive review of the Council’s current Development Contributions Policy is required to ensure it is fit for purpose. In addition, the Spatial Plan’s action plan identifies an action to explore other potential</p>

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		<p>funding and financing tools/mechanisms that could help facilitate and accelerate infrastructure investment to support growth.</p> <p><u>Working with other infrastructure providers</u></p> <p>The Spatial Plan recognises that Council is not the only provider of infrastructure in the city and is supported by several other organisations and agencies across the city (e.g. energy, electricity, transport, telecommunications, education, healthcare). To meet our anticipated growth needs we will continue to work with these providers to determine future capacity and upgrade requirements and to coordinate and align infrastructure investment and delivery. Specific actions are included in the Spatial Plan’s action plan to facilitate working and partnering with other infrastructure providers to deliver on the Plan’s goals.</p>
<p>Opportunity Sites</p>	<ul style="list-style-type: none"> • Explanation added to explain what ‘Opportunity Sites’ mean within the context of the Spatial Plan, why they are important, and how they will each be realised. • Updates to the descriptions of ‘opportunity sites’ to reflect change and progress since the release of the Draft Spatial Plan, including: <ul style="list-style-type: none"> • Upper Stebbings & Glenside West – updates to reflect the progress made on the development concept and the community consultation undertaken in late 2020. • Strathmore Park – updates to reflect the opportunity to work with Kainga Ora, iwi and the community to deliver improved 	<p><u>Significance/relevance of ‘Opportunity sites’</u></p> <p>The Spatial Plan’s ‘Opportunity sites’ are specific areas with significant potential to be part of comprehensive new development, strategic infrastructure improvement, or redevelopment of existing urban areas. Key criteria include:</p> <ul style="list-style-type: none"> • Identified area for change in the future • Strategically important to the city • Involve key landowners and/or government agencies which facilitates master planning and integrated design-led approaches <p>Each site has different characteristics and opportunities for development, such as housing, commercial, mixed uses, industrial or open space use.</p> <p>To transform these sites, Council will need to work closely with external partners to realise the opportunity and maximise benefits for the city.</p>

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	<p>housing and community outcomes through a master planning process.</p> <ul style="list-style-type: none"> • Te Motu Kairangi/Miramar Peninsula – updates to focus the opportunity on the northern end of the Peninsula where there are opportunities to promote and enhance the historic, cultural, ecological and public open space values of the area and to explore housing opportunities. The area’s particular importance to Taranaki Whānui is also explicitly recognised. • Five new ‘opportunity sites’ have been added to the Spatial Plan - these are: <ul style="list-style-type: none"> • Johnsonville Centre – One of the city’s key growth areas, the centre is a focus for investment to enable growth in both employment and housing, to improve the vibrancy of the centre and public transport. • Te Ngākau Civic Precinct - Opportunity to enhance the vibrancy of the precinct as our civic hub and to better connect it to the city and waterfront. • Hyde Farm – Greenfield area that provides opportunity to extend the Grenada North business area to increase future industrial capacity for the city. 	<p>Changes to the District Plan will also be required for some sites to support the development outcomes sought. Council will also have a role in coordinating transport improvements and investment in other supporting infrastructure to create the right conditions for economic and urban growth.</p> <p>The five Opportunity sites identified in the Draft Spatial Plan were:</p> <ul style="list-style-type: none"> • Lincolnshire Farm • Upper Stebbings and Glenside West • Te Motu Kairangi/Miramar Peninsula • Strathmore Park • Mass rapid transit precinct stations (LGWM – yet to be determined) <p>It is recommended that these sites be retained and that the descriptions are updated to reflect change and progress made on planning since the release of the District Spatial Plan.</p> <p><u>Strathmore Park</u></p> <p>The Strathmore Park opportunity site has been revised to focus on the opportunity to increase housing supply and quality as well as improving facilities and community outcomes across this area. Kāinga Ora (previously Housing New Zealand) are looking into the condition of their housing stock in Strathmore and are considering future investment scenarios. This provides an opportunity to consider regeneration of the neighbourhood, including investment in transport connections, the Strathmore commercial centre and Broadway Avenue.</p> <p>While the airport land is not recommended to be included as an explicit part of the opportunity (given this land will have a specific Airport Zone applied to</p>

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	<ul style="list-style-type: none"> • Multi-User Ferry Precinct - Concept for an efficient, integrated, multi-modal transport solution to meet forecast growth in ferry services. • Inner Harbour Port and Railway Precinct - Opportunity to transition wharves into active, vibrant waterfront space. Focus on creating a more vibrant, accessible and user-friendly public transport hub around the Railway Station. 	<p>it under the new District Plan, consistent with the National Planning Standards), it is an important neighbouring use and any planning for the future of Strathmore Park will need to give consideration to not only the current operations at the airport but the future potential operations of the airport.</p> <p>The 'opportunity site' map shown in the Spatial Plan is only indicative and any future master-planning exercise, led by Council or another party could take a wider (or smaller) focus than this.</p> <p><u>Te Motu Kairangi/Miramar Peninsula</u></p> <p>There is no precise boundary shown for the Miramar Peninsula/Te Motu Kairangi opportunity site as there is no specific planning yet underway for this site. The map is generally to guide the reader to understand the setting for the opportunity site.</p> <p>It is recommended that the description of this opportunity site be amended to have a focus on the northern end of the Peninsula given the Crown land disposal process taking place and the land ownership changes to come as a result of this process, including in relation to the Crawford Prison site. The area's importance to Taranaki Whānui is also explicitly recognised.</p> <p><u>New 'Opportunity sites'</u></p> <p>Five new sites have been included into the Spatial Plan to reflect significant strategic development opportunities and proposals that are currently being investigated and progressed in key city locations.</p> <p>The new sites represent opportunities for a range of outcomes including business and economic growth, civic enhancements, urban regeneration and housing. For several sites (e.g. Te Ngākau Civic Precinct and the Multi-User Ferry Precinct), significant work has already been undertaken, or is being</p>

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<p>Natural Hazards & adapting to Climate Change</p>	<p>More emphasis and explanation has been added to ensure that natural hazards, climate change and sustainability have a clear focus and more visibility within the Spatial Plan’s proposals. This includes:</p> <ul style="list-style-type: none"> • Explaining the importance of planning for these challenges as part of the City’s future growth and development (refer Volume 1 of the Spatial Plan) • Natural hazard risk and adapting to climate change is recognised as a key influence the Spatial Plan is responding to (refer Volume 2 of the Spatial Plan) • Clarifying that natural hazards and climate change have been key considerations within the proposals for specific parts of the City such as Thorndon, Kilbirnie, Lyall Bay and Miramar <p>New content has been added to:</p> <ul style="list-style-type: none"> • Explain the role of the District Plan in managing natural hazard and climate change risks • Clarify the risk management approach 	<p>initiated, to develop the planning frameworks and structure plans which will guide the development of these areas. For other sites, this work is yet to be commenced.</p> <p>Wellington is prone to a range of natural hazards flooding, fault rupture, liquefaction, tsunami, slope instability, coastal inundation and coastal erosion. Hazards such as flooding and coastal inundation are likely to be intensified by the effects of climate change, with rising sea levels and changing weather patterns causing more intense rainfall and more regular storm events.</p> <p>The city’s vulnerability to natural hazards and climate change has been reinforced by recent storm events and the 2016 Kaikoura earthquakes. These incidents damaged infrastructure and buildings in several parts of Wellington. They also highlighted the nature and extent to which the city is exposed to hazard risks.</p> <p>Past development has located buildings and people in areas at risk of hazards. We now know more about the extent of hazard risks and we need to ensure that climate change adaptation and social, economic and physical resilience are at the forefront of our planning and decision making around growth. This includes building natural hazard risk and climate change impacts into the design and construction of new development and upgrades or extensions to existing infrastructure assets.</p> <p>The Spatial Plan recognises that in planning for future growth we need to ensure:</p> <ul style="list-style-type: none"> • Existing urban areas are robust enough to cope with the impacts of climate change and natural hazard events • Further urban growth avoids areas that present a significant hazard risk

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	<p>that will form part of the new District Plan controls and what this will mean for new development in the City in hazard impacted areas (refer Volume 3 of the Spatial Plan, 'Natural Hazards and Climate Change')</p>	<ul style="list-style-type: none"> • Community connectedness and accessibility is encouraged and enabled. <p>One of the crucial factors in assessing the growth potential of areas across the city has been their susceptibility to natural hazards and the level of associated risk this presents. Based on this, areas exposed to a high hazard risk with limited mitigation options have been excluded as future intensification options (high hazard risk is considered a qualifying matter under the NPS-UD). This includes parts of Thorndon, Kilbirnie and Lyall Bay suburbs and an area around Hobart Street in Miramar.</p> <p>The District Plan is a key tool for ensuring natural hazard risk and climate change effects are appropriately considered and mitigated (where possible) as part of new development proposals.</p> <p>Further work on natural hazards is being undertaken to support the development of the new District Plan to clearly identify areas susceptible to natural hazards and sea level rise. This includes updating current modelling and mapping of:</p> <ul style="list-style-type: none"> • Flooding hazards • Coastal erosion and inundation • Tsunami • Active earthquake fault mapping • Liquefaction and soil classification <p>The new District Plan will introduce a specific natural hazards chapter and associated rules to limit or manage new subdivision, use and development in hazard prone areas, relative to the level of risk presented. This approach will be embedded into the rules and standards of the new District Plan for new</p>

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		<p>buildings and development.</p> <p>In addition to the District Plan, the Spatial Plan also identifies a range of other actions to address natural hazards and climate change, including:</p> <ul style="list-style-type: none"> • Enabling new buildings to be constructed that are safe and built with risk in mind, including the long-term impacts of climate change. • Creating more resilient building stock through the ongoing seismic strengthening of at-risk buildings and structures, including Council-owned buildings and structures. • Investing in making our key infrastructure assets more resilient. • Improving our water systems through ecological and water sensitive design interventions. • Promoting and enhancing opportunities for public and active transport modes throughout the city. • Identifying and enabling places and spaces where local communities can come together and support one another in the event of a natural disaster.
<p>Integration of land use and transport issues</p>	<p>Amendments have been made to ensure transport issues have a clear focus and more visibility within the Spatial Plan’s proposals. This includes:</p> <ul style="list-style-type: none"> • Adding more explanatory material into the ‘Context’ section of the Spatial Plan explaining the key role of transport in achieving the vision and goals (refer Volume 1 of the Spatial Plan). • The influence of transport, active modes and 	<p><u>Integrated approach to land use and transport</u></p> <p>Transport plays a critical role in shaping what the City is like as a place to live, work and visit. We also want a transport system that helps Wellington achieve the goal of net zero carbon emissions by 2050.</p> <p>The Spatial Plan is an integrated land use and transport strategy, meaning transport and how people get around the city has been a key consideration in its formulation and the development of proposals for growth.</p>

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	<p>accessibility is recognised as a key influence that the Spatial Plan is responding to (refer Volume 2 of the Spatial Plan).</p> <ul style="list-style-type: none"> • Transport forms a key consideration in terms of how we better coordinate growth and investment in key supporting infrastructure (refer Volume 3 of the Spatial Plan). • Updates have been made across the Spatial Plan to ensure its consideration of and integration with the Let's Get Wellington Moving (LGWM) programme is as aligned as possible with the current state of play. • Updates to key transport-related actions in the Action Plan. 	<p>Reinforcing our compact urban form and building on our strong culture of walking, cycling and public transport use will help to reduce our reliance on the car, creating less congestion, fewer emissions and more liveable places. Prioritising buses on key routes and removing minimum car parking requirements throughout the city, consistent with the requirement of the NPS-UD, will also assist – these are identified as key actions in the Spatial Plan.</p> <p><u>Ensure clear focus on and visibility of transport issues</u></p> <p>In response to submissions, amendments are recommended to ensure transport has a clear focus and more visibility within the Spatial Plan's proposals. This includes adding explanatory material into the 'Context' section of the Spatial Plan that explains the importance of land use and transport integration and the key role of transport in achieving the vision and goals. Transport contributes to all of the Spatial Plan's goals: compact, resilient, greener, vibrant and prosperous, inclusive and connected, and mana whenua partnership.</p> <p>The influence of transport and active modes has also been recognised as a key influence that the Spatial Plan is responding to, and it also forms a key consideration in terms of how we better coordinate growth and investment in key supporting infrastructure. To meet the transport needs and aspirations of existing and future residents we need to continue investing in our cycle, micro-mobility and walking networks and improving our existing public transport network.</p> <p>The Spatial Plan recognises that in order to progress towards a more sustainable transport system we need to place higher priority on active modes of transport, such as walking, cycling, and public transport – amendments have been made to reinforce this, including updates to the actions related to</p>

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		<p>transport in the Action Plan.</p> <p>A number of updates have also been made to ensure the Spatial Plan's consideration and integration with the Let's Get Wellington Moving (LGWM) programme are as aligned as possible whilst recognising that there is still a level of uncertainty in terms of specific proposals around mass rapid transport and other supporting investment.</p> <p>In addition to intensification opportunities around future stations, LGWM's focus on integrating land use with transport investment will act as a catalyst to deliver higher density elsewhere in the City, including areas to the south and east of the central city (e.g. Hataitai, Kilbirnie, Island Bay). Investment in a higher quality and more efficient public transport system also supports reduction in carbon emissions.</p>
<p>Consideration of accessibility issues</p>	<ul style="list-style-type: none"> • Changes have been made to clarify that design guidance will be developed as part of the new District Plan to require the consideration of accessibility as part of new development. • New actions have been added to the supporting Action Plan to: <ul style="list-style-type: none"> ○ Ensure Council works with others to enable the Central City and suburban centres to be designed to be age-friendly and accessible to everyone including those with disabilities ○ Ensure Council's own housing developments consider greater accessibility and sustainability as part 	<p>The importance of ensuring increased accessibility is acknowledged as a key issue in planning for the City's growth. The Draft Spatial Plan included consideration of a range of accessibility issues and this has been retained in the final Plan. However, it is acknowledged that more intensive housing developments can provide challenges in terms of accessibility and could be more clearly addressed by the Spatial Plan.</p> <p>The availability of adequate housing choice for all people wanting to live in the City is crucial. Encouraging and enabling the development of a range of quality, 'fit for purpose' housing types that can cater for people of all ages, stages and mobility – from standalone dwellings, terraced housing and apartments to papakāinga and co-housing initiatives – is therefore recognised as a key part of responding to future growth needs.</p> <p>Amendments are recommended to the proposals for growth within the Central City, Inner Suburbs and Outer Suburbs topics to clarify that new</p>

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	of their design.	<p>design guidance will be developed as part of the new District Plan. Amongst other considerations, this guidance will require the consideration of accessibility as part of the design of new development (including new multi-unit housing and apartments).</p> <p>New actions have also been added to the Action Plan to ensure that accessibility forms part of Council’s housing developments and that we work with other parties involved in the development of the city to ensure accessibility forms part of their planning and projects.</p>
<p>Readability, layout and structure of the Spatial Plan and the level of information presented</p>	<ul style="list-style-type: none"> • Changes have been made to improve and clarify content. • Changes have also been made to the structure and layout of the Plan to ensure logical information flow, and better readability and ease of navigation. • The Spatial Plan is presented in four volumes as follows: <ul style="list-style-type: none"> Volume 1: Context – explains what the Spatial Plan is, why it is important, how it relates to other plans and strategies, and how it has been developed Volume 2: Key influences – explains the key factors the Spatial Plan is responding to Volume 3: Our plan – explains the 30-year plan for managing growth (how, where and when will we grow) Volume 4: Implementation – explains how 	<p>In response to submissions criticising the the format, content, ease of access and presentation of information within the Draft Spatial Plan, a number of changes are recommended to the improve the clarity and flow of information and increase its readability and the ease of navigation through the content. The feedback also showed that the online/web-based format of the Draft Spatial Plan was loved by some people and disliked by others.</p> <p>In terms of format, the final Spatial Plan will be available as both a web-based format as well as a standard PDF document that can be downloaded if required. Within the web-based version, the number of pop-outs have been significantly reduced, meaning less hovering and clicking is required to find information.</p> <p>In addition to the full Spatial Plan, there will also be a summary document that provides an easily accessible and very visual summary of the Spatial Plan and its proposals for managing the future growth of the city and responding to the challenges we face (refer Attachment 1 to this report).</p> <p>Key information within the Draft Spatial Plan has been brought to the fore. For example, an upfront explanation of what the Spatial Plan is and how it relates to other plans and policies, including the District Plan and the regional and national planning context has been added. Information on issues such as</p>

Issue	Recommended change to Draft Spatial Plan	Reason for Change
	<p>the plan will be delivered, including the supporting Action Plan.</p> <ul style="list-style-type: none"> • The use of pop-outs has been reduced, meaning less hovering and clicking to find information. • Key information has been brought to the fore, for example, information on transport (including LGWM), business and employment, natural hazards, infrastructure and mana whenua is more obvious within the Spatial Plan content. • There are clearer links between the Spatial Plan's growth proposals and the actions in the Action Plan to achieve them. • There will be a PDF version of the full Spatial Plan made available, as well as the online/web-based version. • There will also be a supporting summary document that explains what the Spatial Plan is and what its proposing in terms of the future growth and development of the city (refer Attachment 1 to this report). 	<p>transport, business and employment, natural hazards, infrastructure and mana whenua and how they form part of the City's future growth have been made more obvious. More detail has been added to explain the relevance and consideration of these topics within the Plan's proposals. A lot of this information was contained in the Draft Spatial Plan but was buried within the content – we have therefore made this information more prominent within the Spatial Plan to emphasise that these matters have formed a key consideration in the development of the Spatial Plan and the growth proposals.</p> <p>More detail has also been added to explain how the Spatial Plan will be implemented and delivered (see below). There are also clearer links between the Plan's specific growth proposals and the key actions relevant to achieving them.</p>
Implementation approach	More detail has been added to explain how the Spatial Plan will be implemented and delivered , including:	The Spatial Plan is a non-statutory strategic planning document. To realise the Spatial Plan's vision we will need to take specific actions. It will be implemented via the District Plan and other policy documents, projects and programmes of work, including the Long Term Plan, Infrastructure and

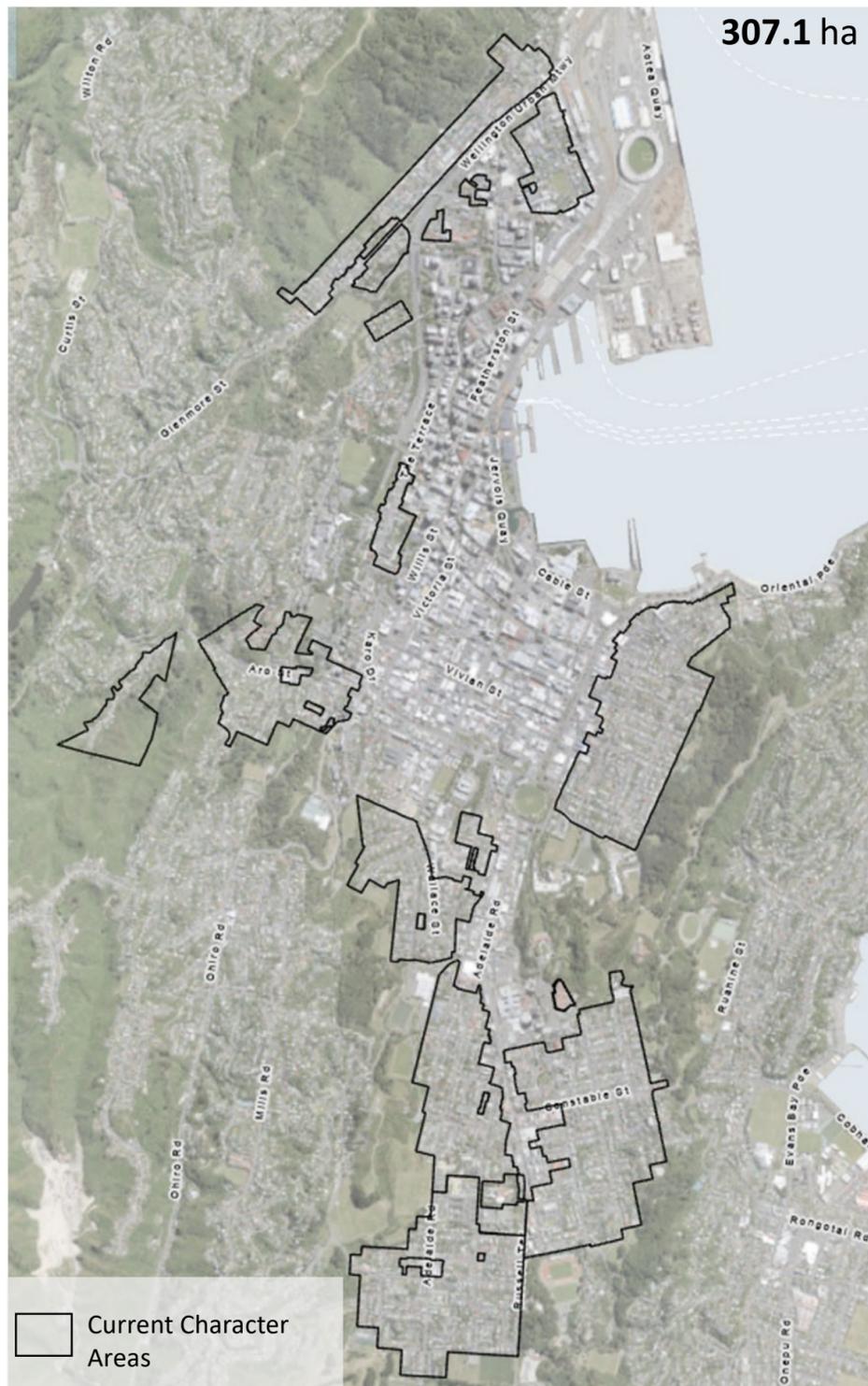
Issue	Recommended change to Draft Spatial Plan	Reason for Change
	<ul style="list-style-type: none"> • A new Volume 4 of the Spatial Plan which contains information relating to implementation and delivery – this explains: <ul style="list-style-type: none"> ○ The tools and mechanisms for delivering the Spatial Plan ○ Council's different roles in implementation and the importance of partnering and working with others to achieve the goals and actions ○ The need for regular review of the Spatial Plan to ensure it remains fit for purpose and aligns with the LTP 10-year plan, as well as responds to significant decisions that relate to growth (e.g. LGWM, District Plan changes, Housing and Business Assessments, etc). 	<p>Financing Strategy, Asset Management Plans, and key policies like the Development Contributions Policy.</p> <p>The Council has a range of important policy, regulatory, advocacy, funding, partnering and facilitation roles that support implementation of the Spatial Plan.</p> <p>Alongside the District Plan (which sets out the policies and rules controlling land use and development activities across the city), the Long Term Plan is a key implementation tool as it sets out the Council's priorities over the next 10 years and provides the funding to deliver these. Council is a key funder and provider of public infrastructure; including three waters (via Wellington Water), transport, community facilities, parks and open space.</p> <p>However, Council cannot achieve everything alone. Many of the actions needed to achieve the Spatial Plan's goals and directions require the help of, and partnering with, other organisations, government agencies, iwi and the private development sector to make things happen.</p> <p>Regular review will also form an important part of implementing the Spatial Plan. This will help us to:</p> <ul style="list-style-type: none"> • track progress made on completing the actions, and • understand the location, nature and scale of growth over time and how this aligns with what the Spatial Plan anticipates. <p>Monitoring and review will identify and inform changes that may be needed to the Spatial Plan's growth proposals and development opportunities. It will also inform adjustments that may be needed to the planning and funding decisions of infrastructure and service providers, including Council, to support the city's growth and change over time.</p> <p>The Housing and Business Assessments (required by the NPS-UD) will also</p>

Issue	Recommended change to Draft Spatial Plan	Reason for Change
<p>Action Plan</p>	<p>Changes have been made to the Action Plan to increase clarity and to address key issues and gaps. Changes include:</p> <ul style="list-style-type: none"> • Making the action plan and its actions more obvious to readers in terms of its location within the Spatial Plan <ul style="list-style-type: none"> ○ Forms part of Volume 4 of the Spatial Plan (implementation and delivery) ○ Linking key actions to specific growth areas / proposals (as relevant) • Adding timeframe, responsibility and status information for each action • Removing duplication and repetition • Updating actions to reflect change and progress since release the of Draft Spatial Plan, including: <ul style="list-style-type: none"> ○ LGWM programme and project references ○ Community facilities planning work to scope and develop a Community Facilities Plan ○ Progress made on the Our Place Project and Green Network Plan 	<p>help inform future changes required to the Spatial Plan.</p> <p>The Spatial Plan includes a detailed supporting Action Plan which identifies a series of actions for achieving the Plan’s goals and directions. The actions are wide ranging, include both regulatory and non-regulatory actions (e.g. actions required to be implemented via the District Plan and actions requiring advocating and working with others). The Action Plan incorporates actions from the Council’s Transport Strategy and is strongly aligned with Te Ata Kura and other Council strategies/policies/programmes, including the Council’s housing programme.</p> <p>Submission feedback suggests many submitters may have missed the action plan and the detailed actions. Others suggested that the actions needed timeframes and responsibilities assigned to them.</p> <p>The supporting Action Plan has been updated and amended to include information relating to responsibilities for delivery and timing of actions. There are also clearer links between the Plan’s specific growth proposals and the key actions relevant to achieving them.</p> <p>The Spatial Plan is a non-statutory document and Council alone cannot achieve its goals and directions. The changes recommended to the action plan are seeking to emphasize this and ensure we continue to work with key partners to deliver positive change for the city.</p> <p>Existing actions have been updated to reflect progress and change since the release of the Draft Spatial Plan, and to remove duplication and increase clarity.</p> <p>New actions have been added to address a range of specific issues and to provide support for delivering the Spatial Plan, including for example:</p>

Issue	Recommended change to Draft Spatial Plan	Reason for Change
	<p>development</p> <ul style="list-style-type: none"> ○ Ensuring consistency with NPS-UD requirements (e.g. in relation to removal of car parking requirements) ○ Structure planning progress for Greenfield development areas e.g. Upper Stebbings & Glenside West ● Amendments to existing actions to recognise mana whenua, e.g. including papakāinga and kaumātua housing as part of the housing mix being enabled; assessing sites of significance to Maori as part of District Plan Review process ● Adding new actions to address specific matters, including: <ul style="list-style-type: none"> ○ New mana whenua partnership actions <ul style="list-style-type: none"> - Working with Taranaki Whānui and Ngāti Toa to identify current interests and future land development opportunities - Recognising Taranaki Whānui and Ngāti Toa interests in the Spatial Plan and District Plan to enable future development opportunities - Working with Taranaki Whānui and Ngāti Toa to identify Council owned public space of cultural importance to mana 	<ul style="list-style-type: none"> ● New actions to achieve the new mana whenua partnership goal and directions ● New actions to align with the Council's housing development programme and housing action plan, e.g. <ul style="list-style-type: none"> - Council's housing development programme is aligned to the Spatial Plan, density is done well and in the right places on Council development sites - Develop non-mandatory design guidance for Council housing development projects that advocates for greater accessibility and sustainability ● New actions to emphasise the need to work with other key parties e.g. <ul style="list-style-type: none"> - Work with Kainga Ora, Ministry of Housing and Urban Development, other housing providers to coordinate & unlock joint priority development areas - Work with infrastructure providers and network utility providers to ensure alignment and coordination of investment & delivery - Work with Ministries of Education and Health to ensure they are informed of projected population growth and its expected location ● New actions to support and facilitate the delivery of key strategic opportunity sites.

Issue	Recommended change to Draft Spatial Plan	Reason for Change
	<p>whenua</p> <ul style="list-style-type: none"> - Engaging and collaborating with Taranaki Whānui and Ngāti Toa in the design and delivery of culturally important public spaces o Actions to align with Council’s housing development programme and housing action plan o Actions to emphasise the need to work with other key parties (e.g. Kainga Ora, Ministry of Housing and Urban Development, other housing providers, infrastructure providers, Ministry of Education) o Actions to support delivery of strategic opportunity sites e.g. Johnsonville centre, multi-user ferry precinct o An action to investigate the use of alternative funding and financing tools to accelerate infrastructure delivery. 	

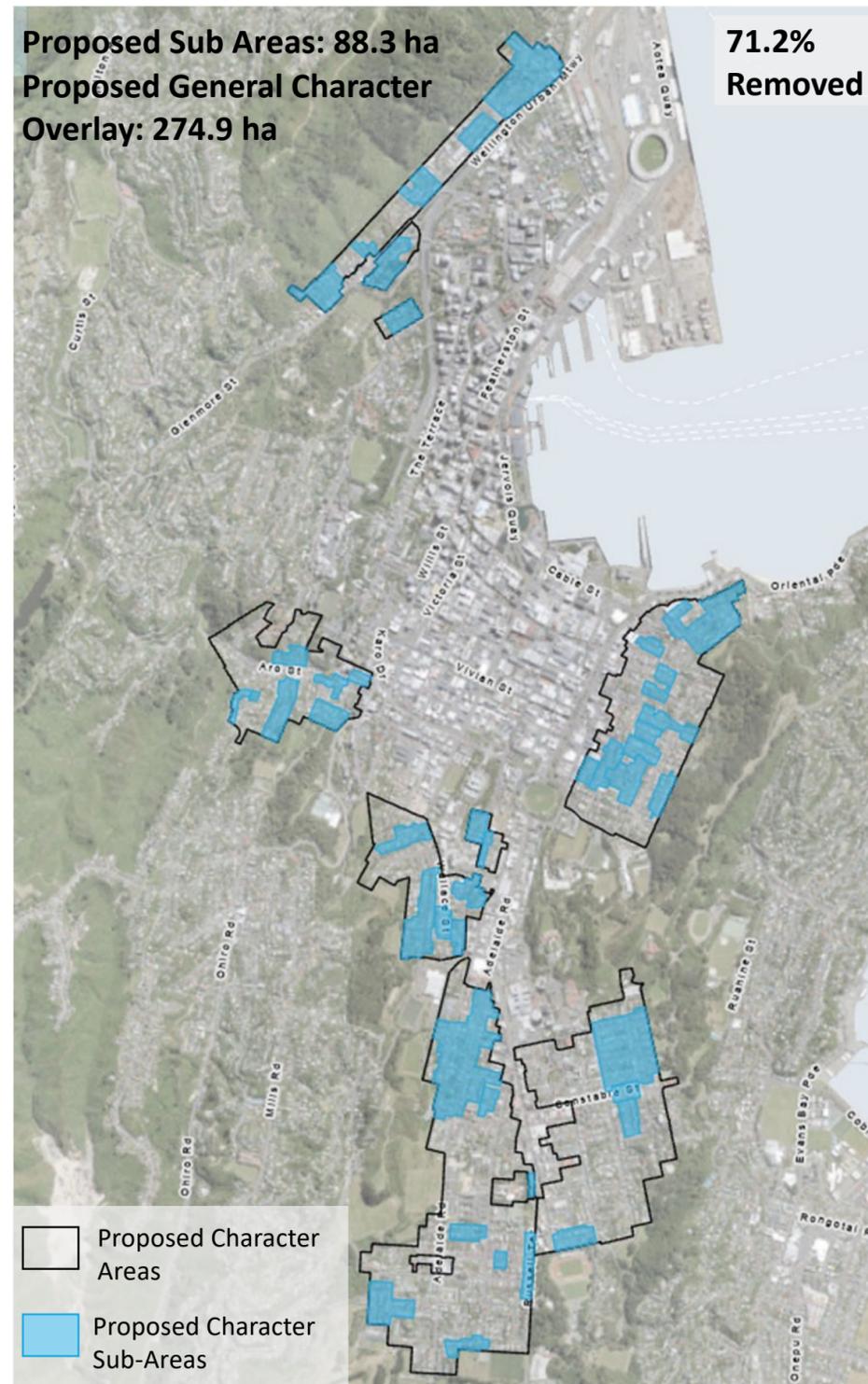
Key Changes - Character Precincts



1

CURRENT OPERATIVE DISTRICT PLAN

Current Character Areas in the Operative Plan as noted in the Residential Chapter, Appendix 1



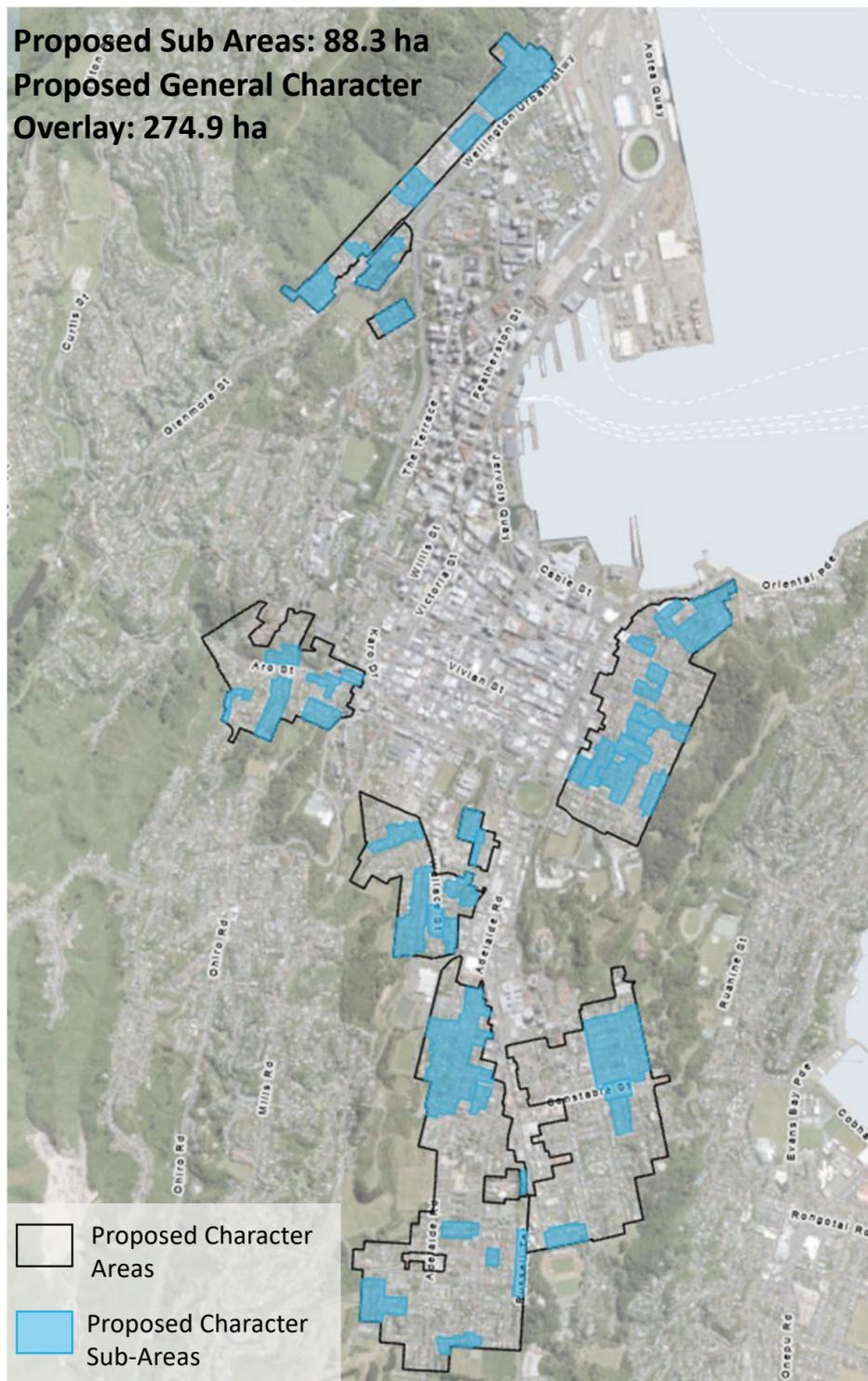
2

DRAFT SPATIAL PLAN

Character Areas and Character Sub-Areas proposed in the Draft Spatial Plan

CHARACTER AREA	OPERATIVE DISTRICT PLAN Current Area (ha)	DRAFT SPATIAL PLAN Sub Areas (ha)	% Removed
Thorndon	44.0	18.2	58.5%
Mt Victoria	49.8	18.9	62.1%
Mt Cook	26.4	11.2	57.6%
Newtown	93.9	25.2	73.2%
Berhampore	47.6	7.4	84.5%
Aro Valley	27.6	7.5	73.0%
Holloway Road	12.3	0.0	100%
The Terrace	5.6	0.0	100%
Kelburn	0.0	0.0	<i>Area under further investigation at time of Draft Spatial Plan</i>
TOTAL	307.1	88.3	71.2%

Key Changes - Character Precincts



2

DRAFT SPATIAL PLAN

Character Areas and Character Sub-Areas proposed in the Draft Spatial Plan



3

SPATIAL PLAN (FINAL)

Character Precincts proposed for the Final Spatial Plan and Draft District Plan

Difference between Draft Spatial Plan and Spatial Plan (Final) :

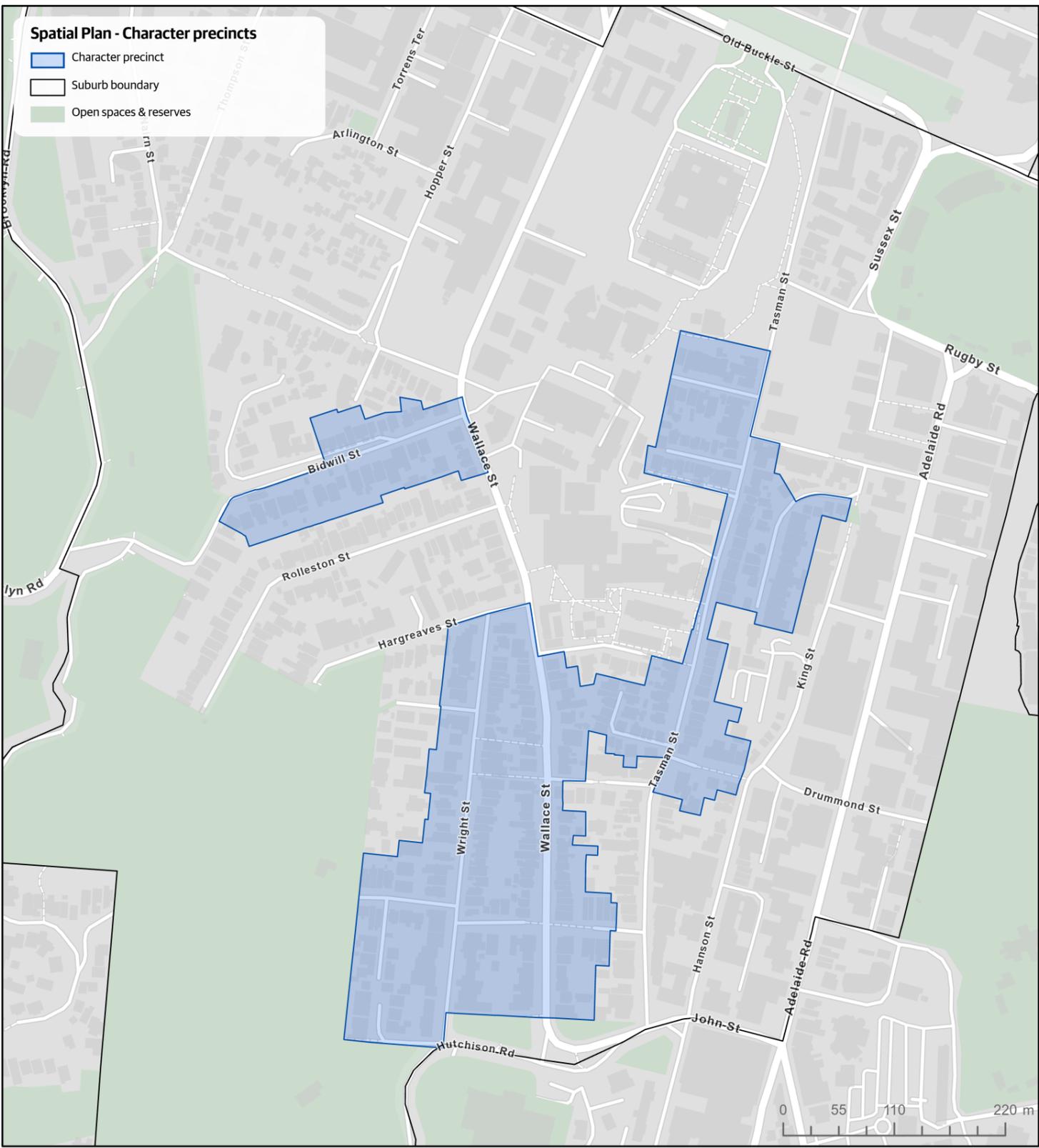
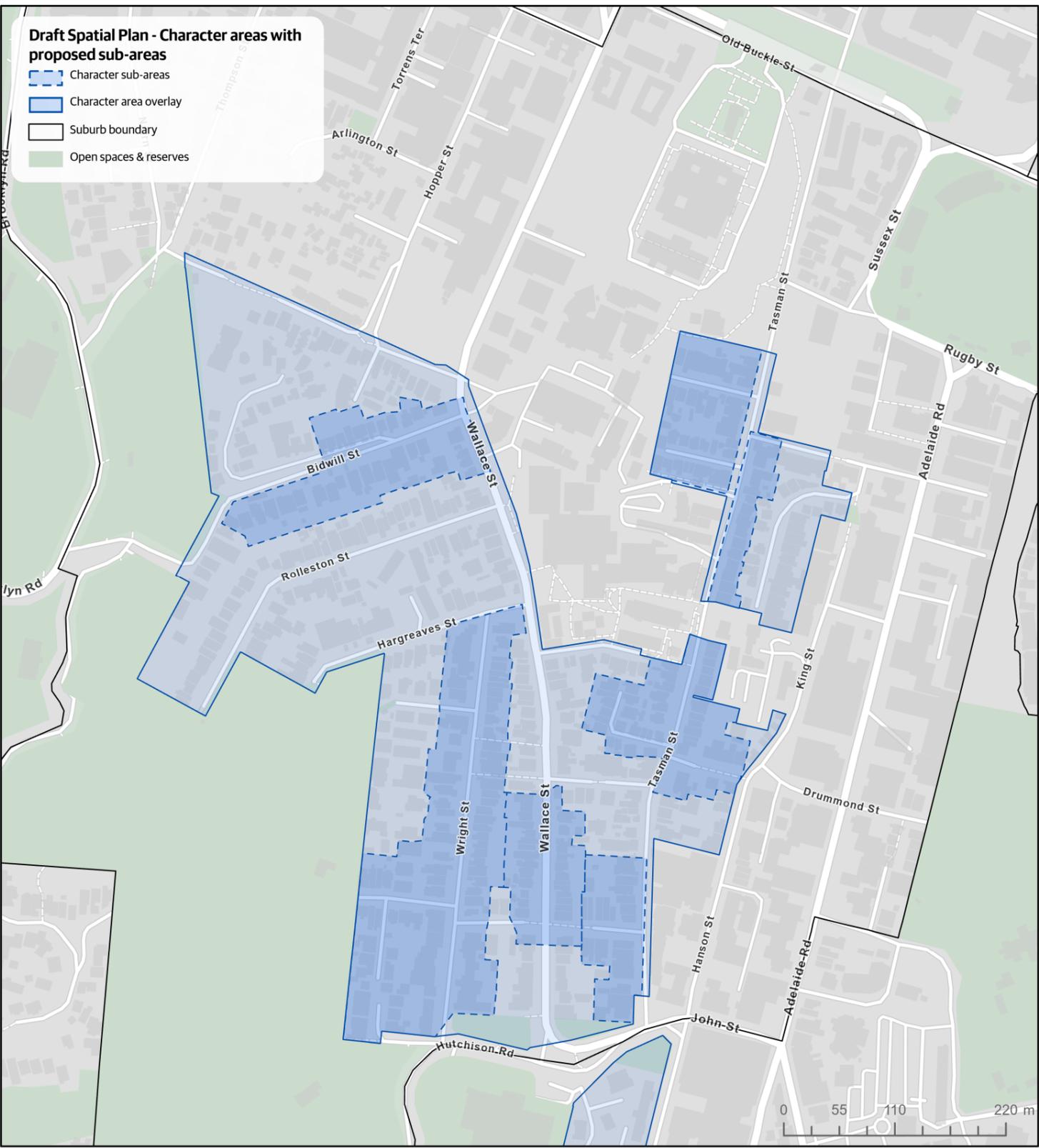
- **Total area with character protections: 127.3 ha** (69.4% increase from the draft spatial plan proposed character sub-areas)
- **Proposed Character Area Overlay Removed: 147.6ha** (53.7% of proposed character area overlay from the draft spatial plan)
- **By removing the proposed character area overlay, we are making an additional 147.6ha of land available for up to 6 storey development**

CHARACTER AREA	DRAFT SPATIAL PLAN Sub Areas (ha)	SPATIAL PLAN (FINAL) Proposed Area (ha)	% Added
Thorndon	18.2	20.9	14.4%
Mt Victoria	18.9	25.9	37.0%
Mt Cook	11.2	12.8	14.8%
Newtown	25.2	37.7	49.5%
Berhampore	7.4	18.9	155.2%
Aro Valley	7.5	8.4	12.8%
Holloway Road	0.0	0.6	<i>Adding a portion of the area back proposed</i>
The Terrace	0.0	0.0	<i>Removing area entirely proposed</i>
Kelburn	0.0	2.2	<i>Adding new area proposed</i>
TOTAL	88.3	127.3	44.1%

Total Difference
Operative District Plan to Spatial Plan (Final):
Areas reduced by **58.6%** (179.8ha)

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Integrated land use and transport strategy



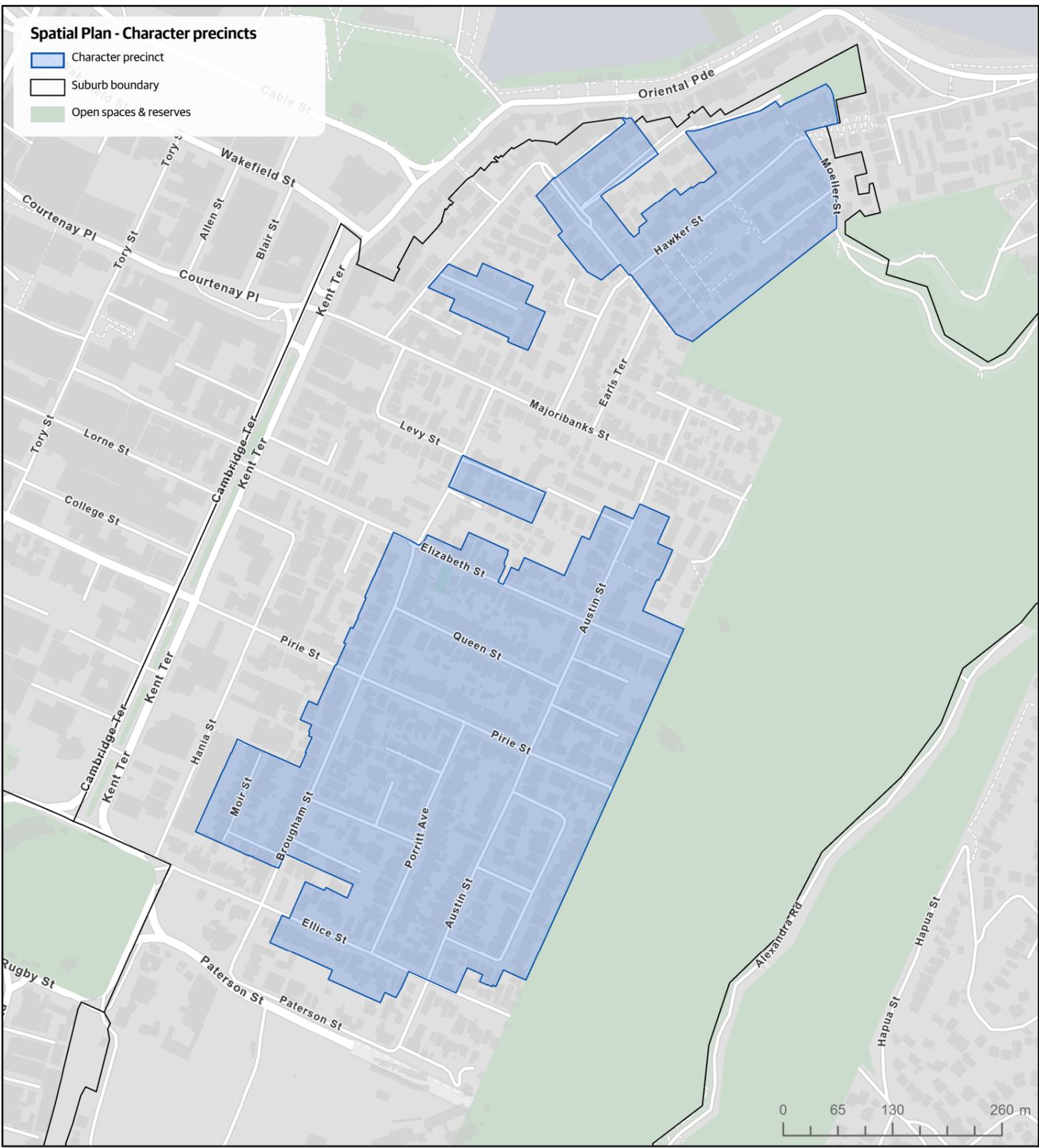
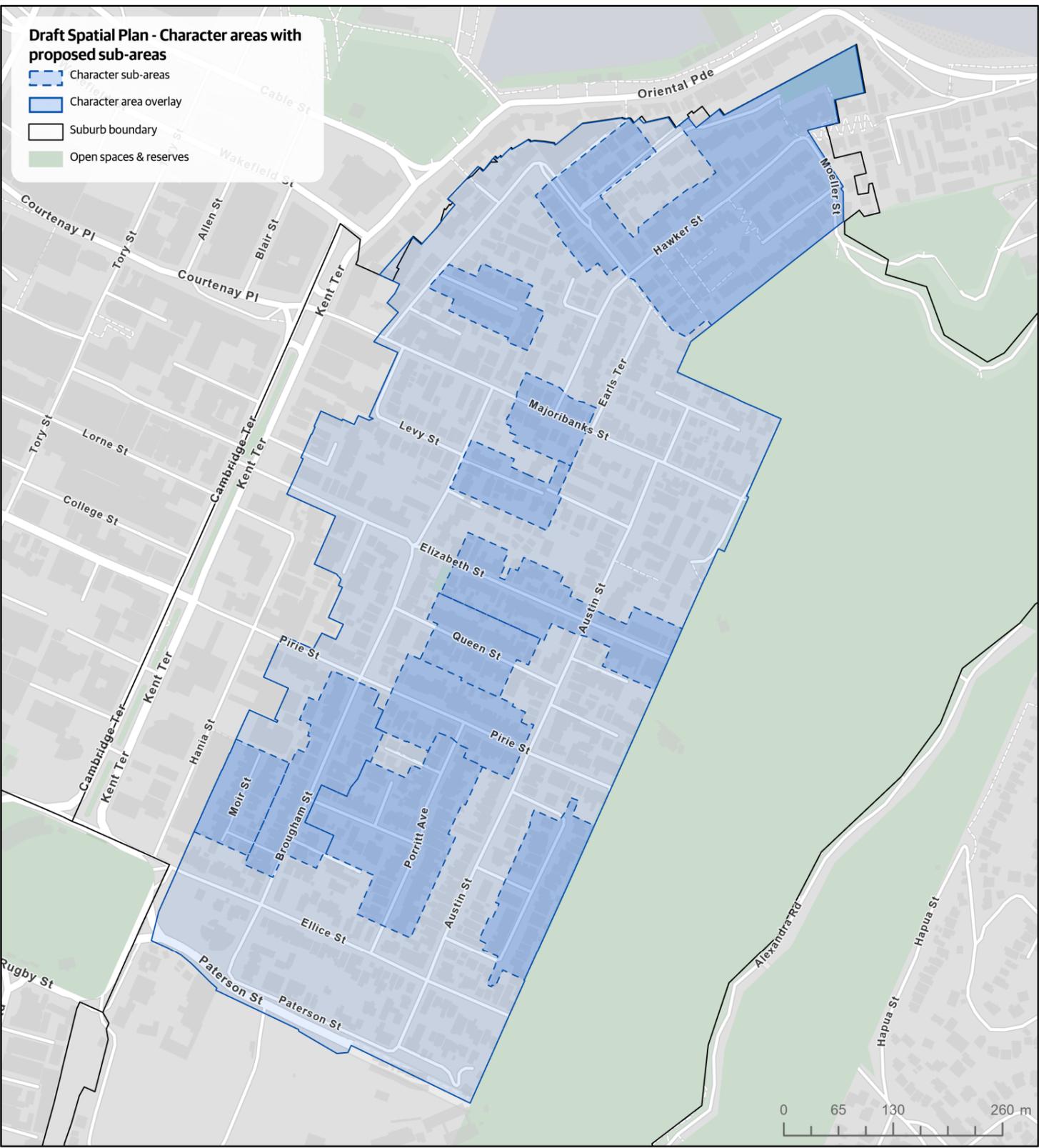
Character Precincts - Mount Cook

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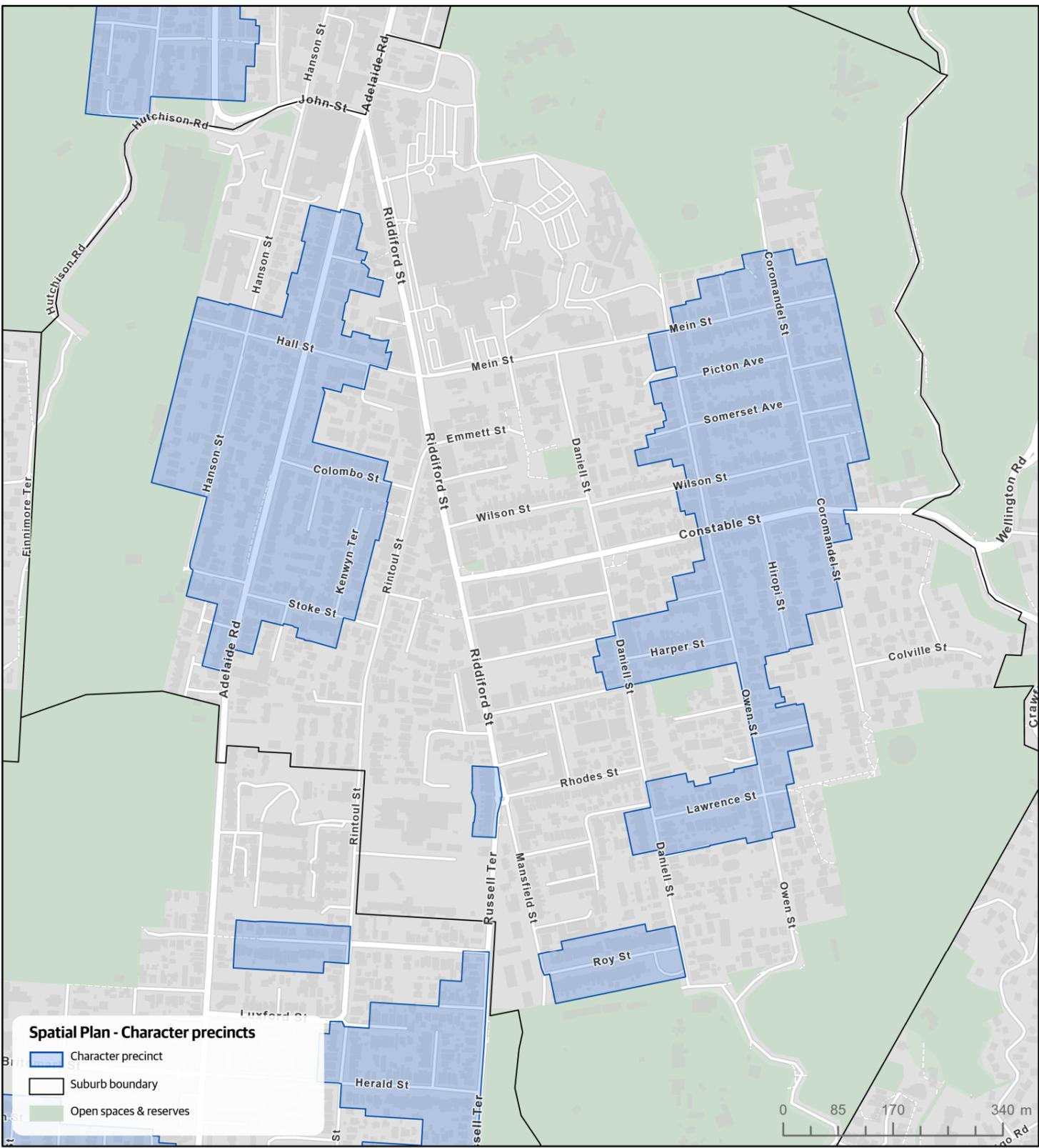
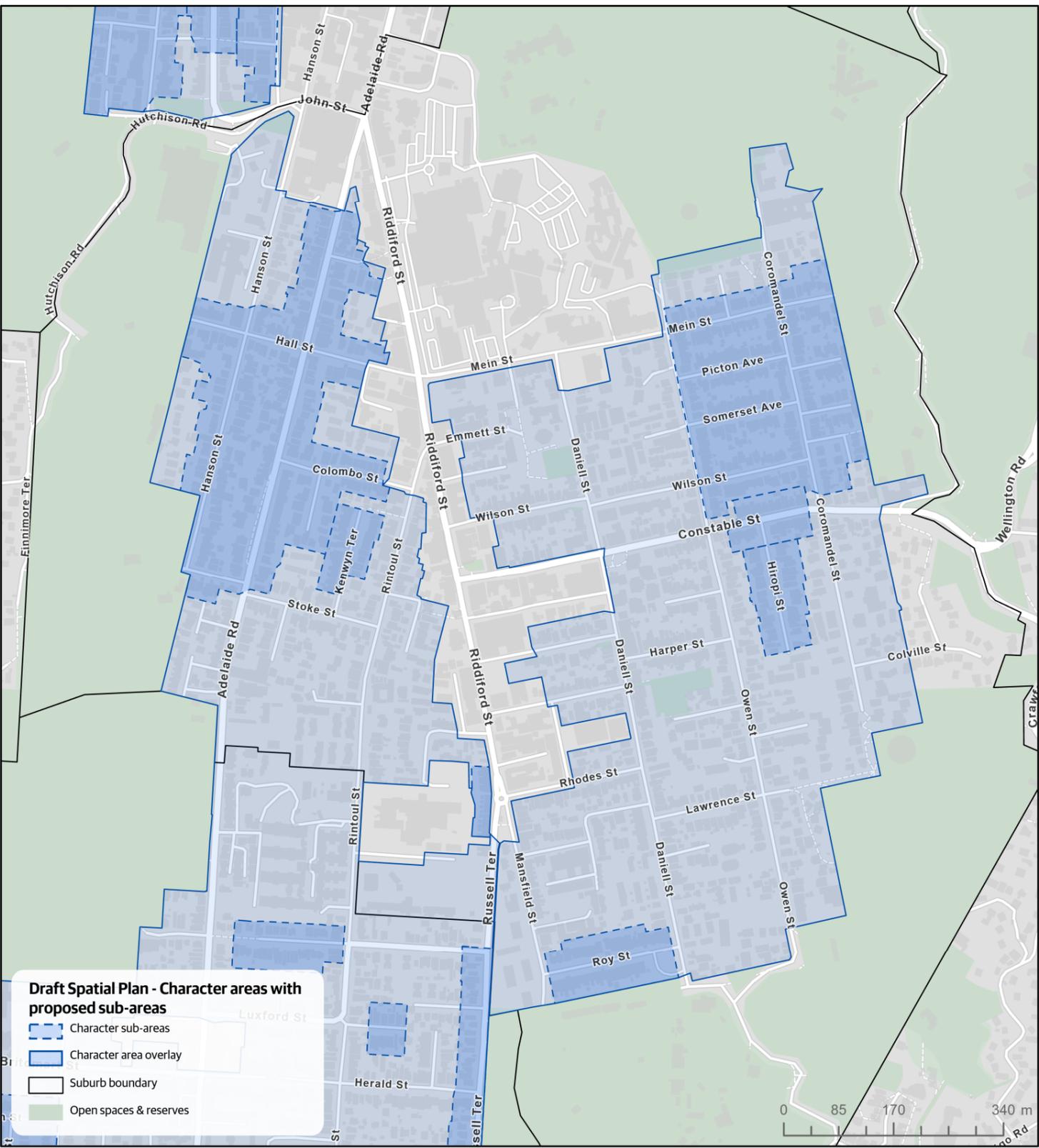
Character Precincts - Mount Victoria

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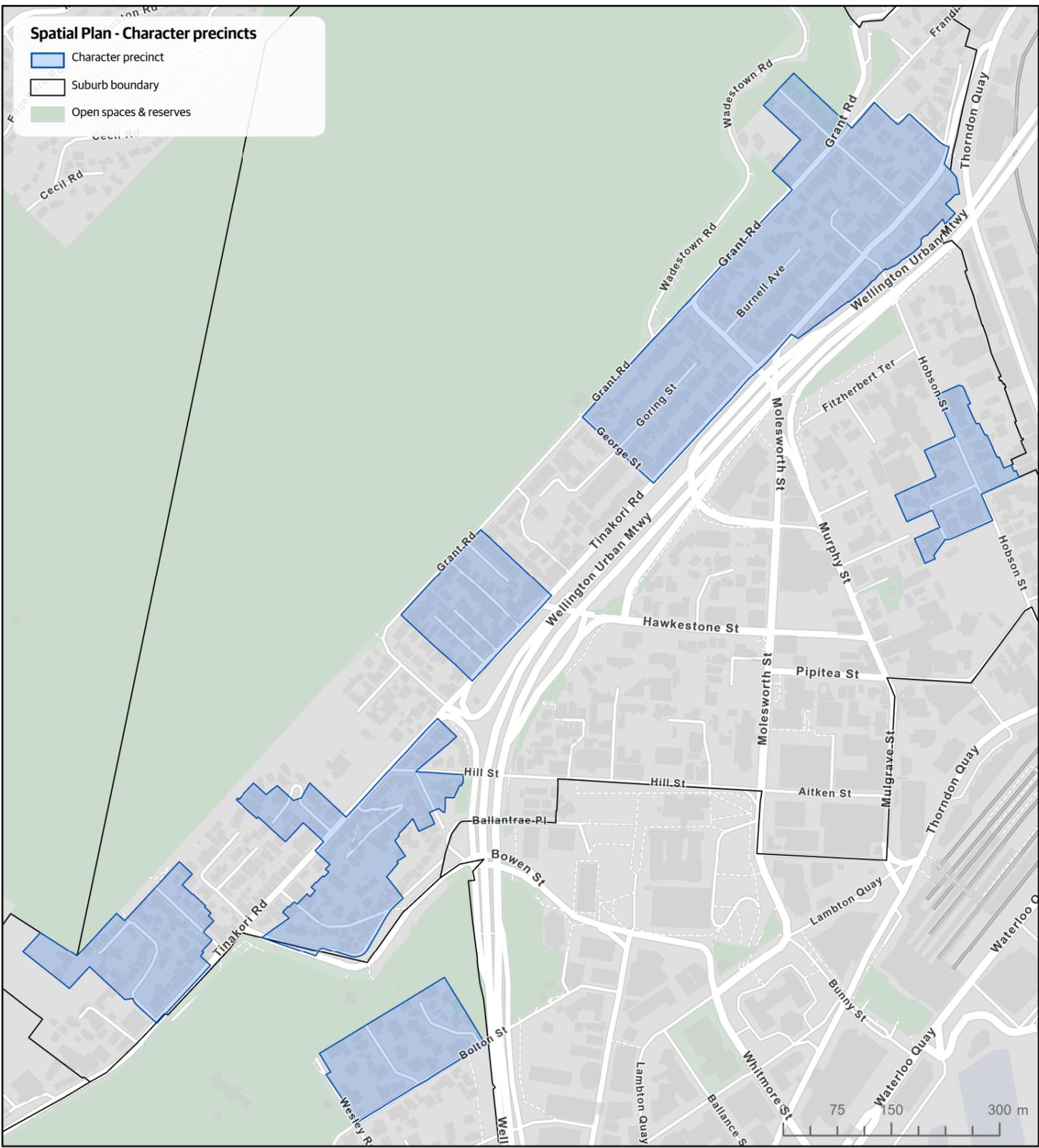
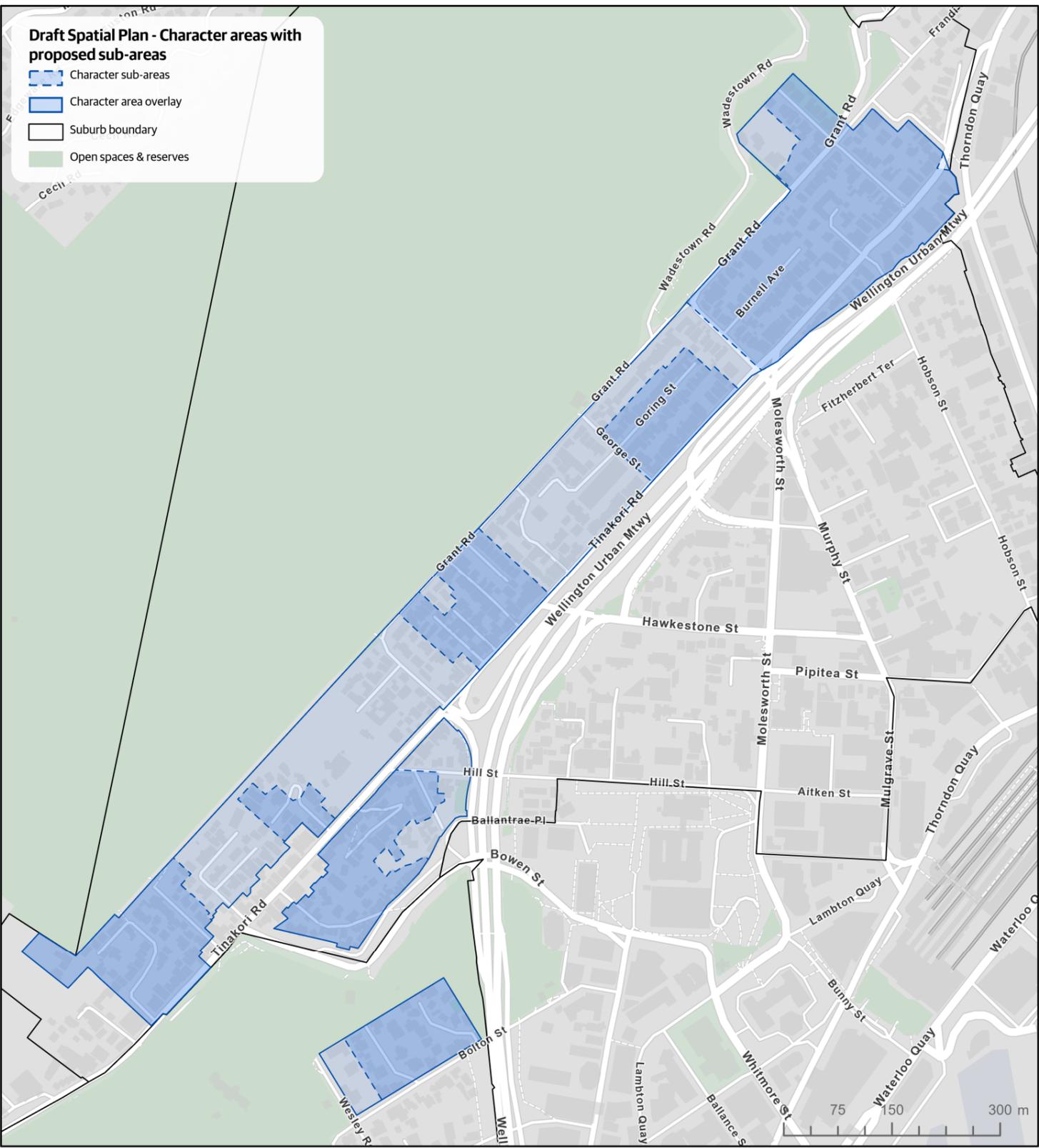
Character Precincts - Newtown

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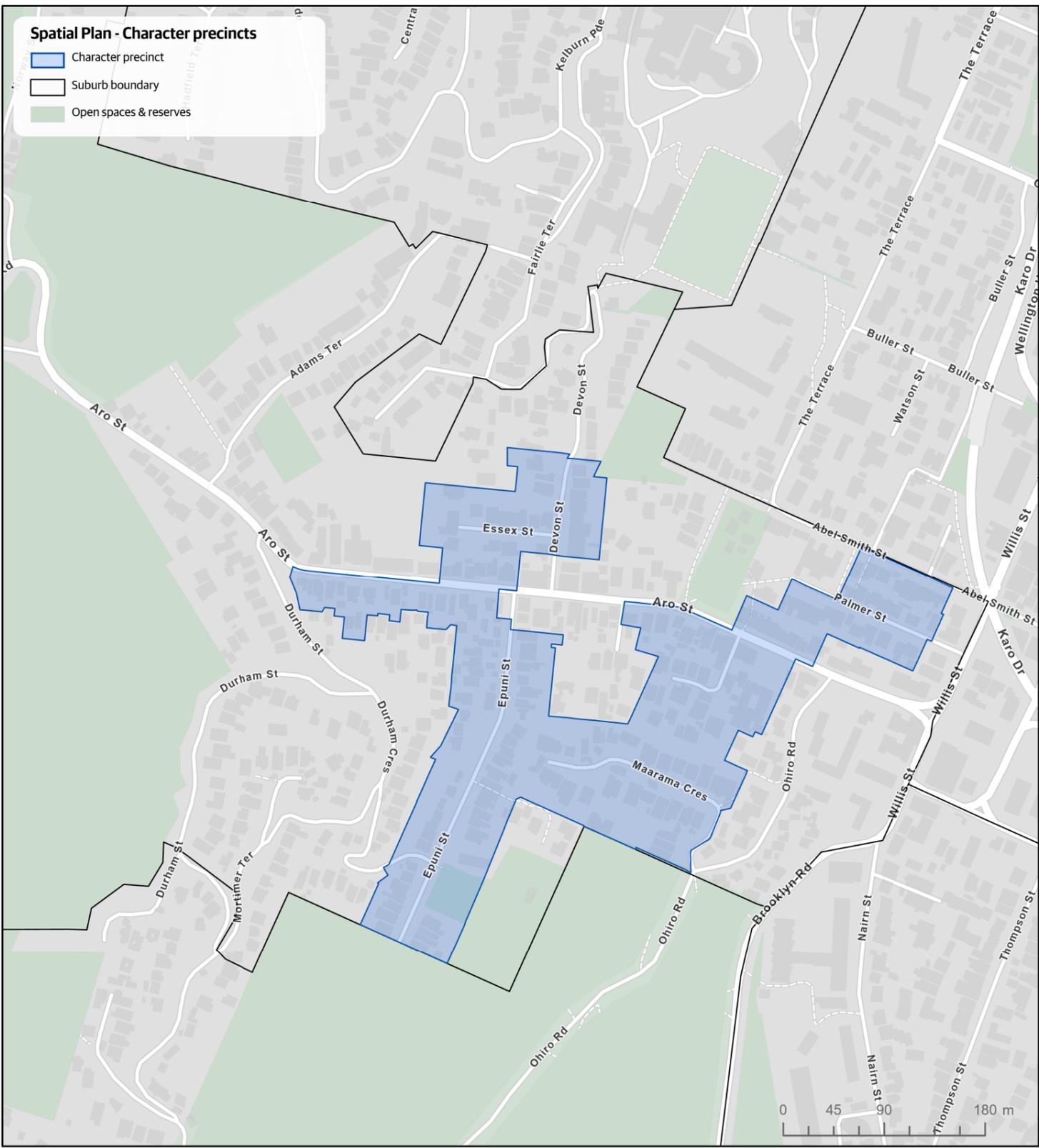
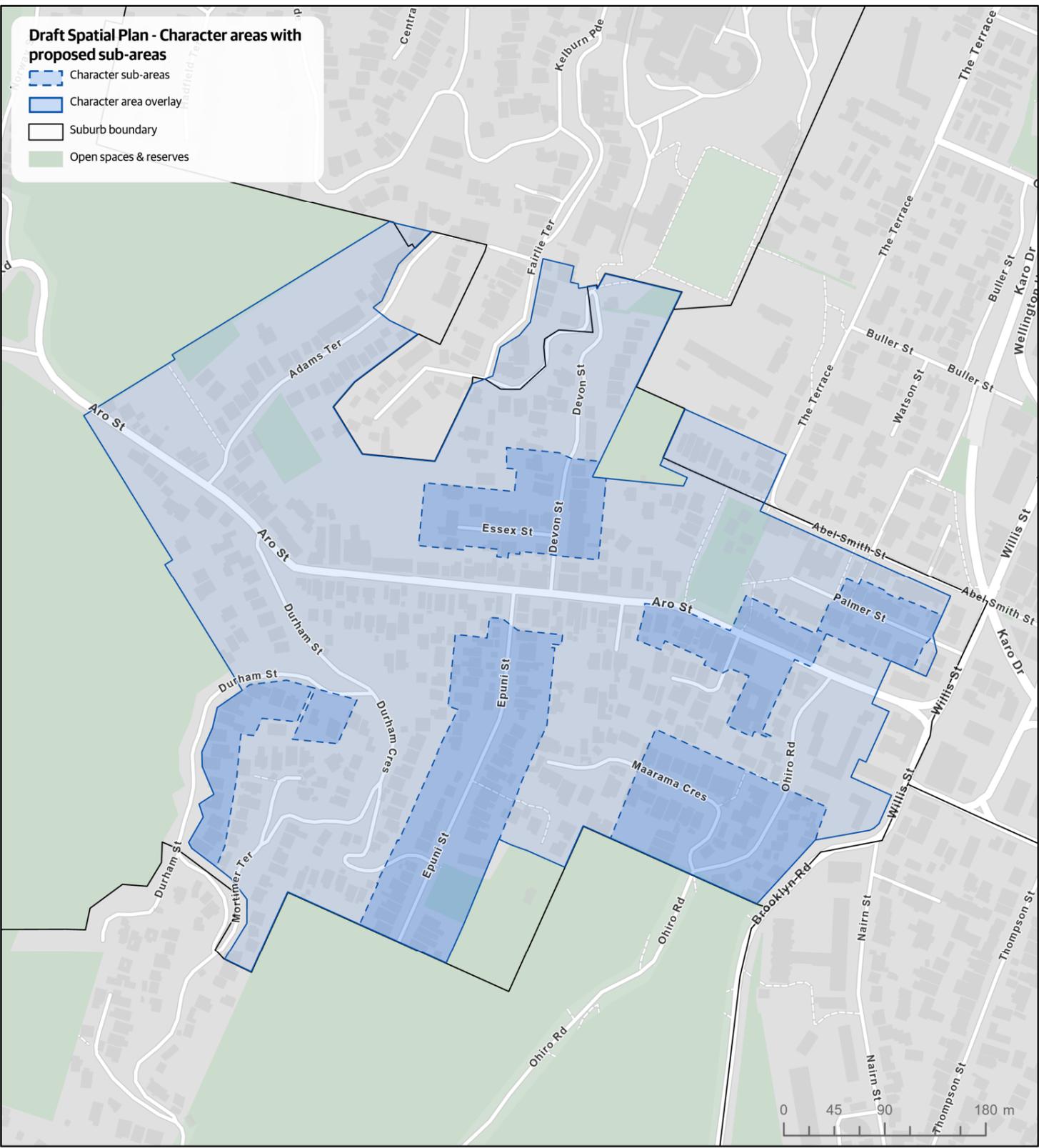
Character Precincts - Thorndon

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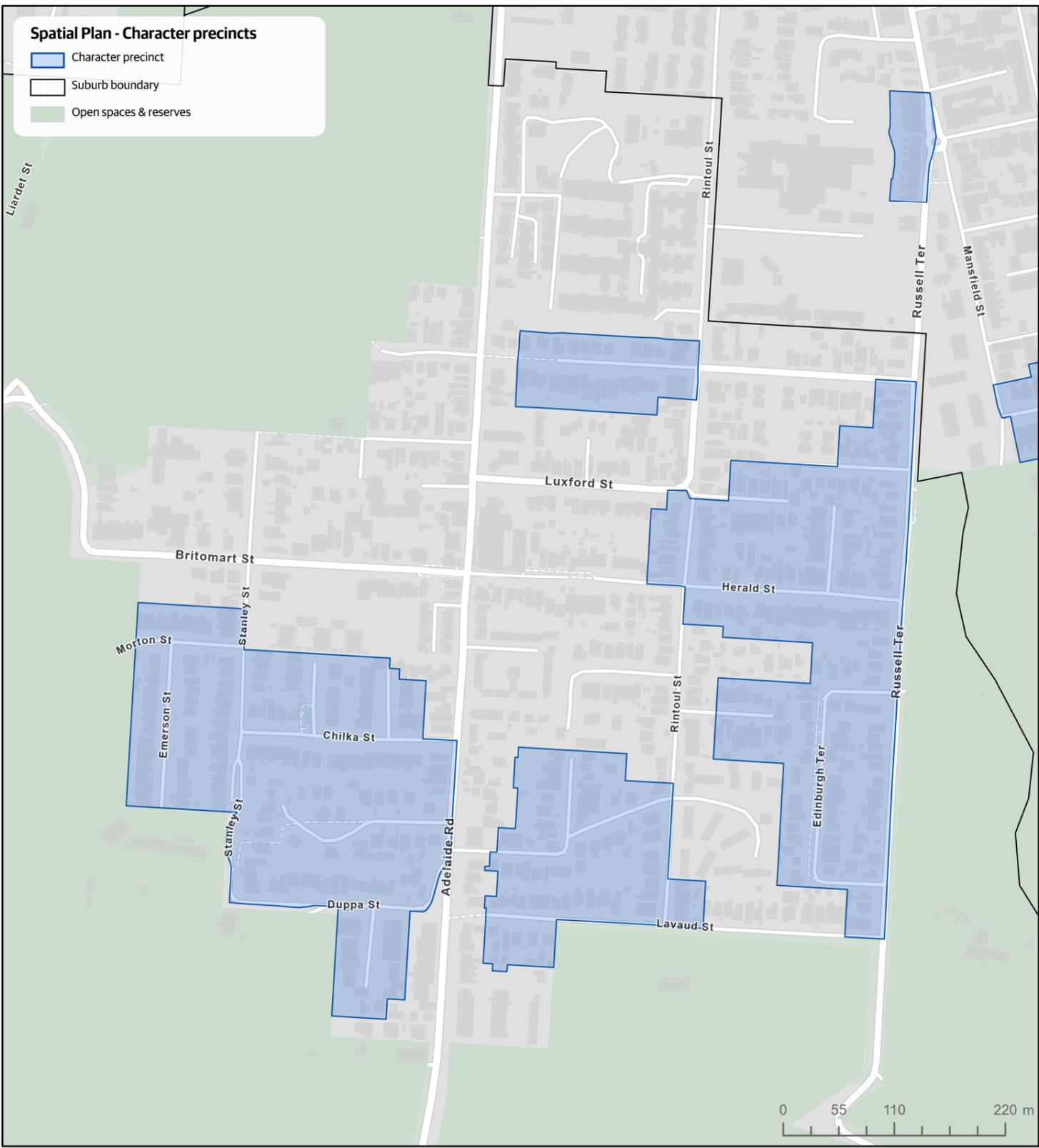
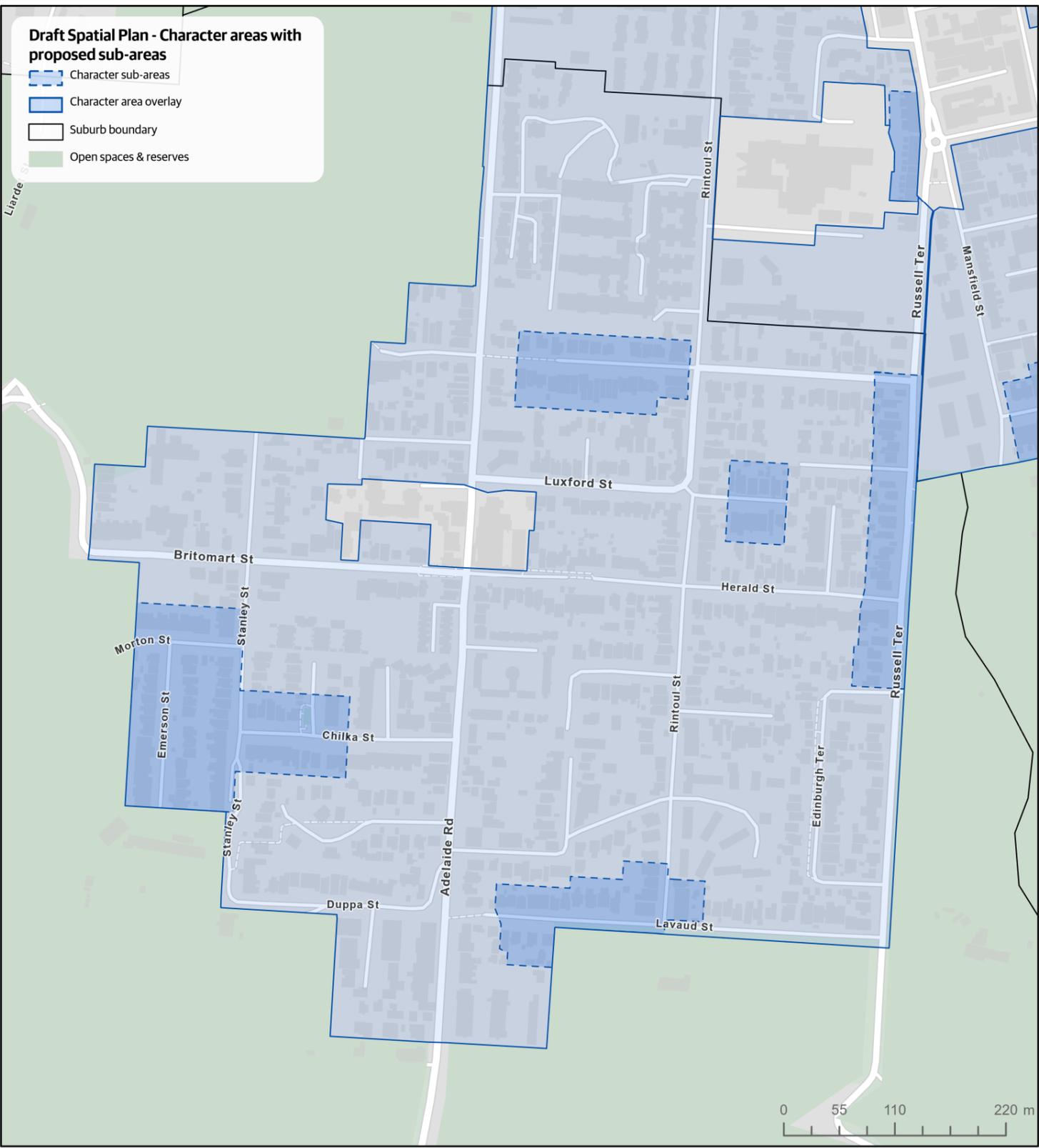
Character Precincts - Aro Valley

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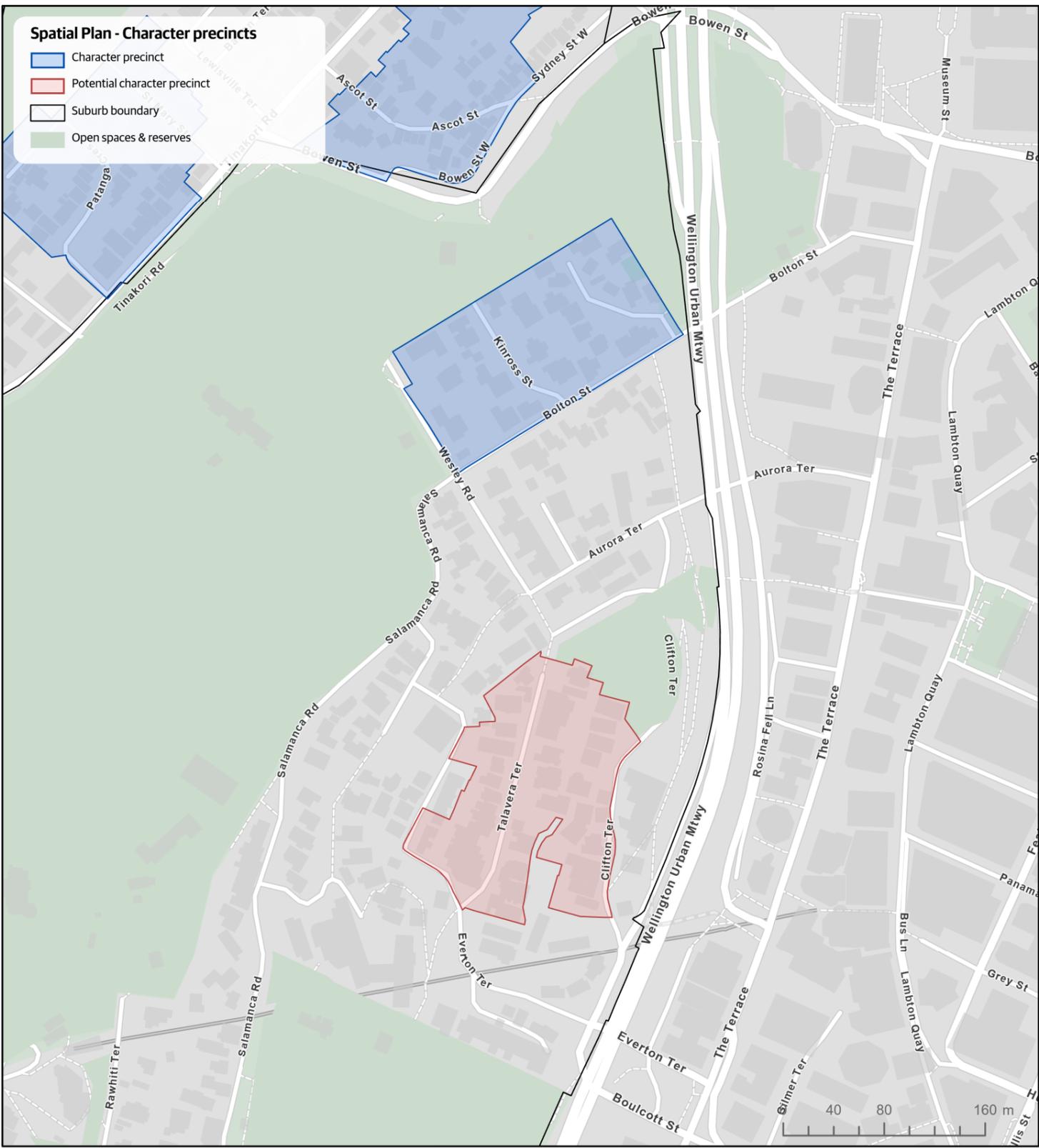
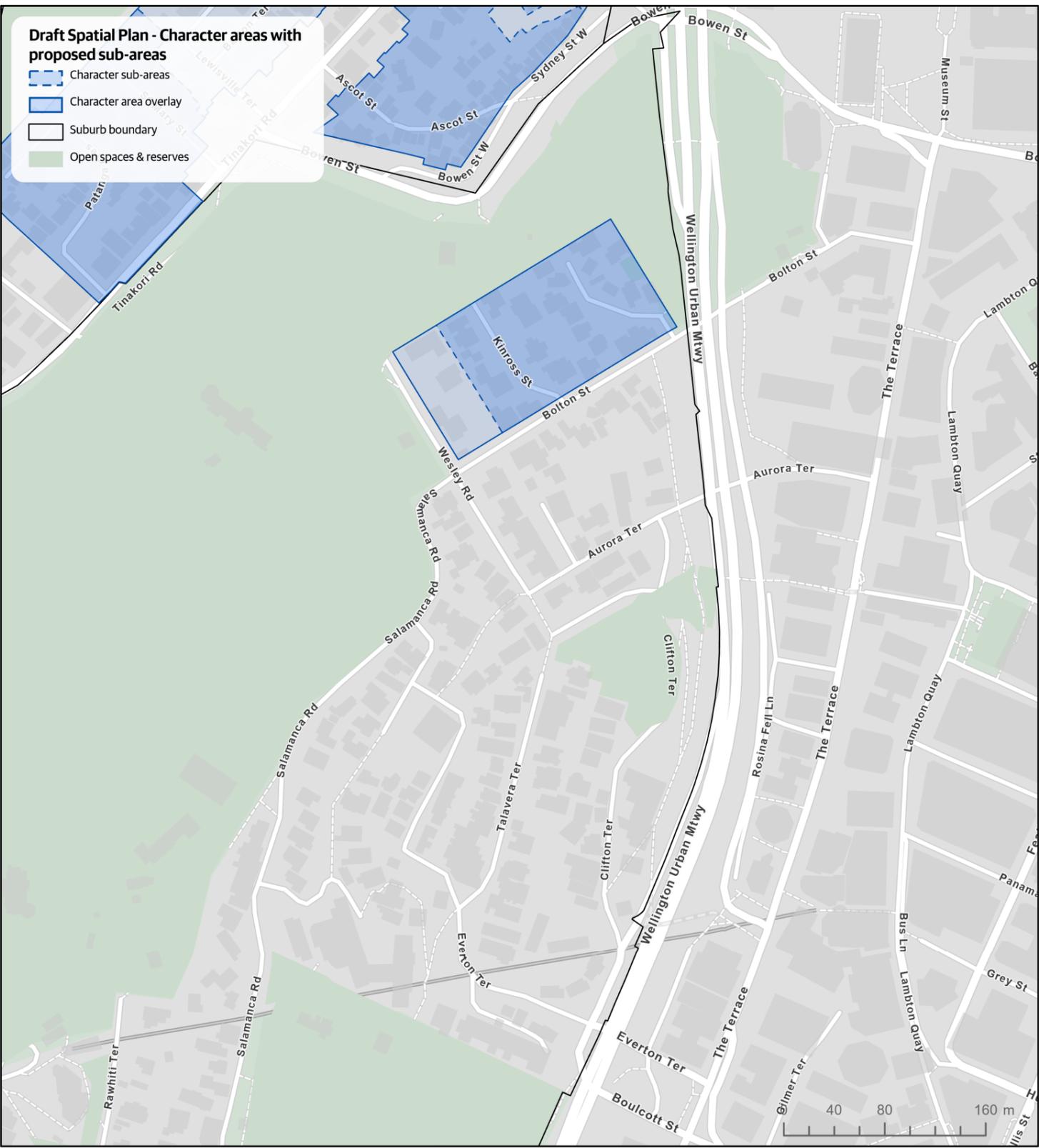
Character Precincts - Berhampore

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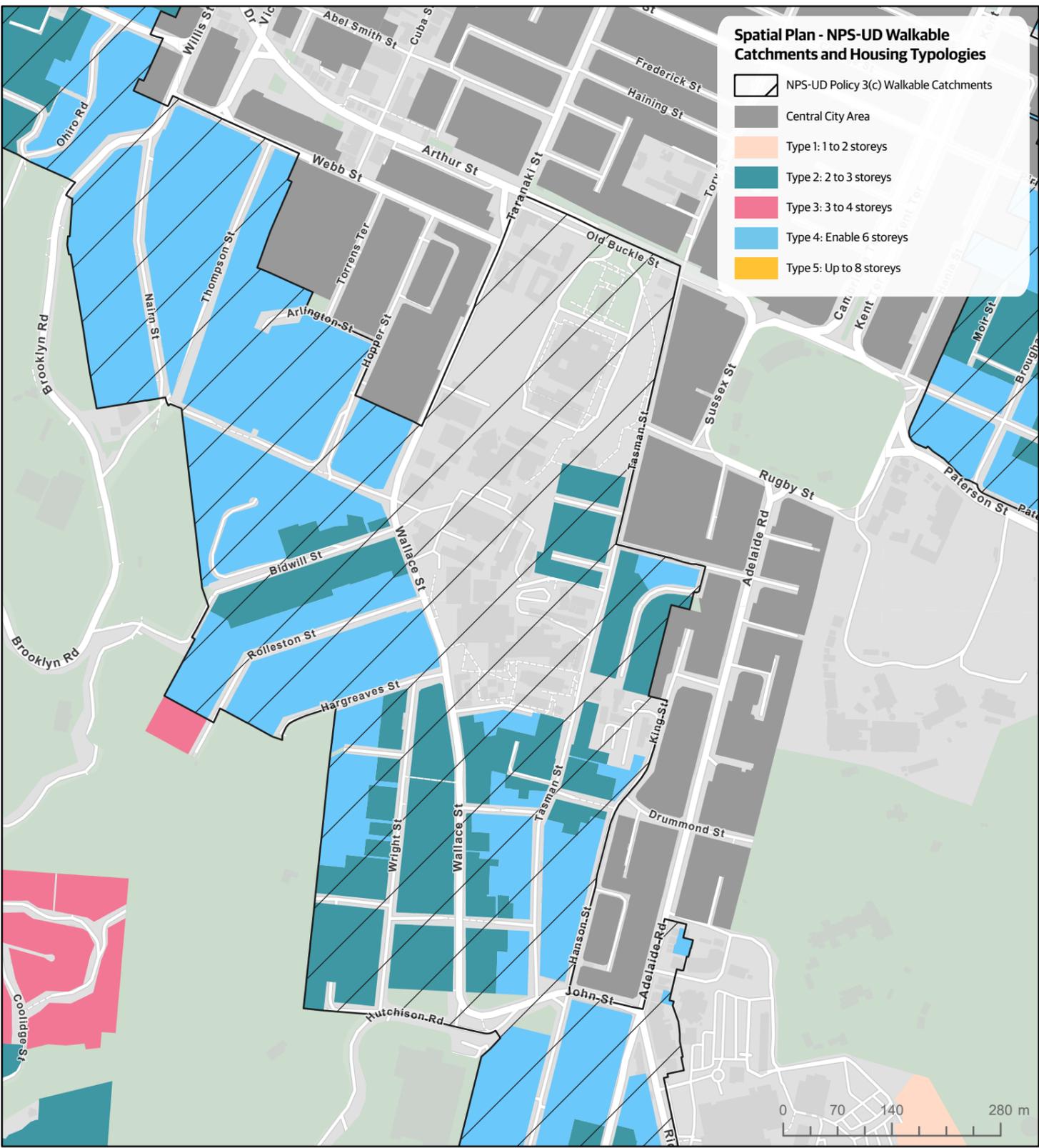
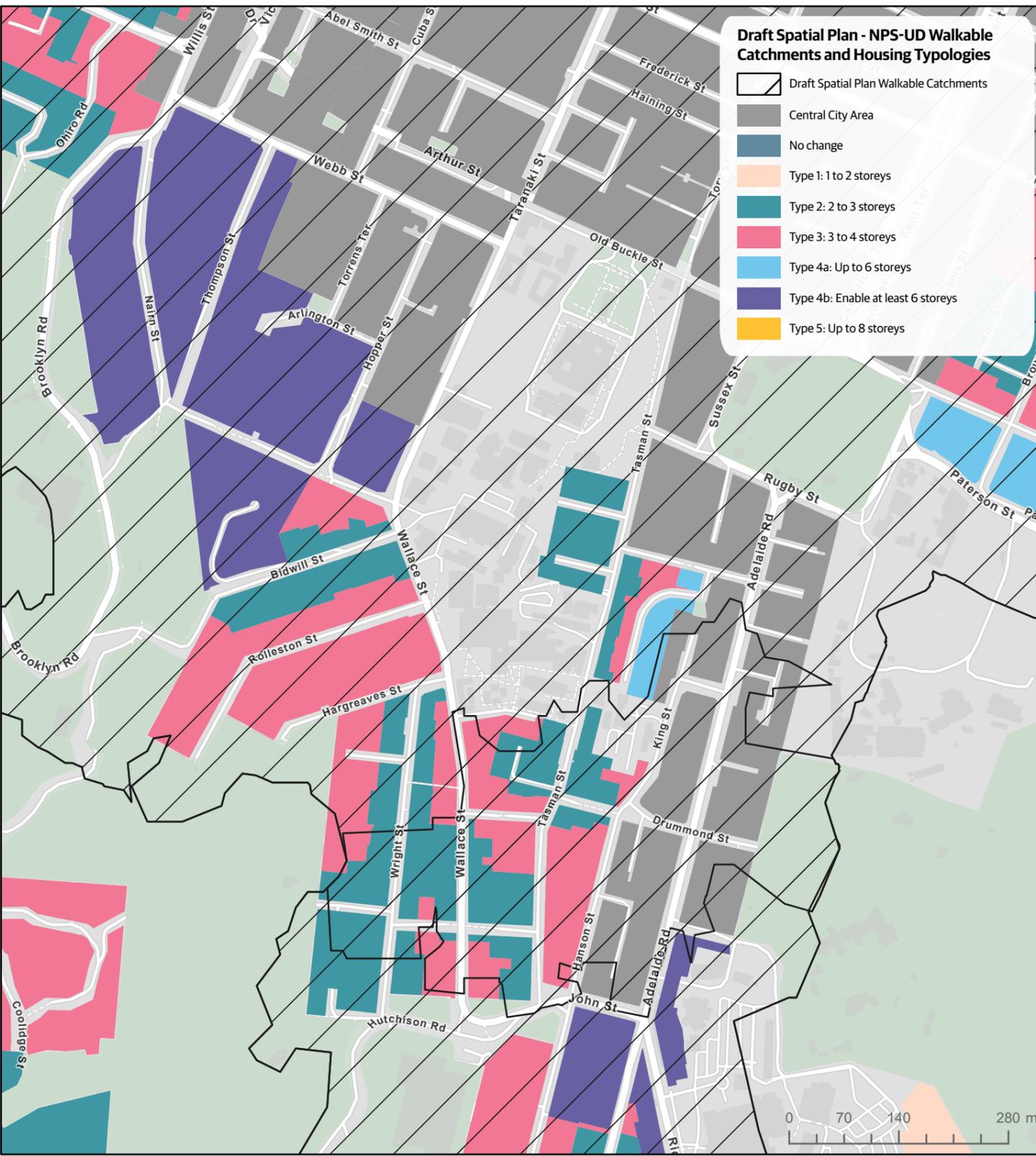
Character Precincts - Kelburn

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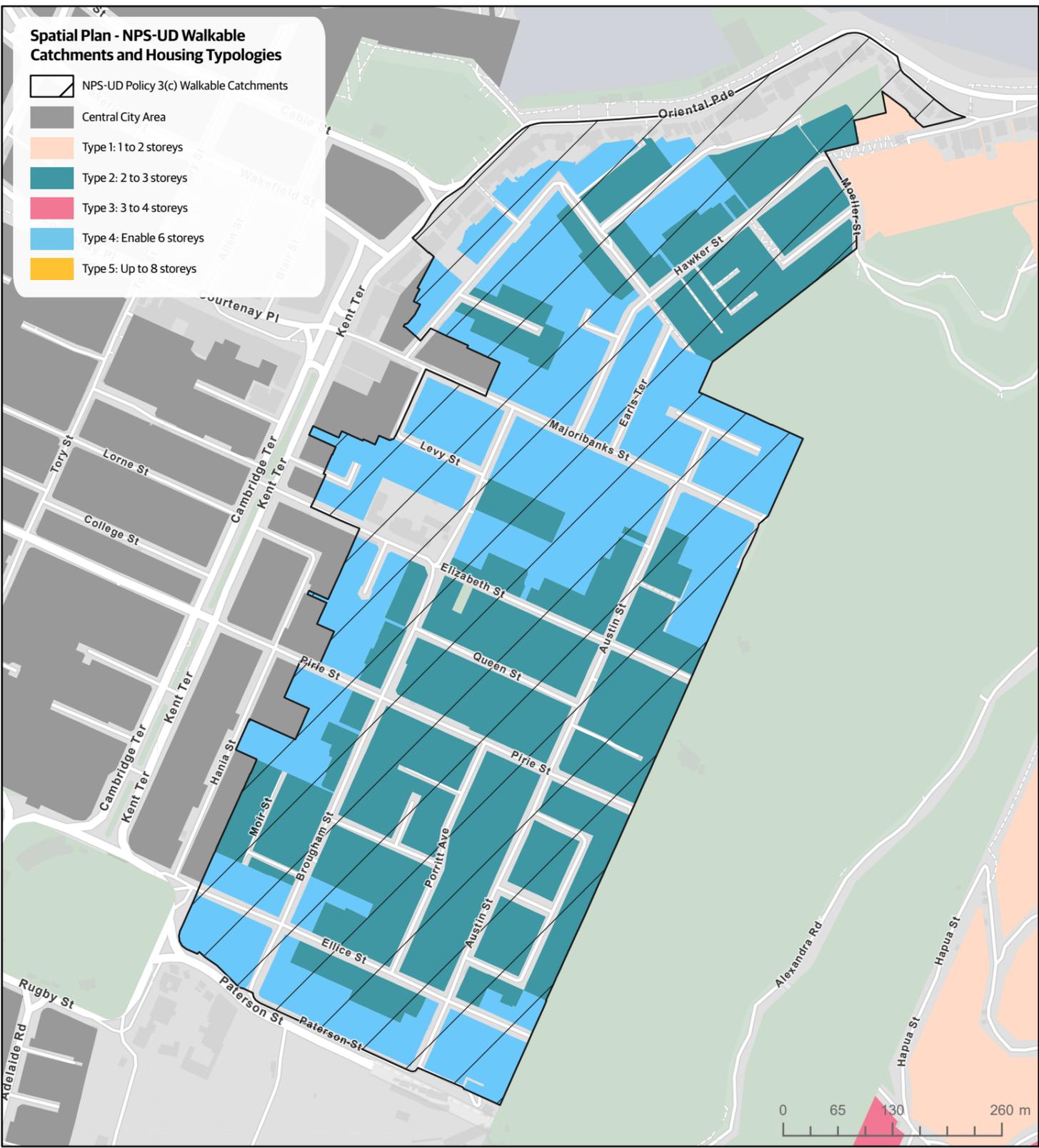
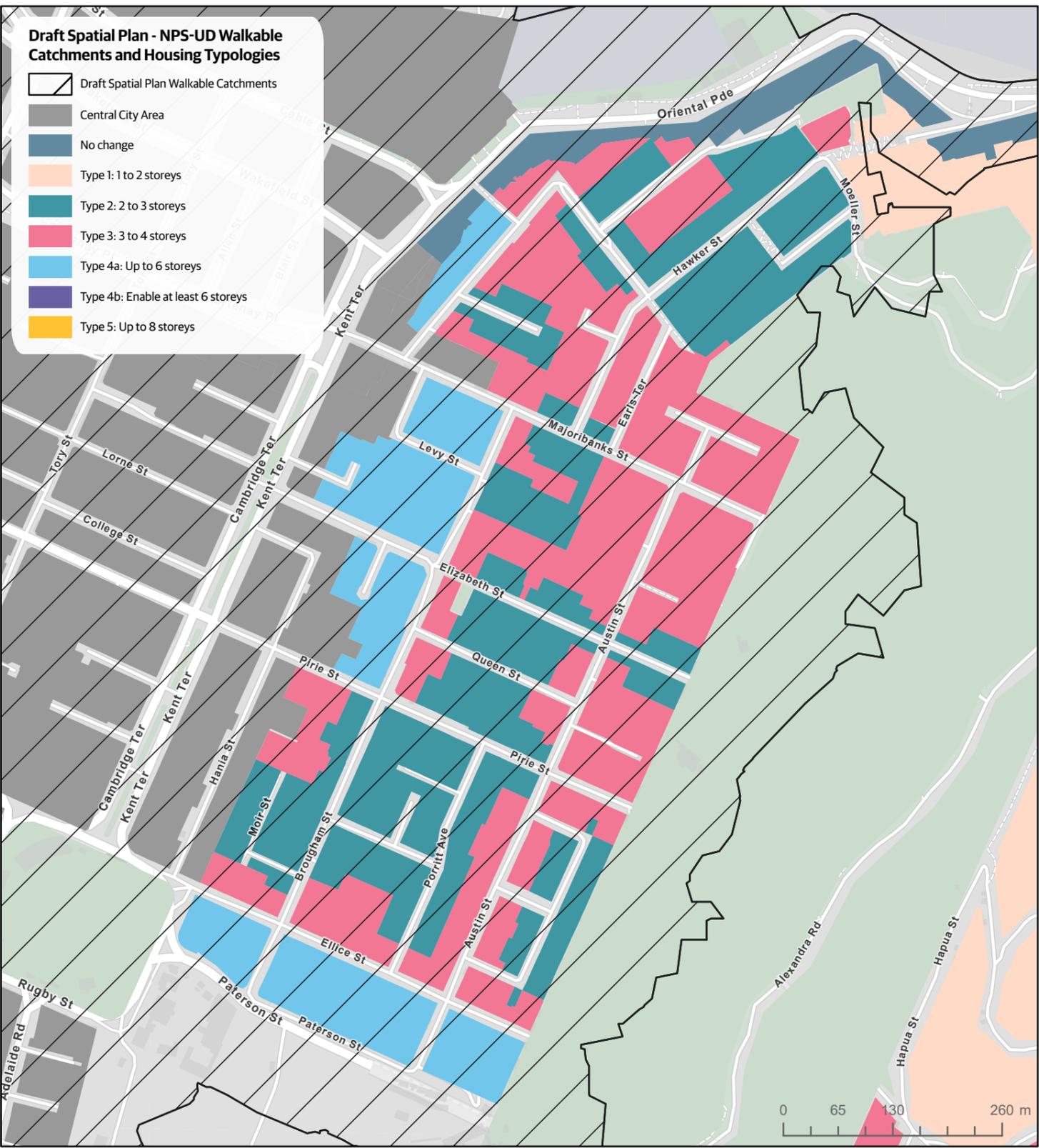
NPS-UD Policy 3(c) Walkable Catchments and Housing Typologies - Mount Cook

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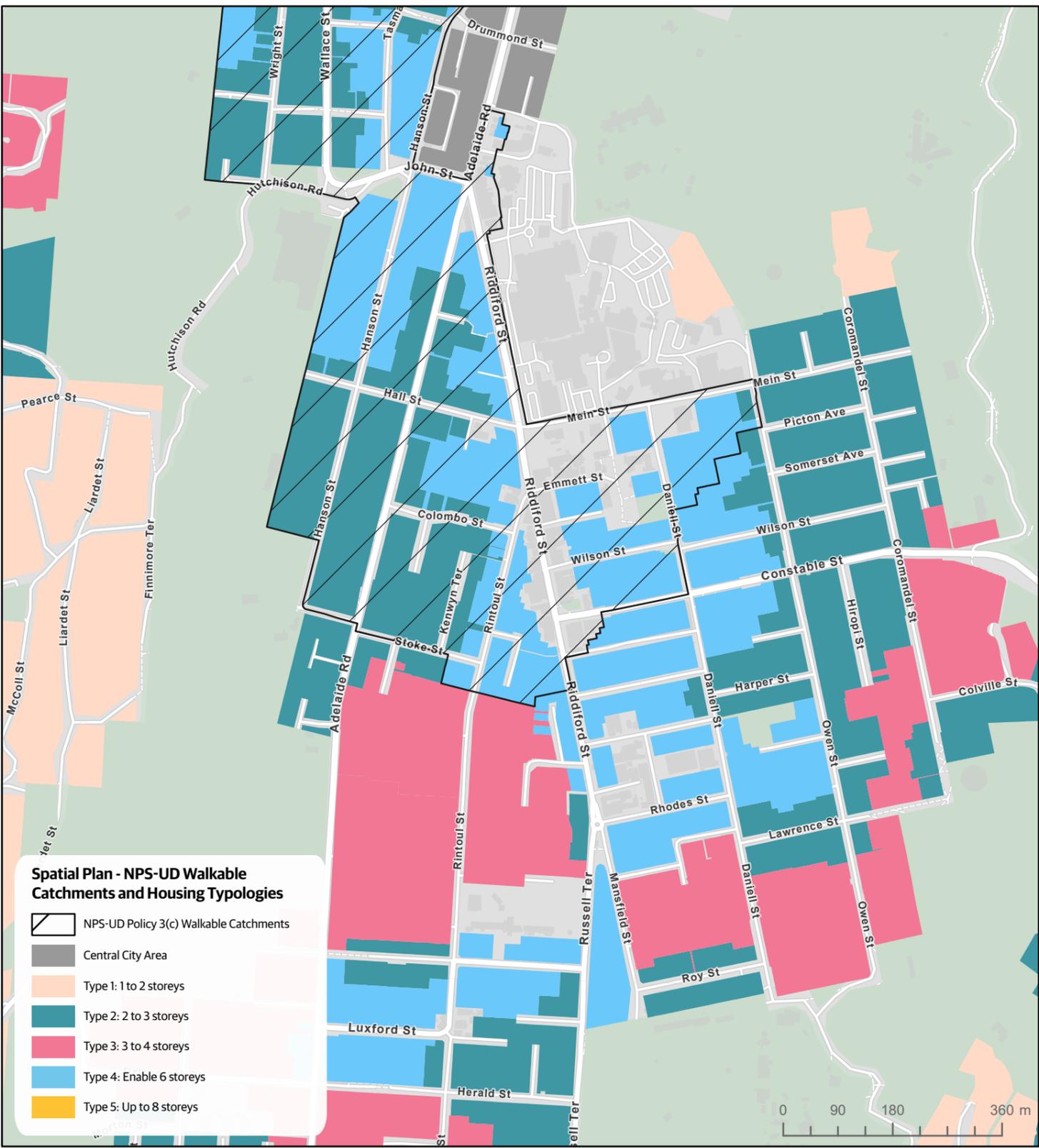
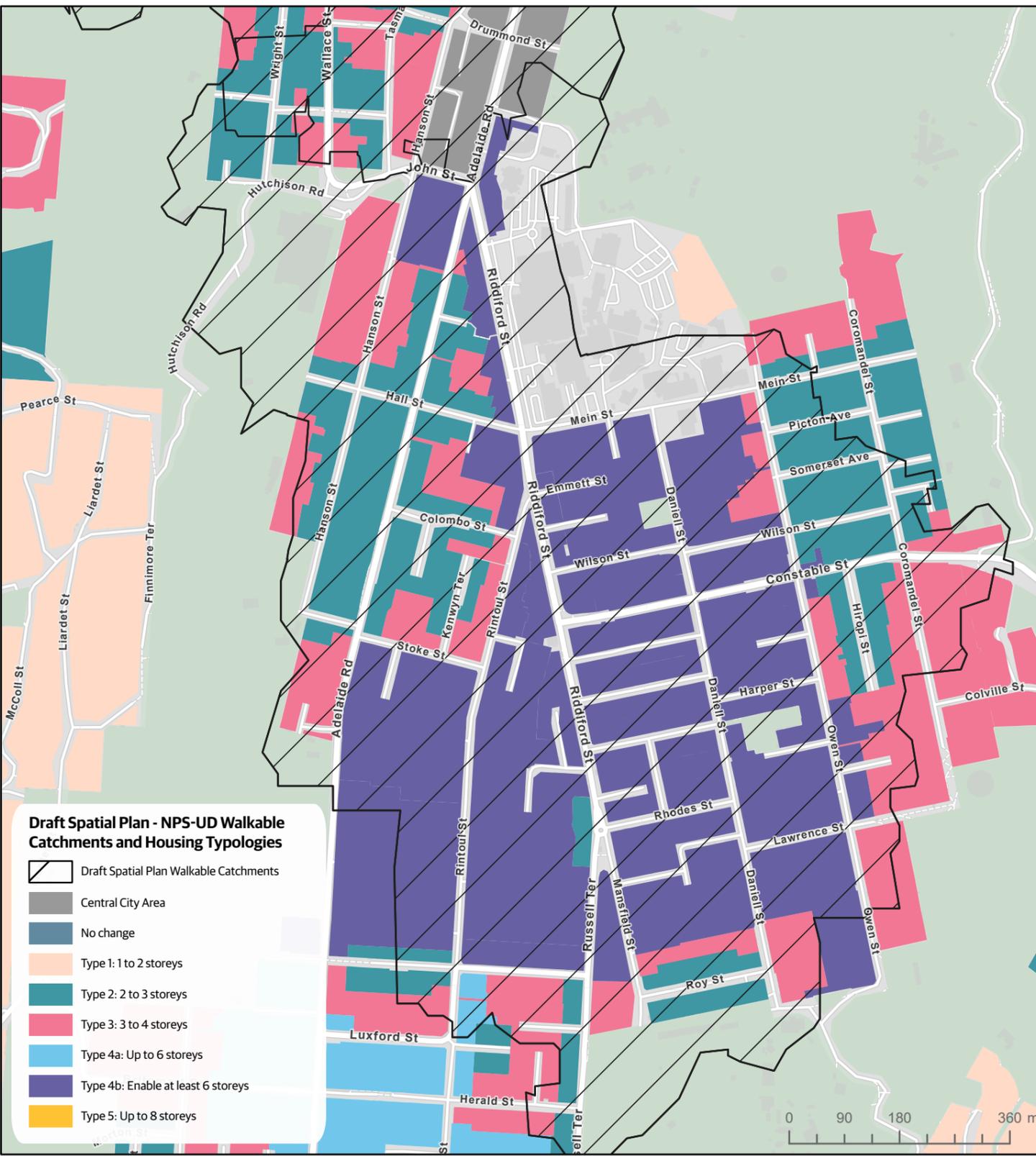
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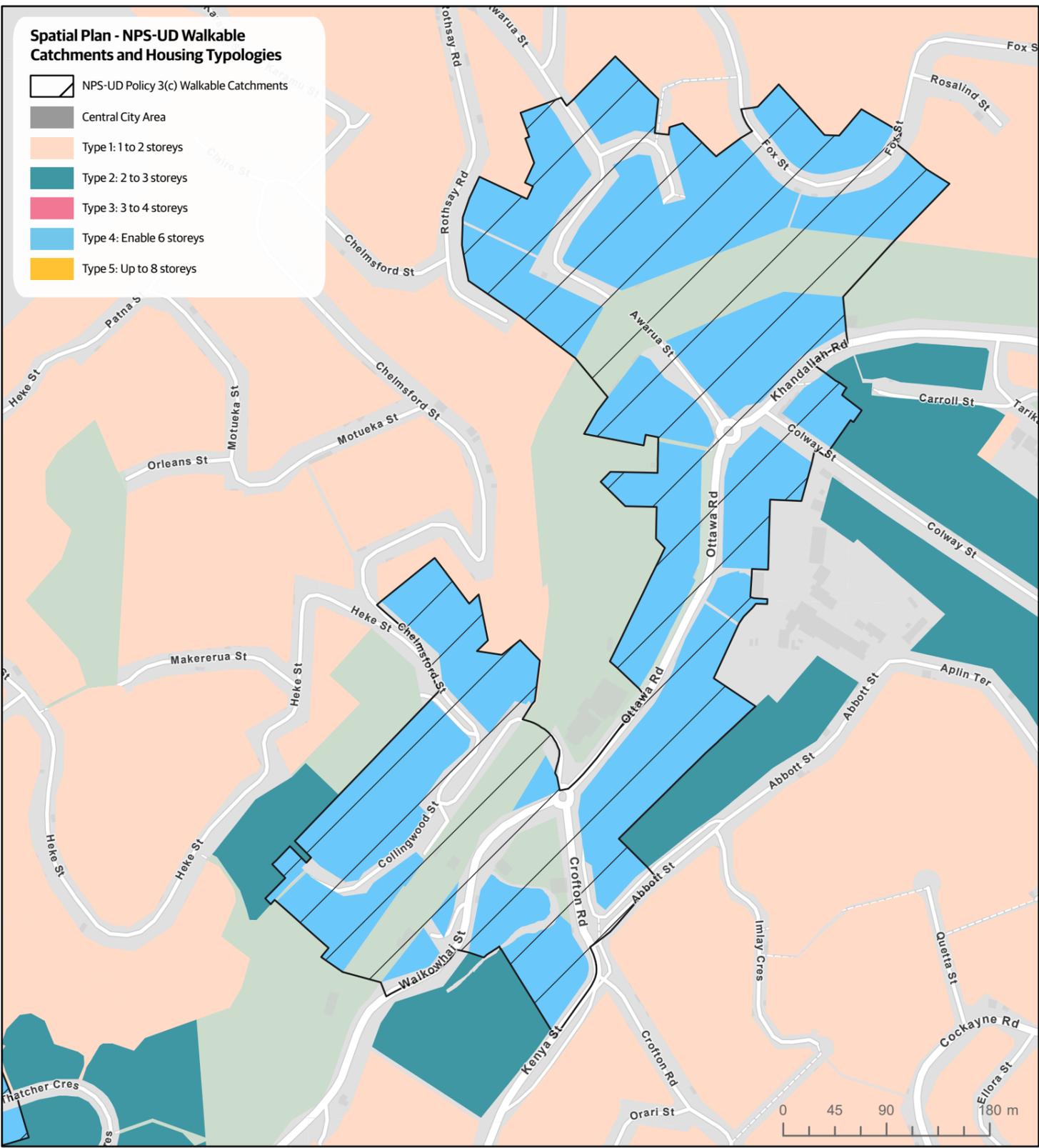
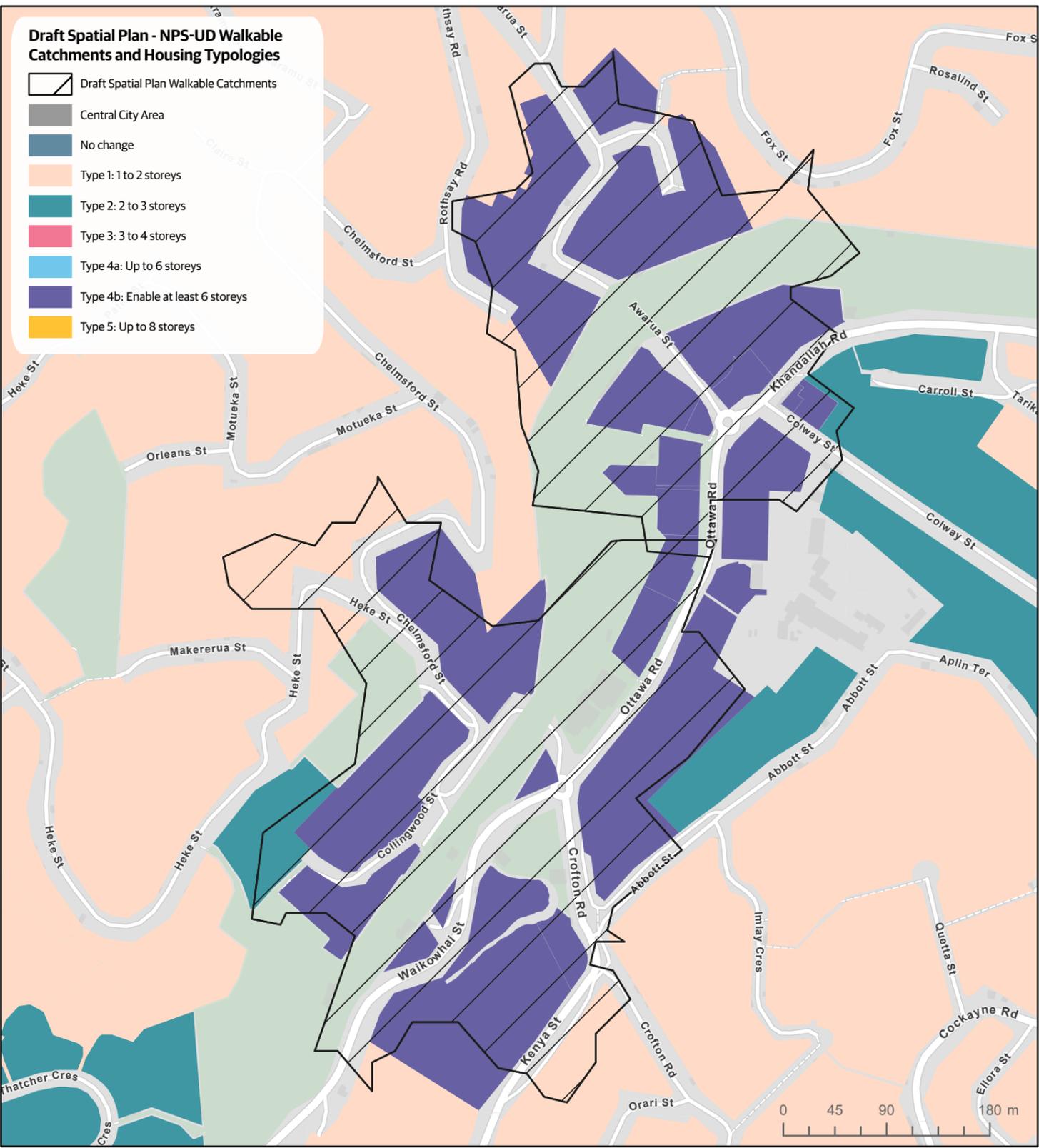
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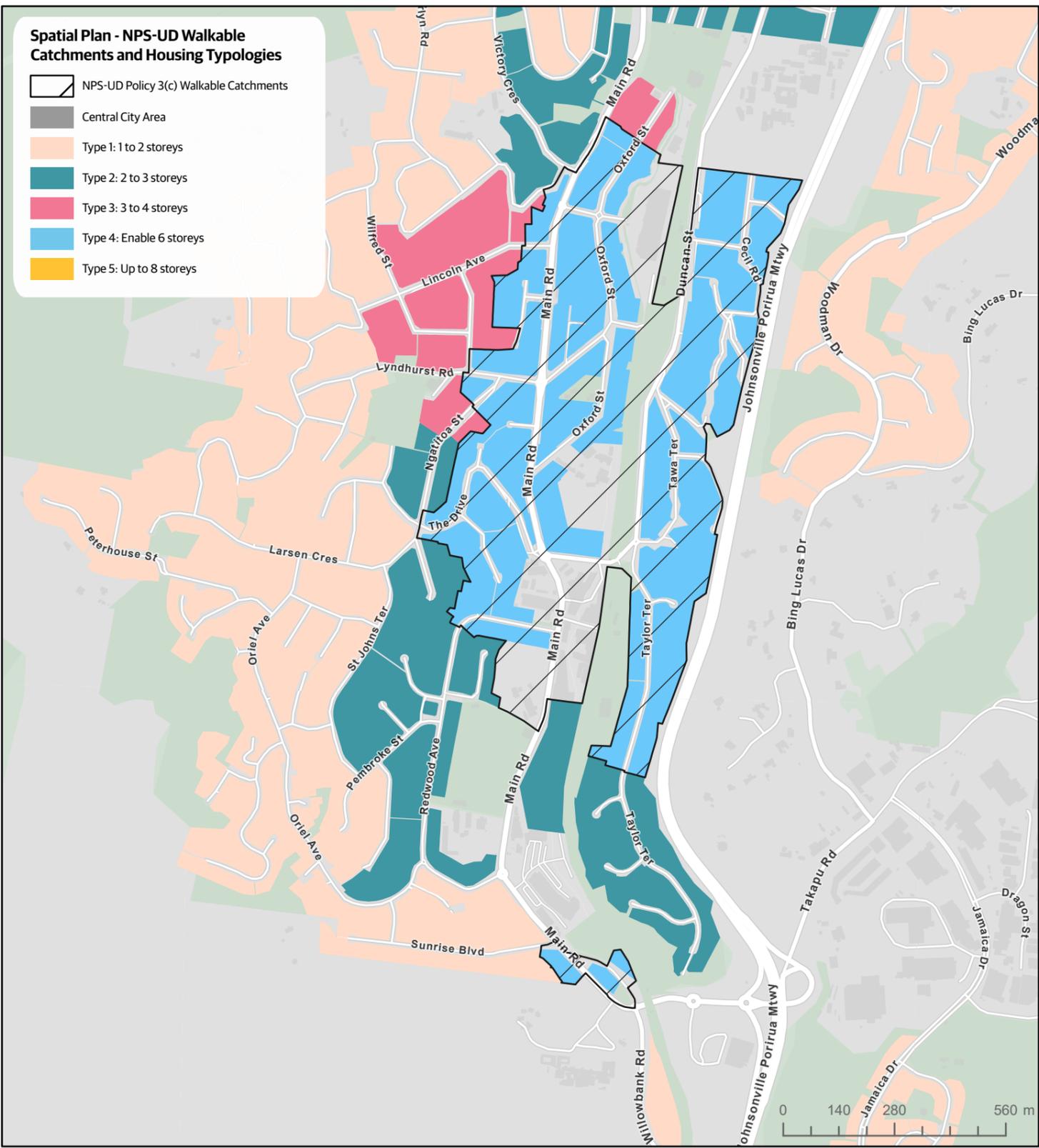
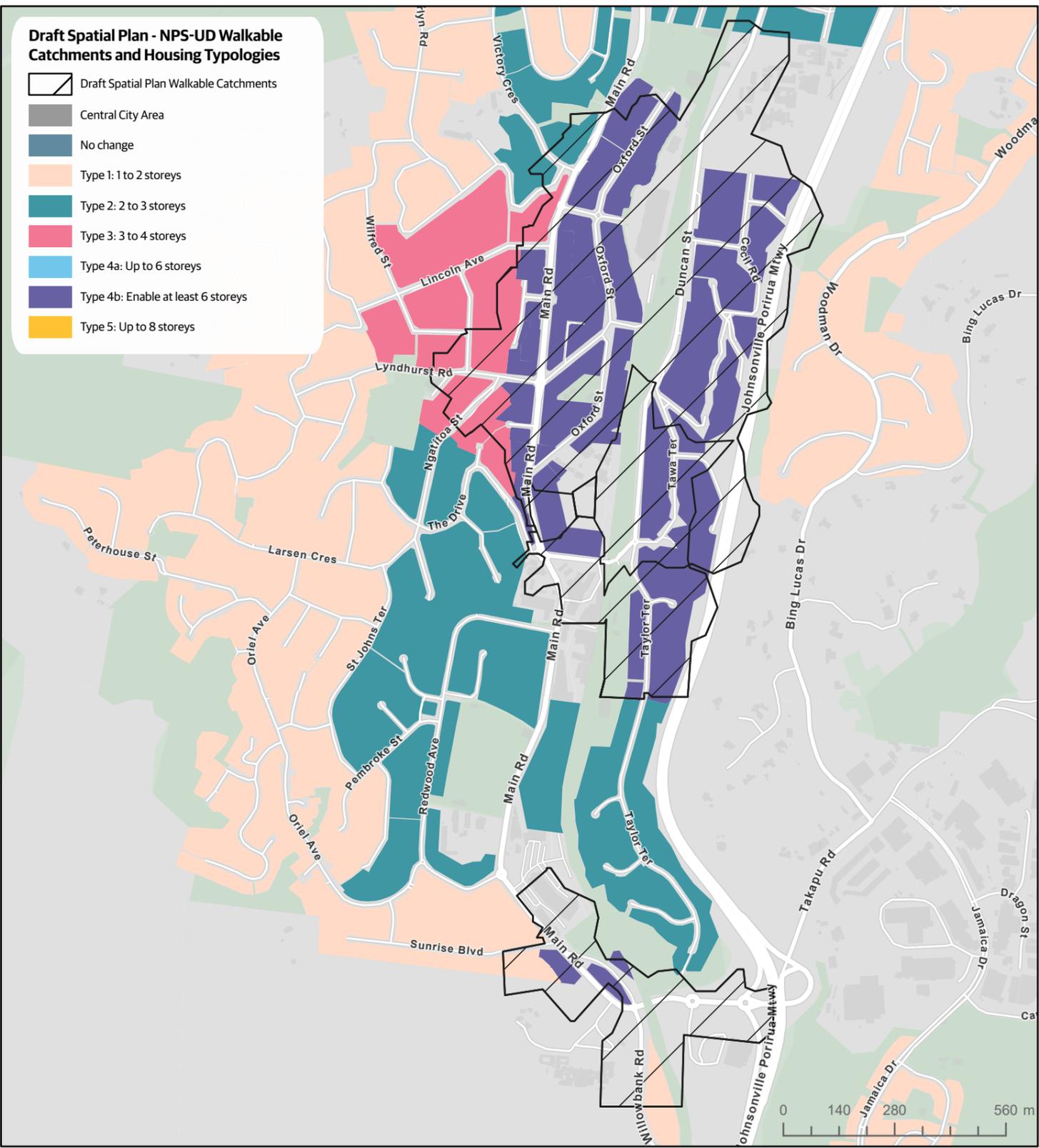
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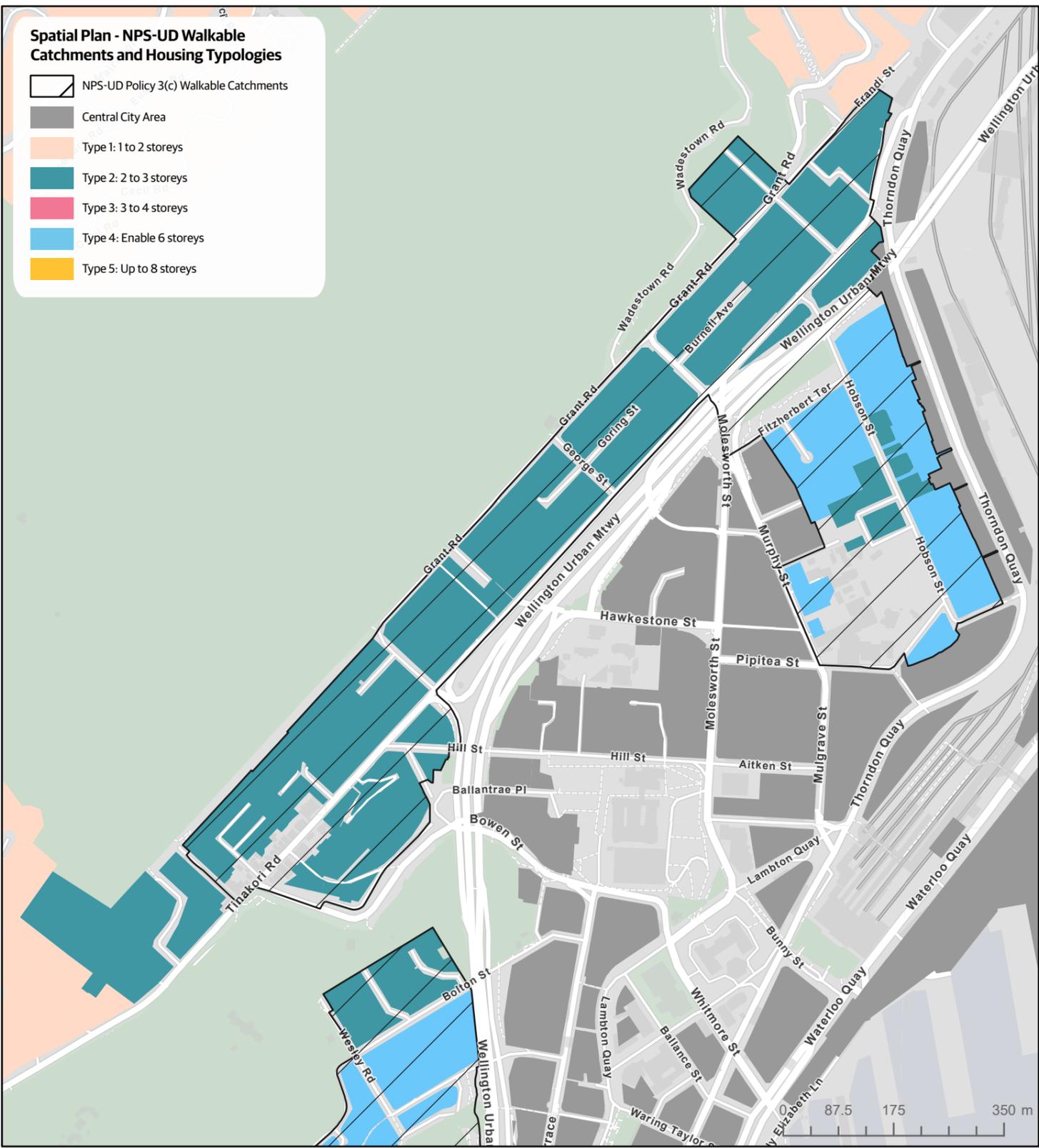
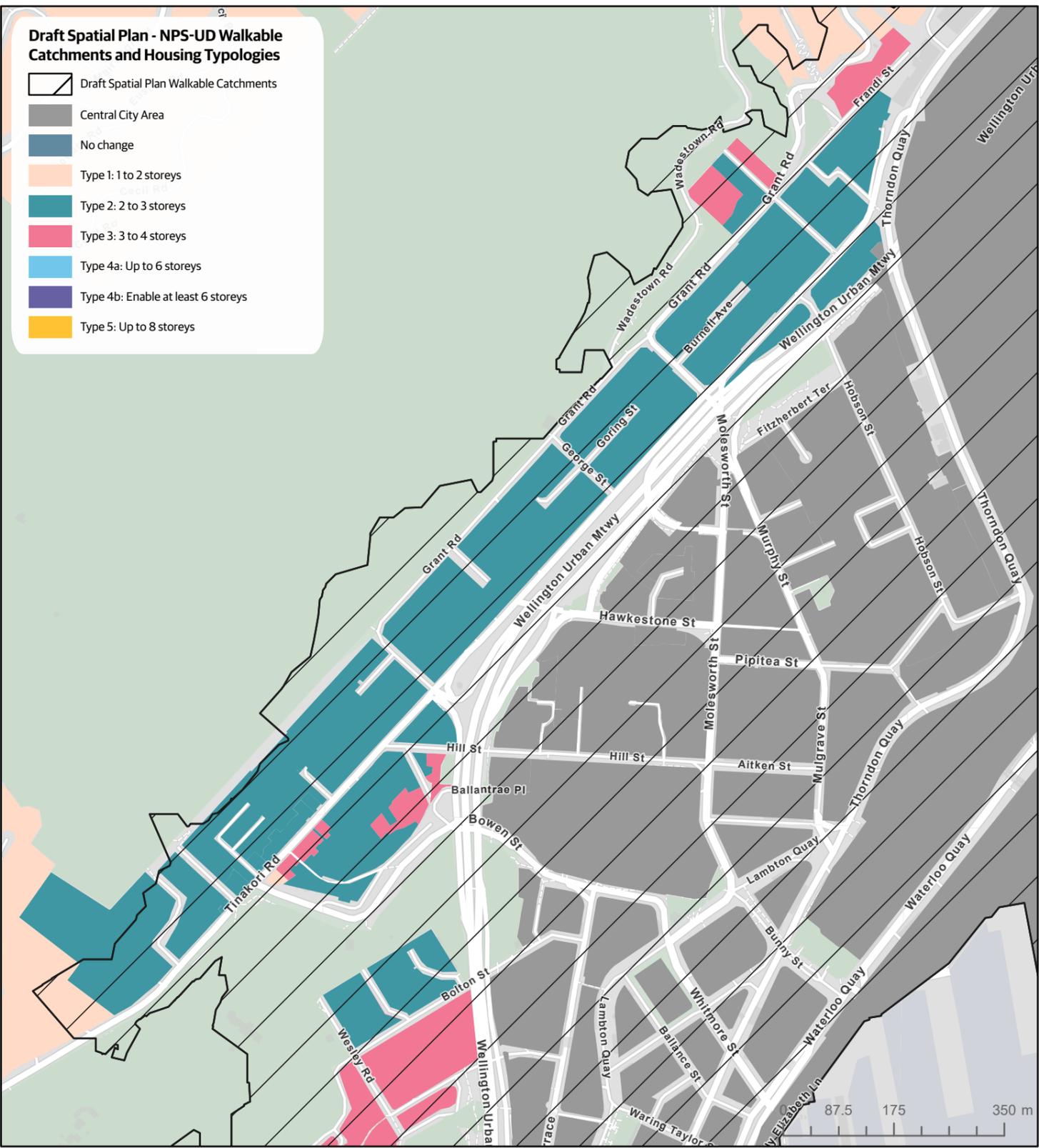
NPS-UD Policy 3(c) Walkable Catchments and Housing Typologies - Tawa Central & South (Redwood)

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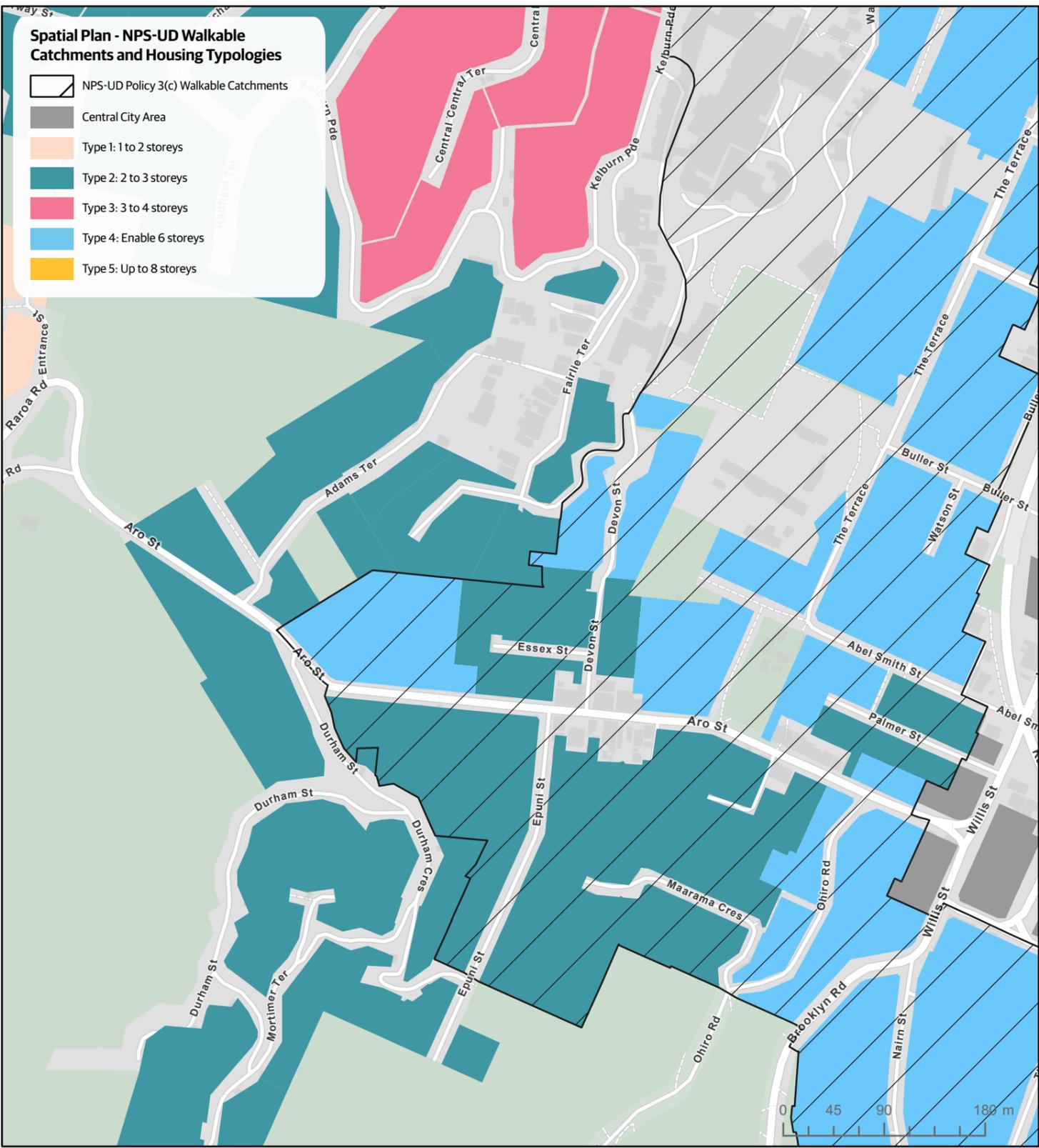
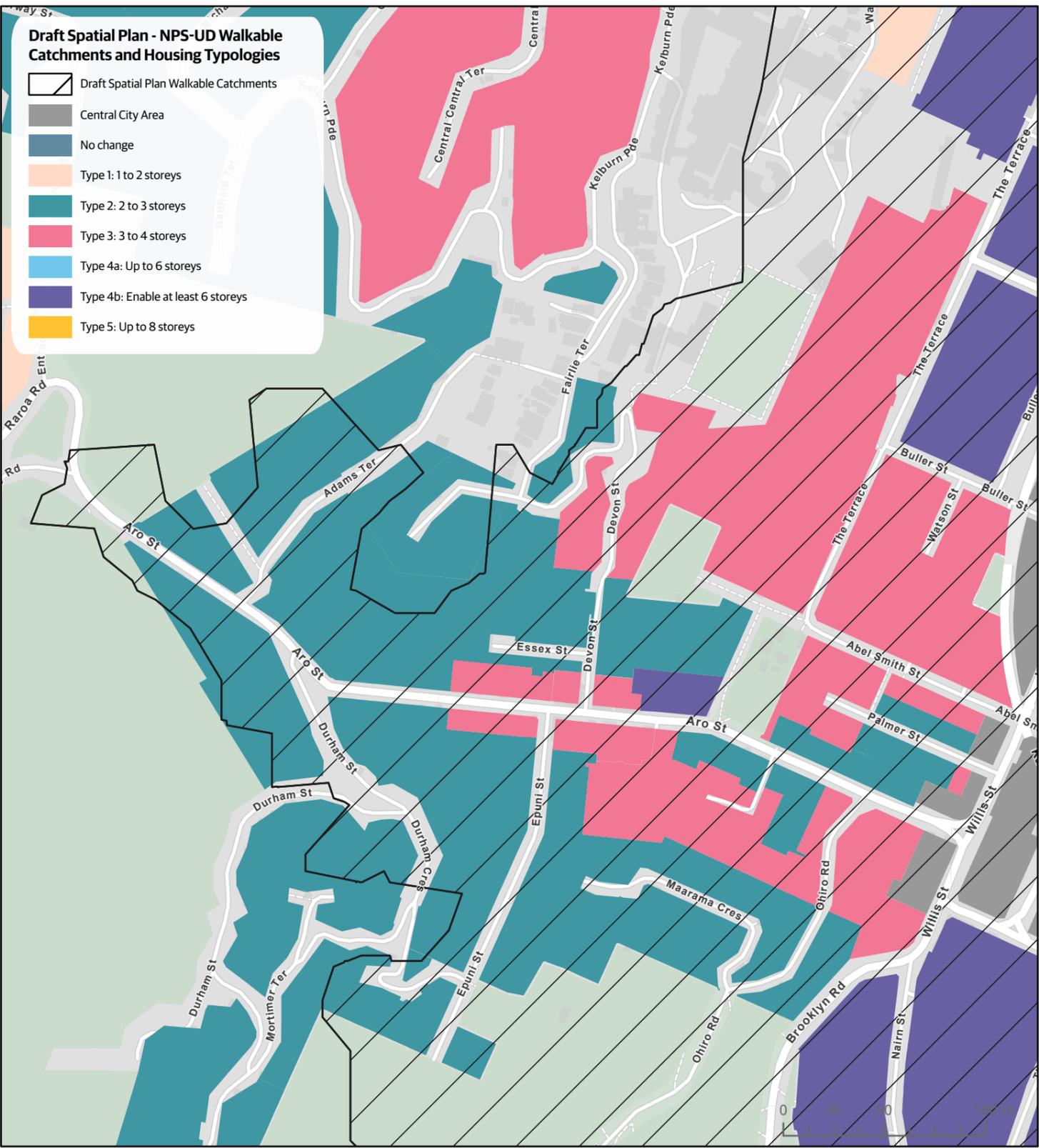
NPS-UD Policy 3(c) Walkable Catchments and Housing Typologies - Thorndon

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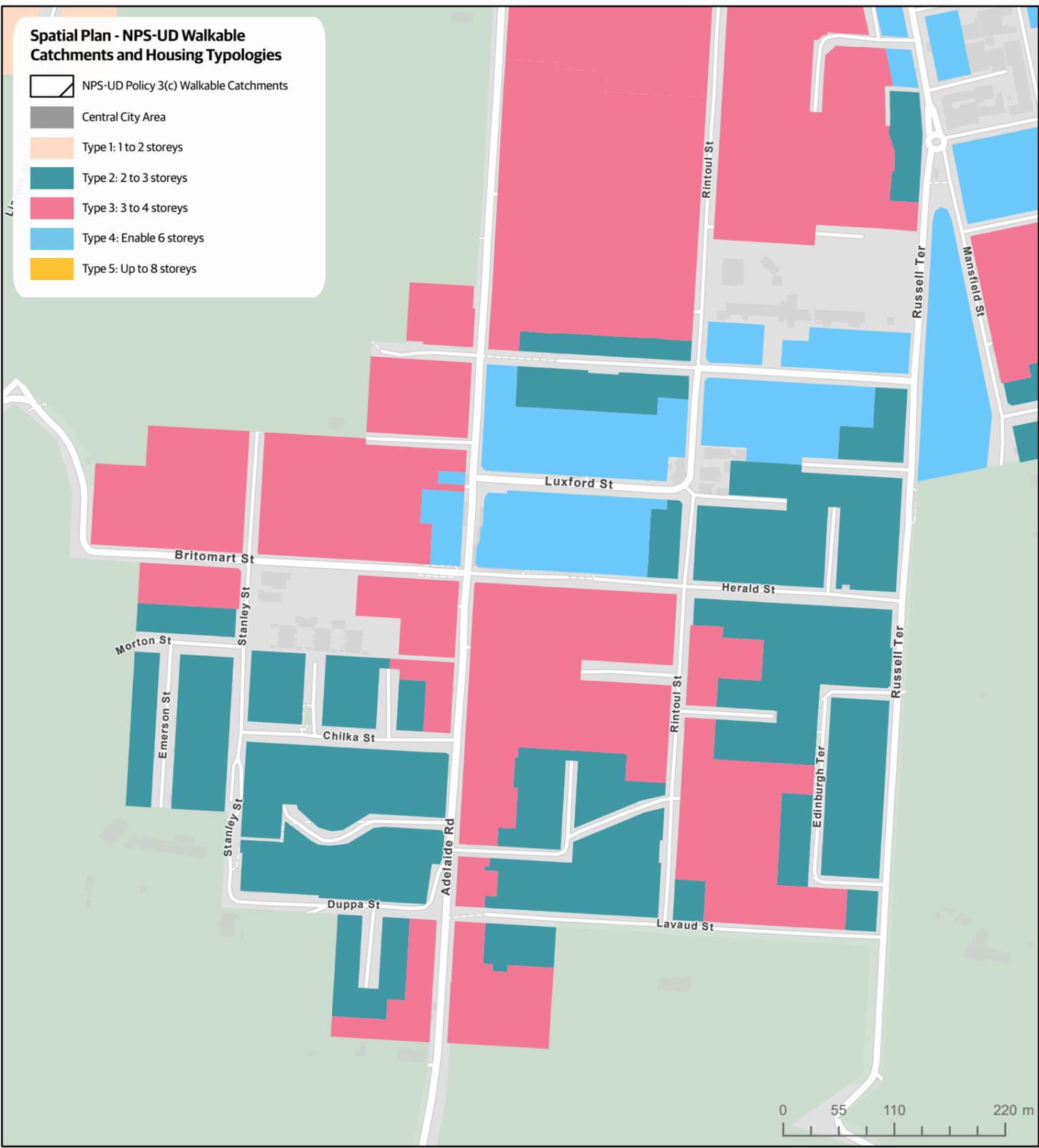
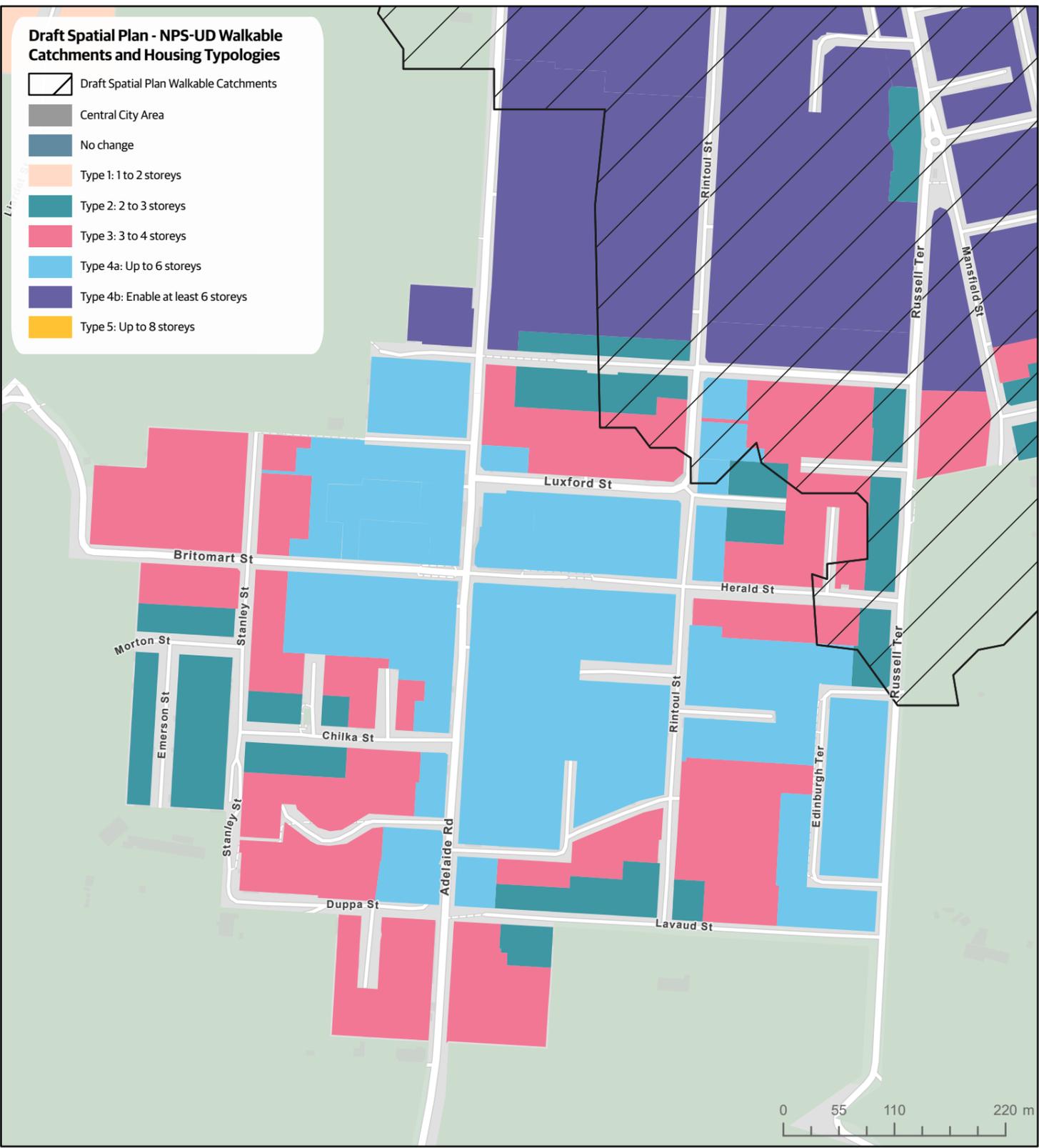
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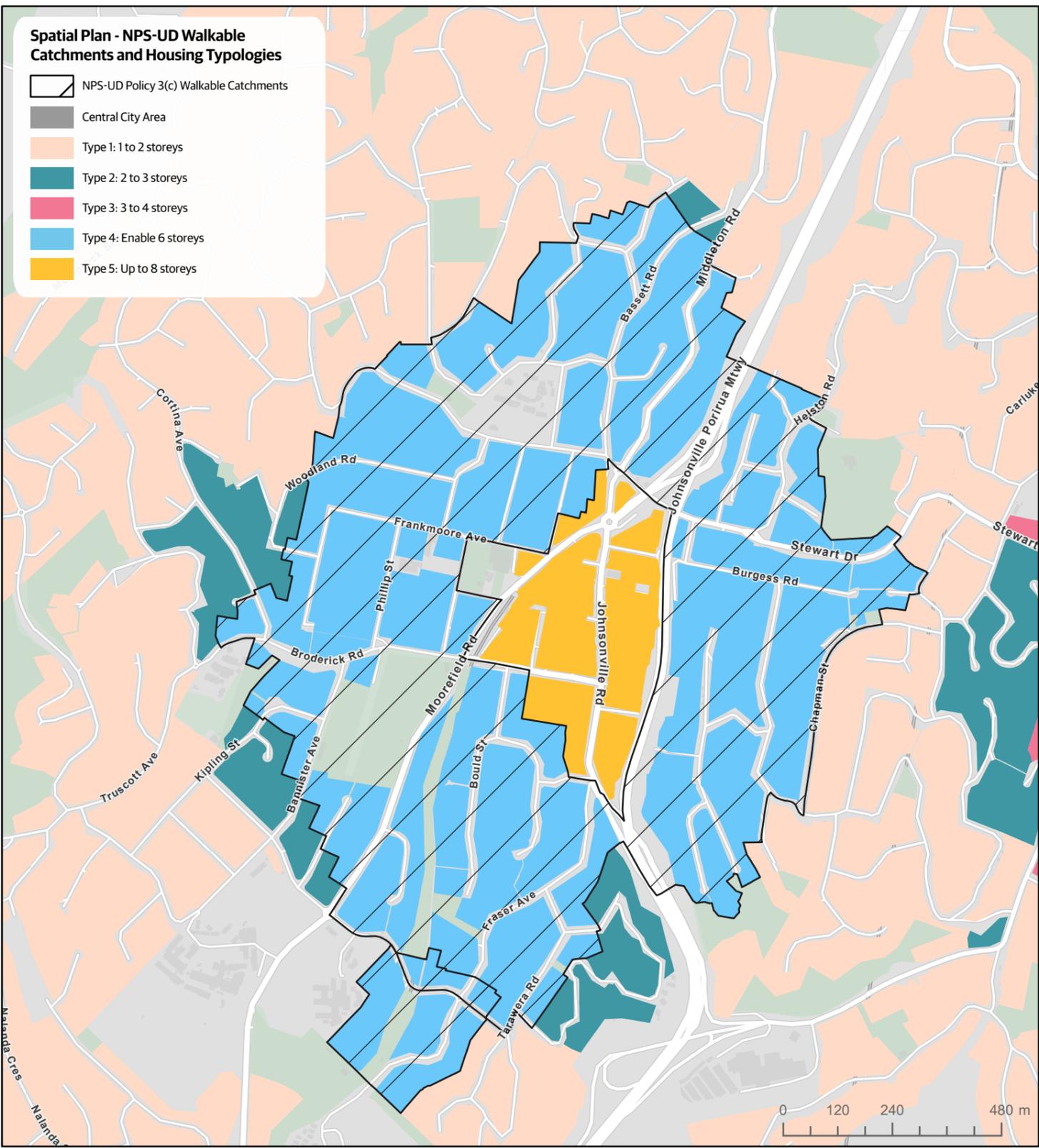
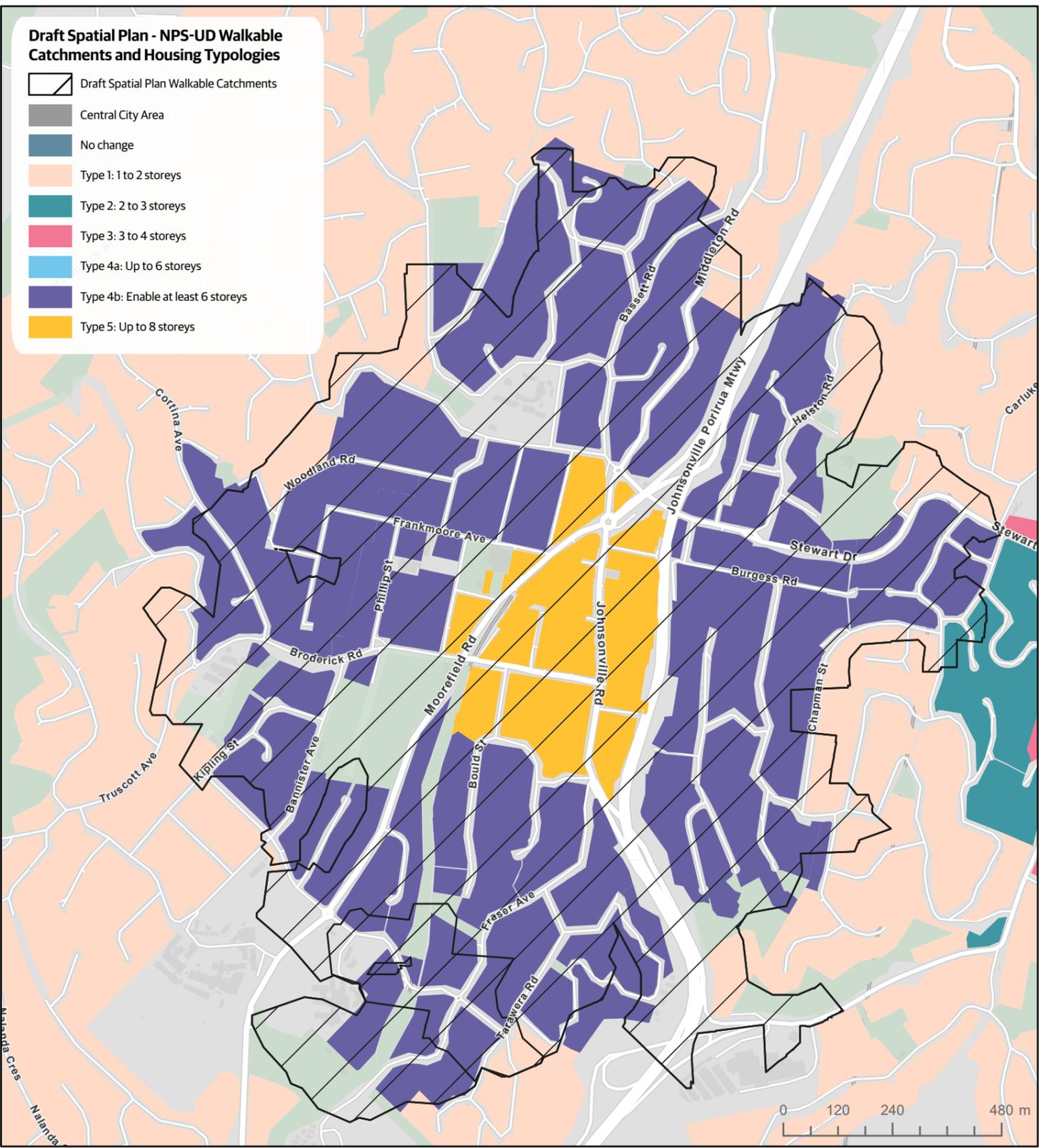
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Our City Tomorrow: Spatial Plan for Wellington City

Integrated land use and transport strategy



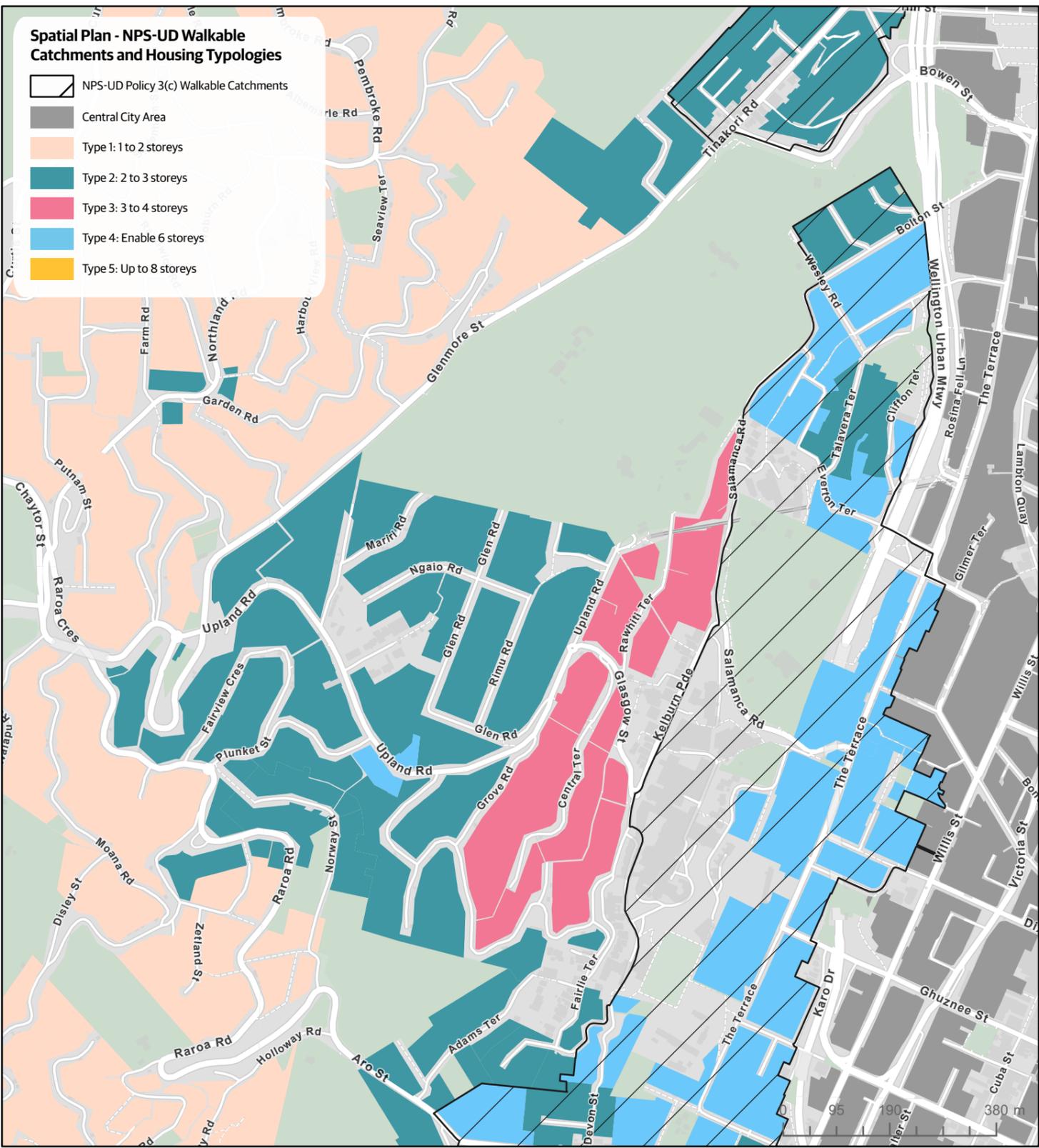
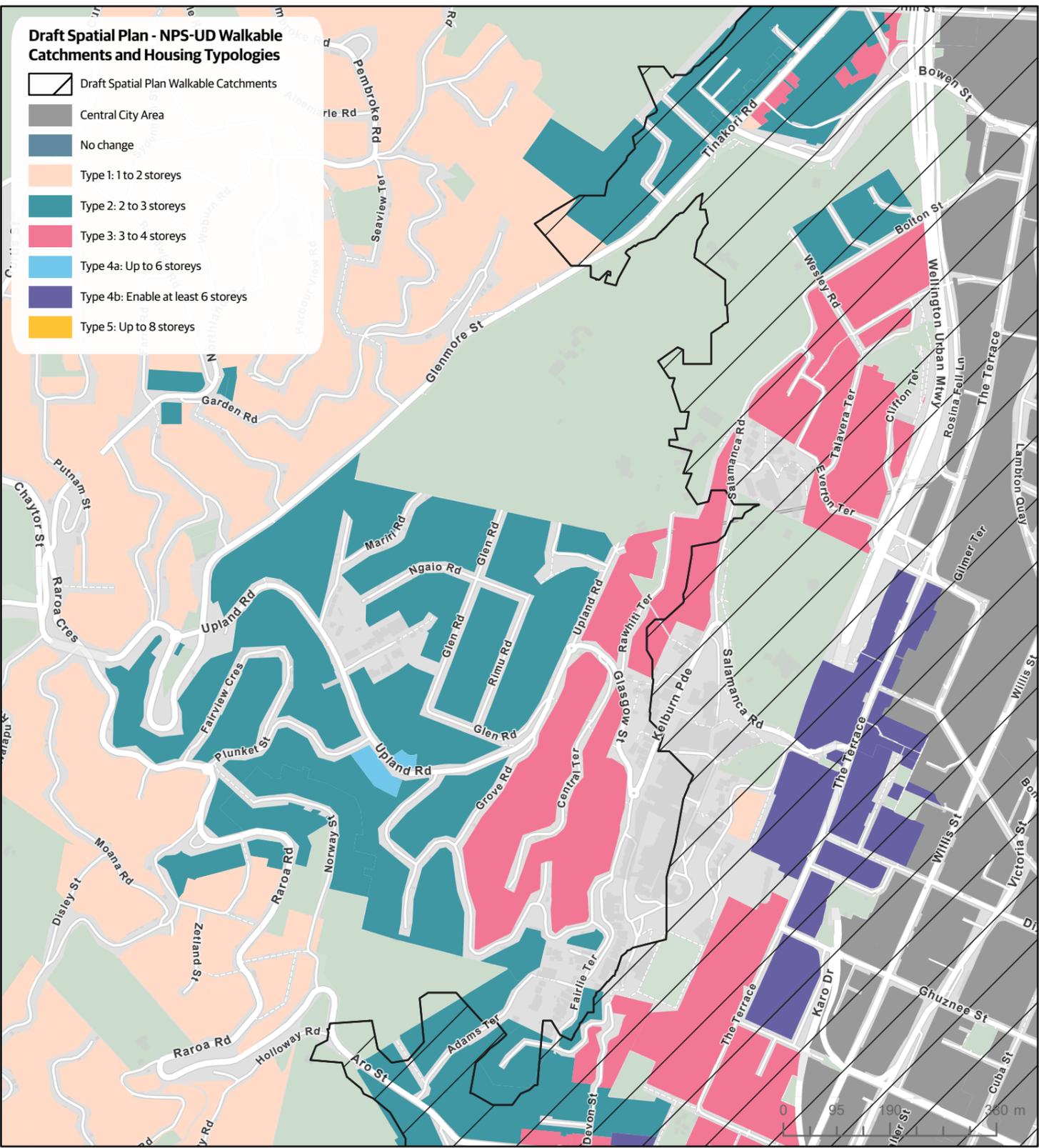
NPS-UD Policy 3(c) Walkable Catchments and Housing Typologies - Johnsonville

Date: 9/06/2021
 Created by: Place Planning Team
 Contact: planningforgrowth@wcc.govt.nz
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Base map credits: Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS

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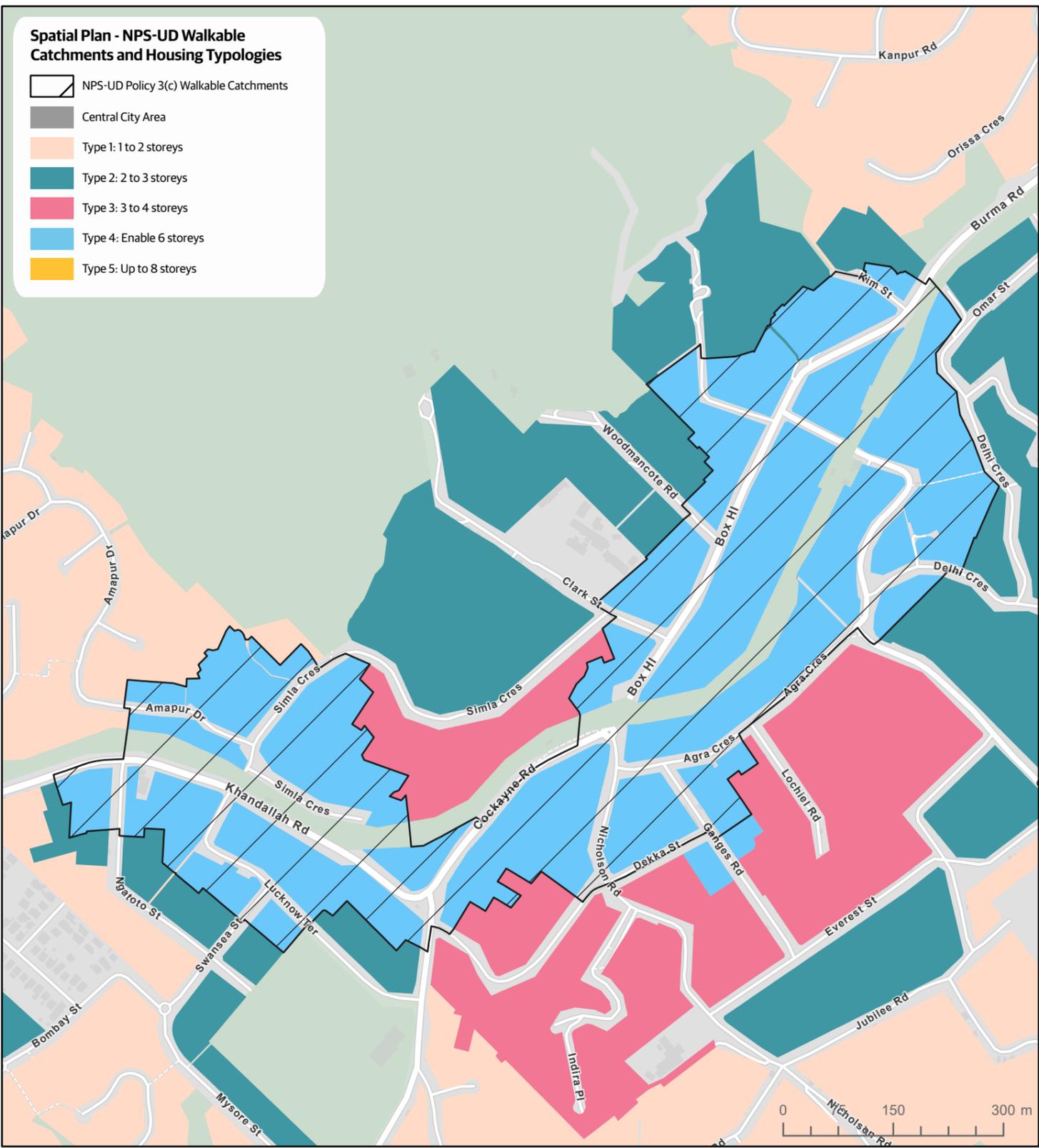
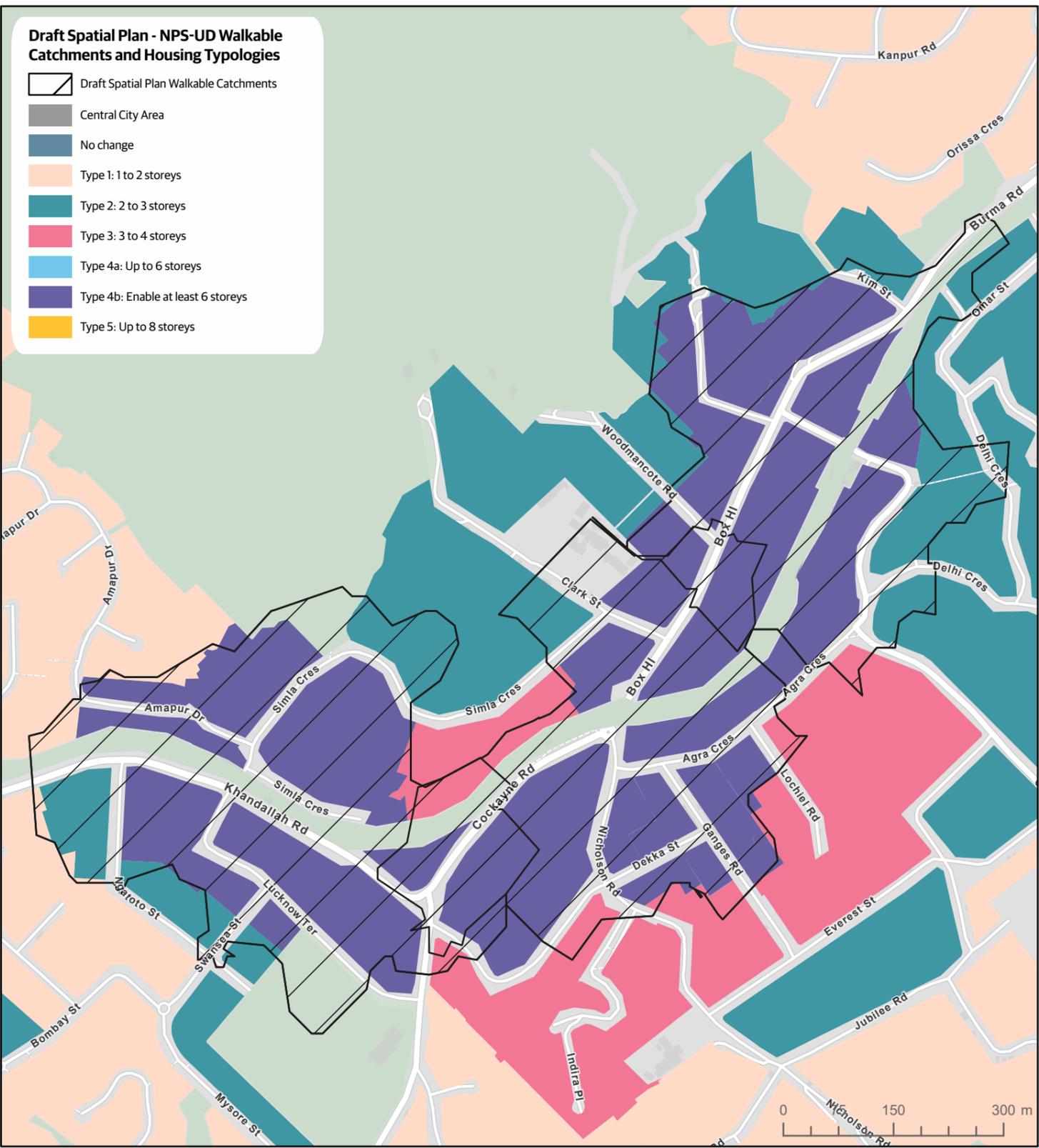
NPS-UD Policy 3(c) Walkable Catchments and Housing Typologies - Kelburn

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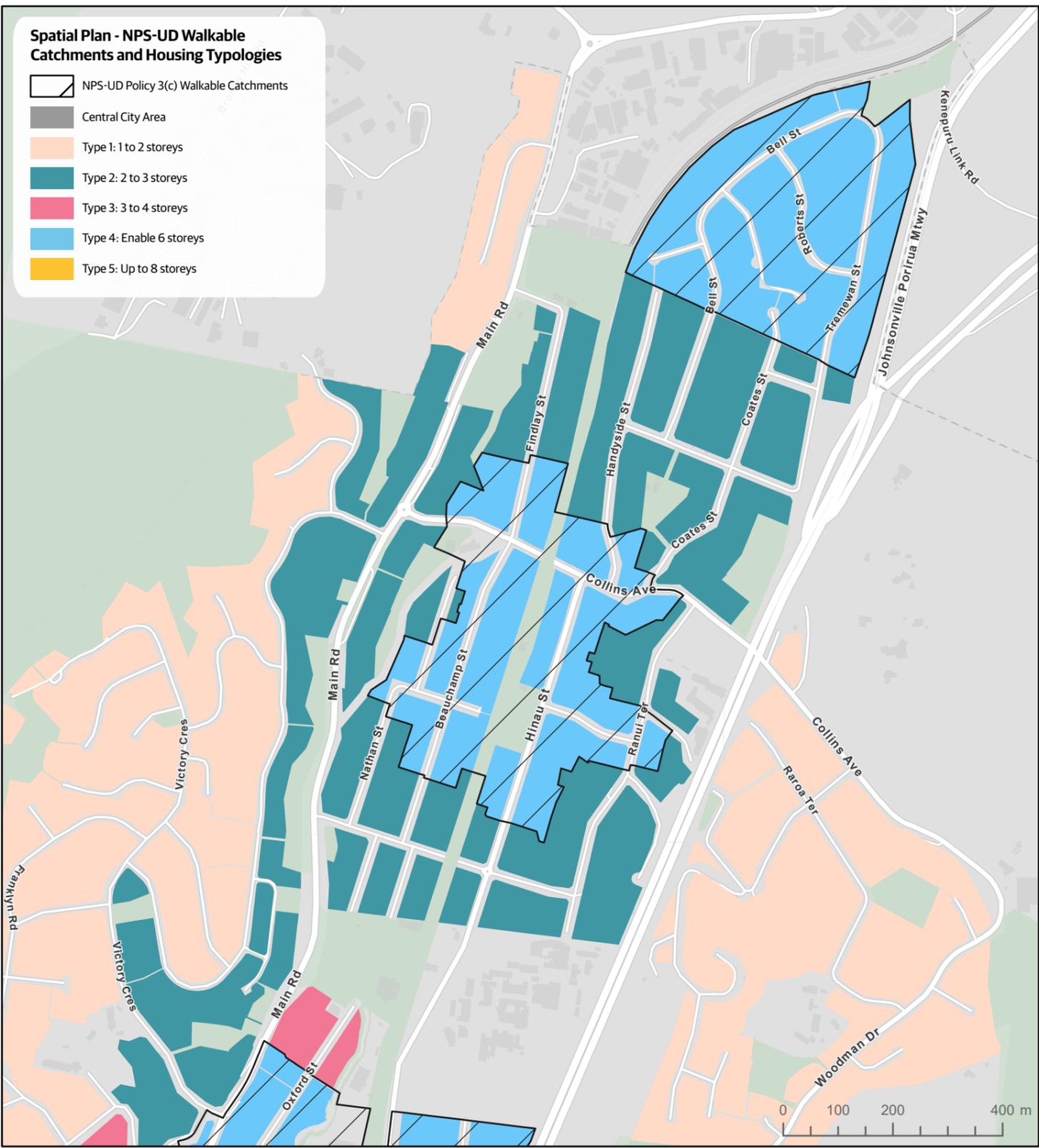
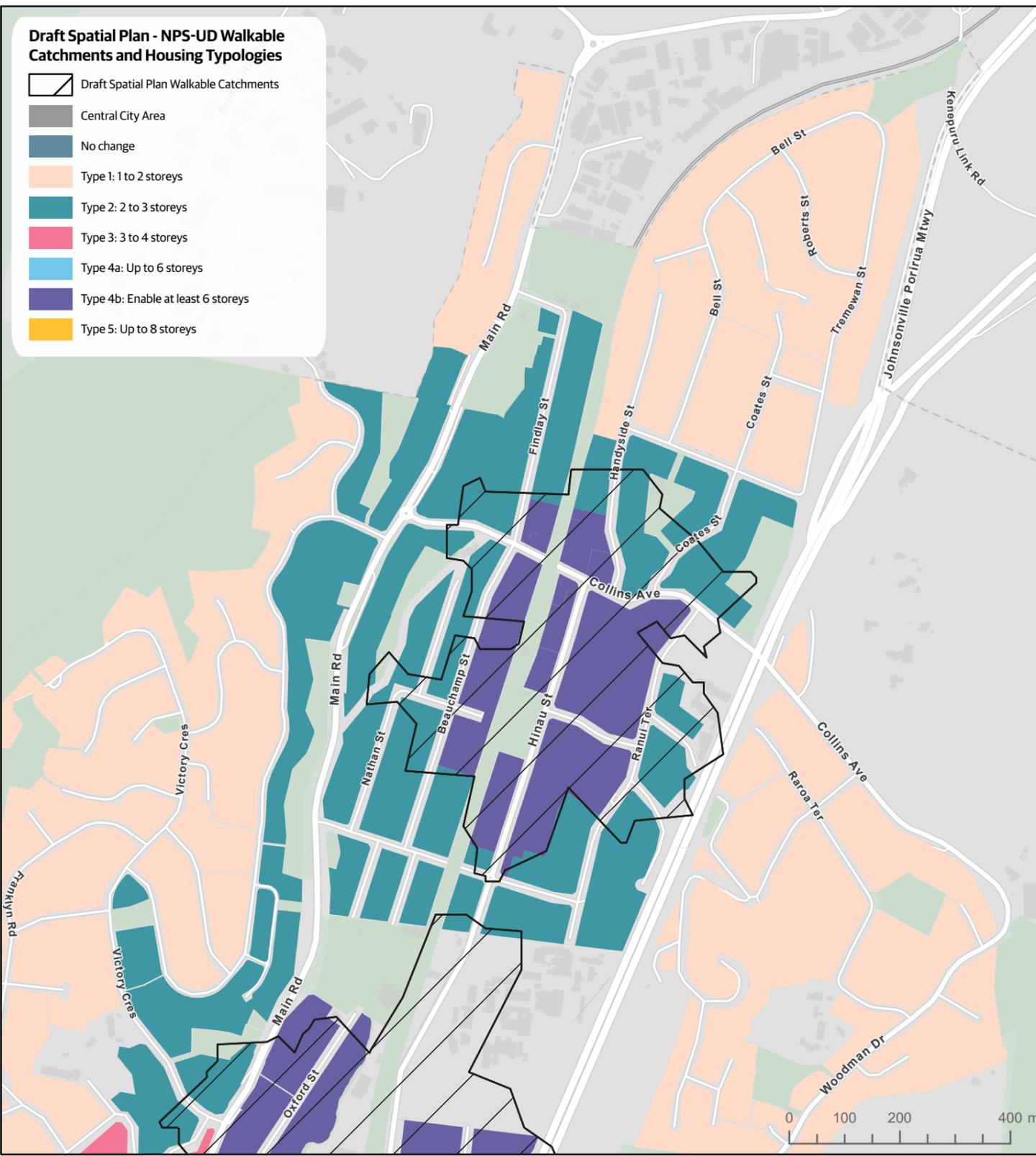
NPS-UD Policy 3(c) Walkable Catchments and Housing Typologies - Khandallah

Date: 9/06/2021
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Our City Tomorrow: Spatial Plan for Wellington City

Integrated land use and transport strategy



NPS-UD Policy 3(c) Walkable Catchments and Housing Typologies - Linden

Date: 9/06/2021
 Created by: Place Planning Team
 Contact: planningforgrowth@wcc.govt.nz
 Website: planningforgrowth.wellington.govt.nz

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ATTACHMENT 5: Comparison of intensification enablement between Draft Spatial Plan and Officer Recommendations

The following table provides a summary comparison of the enablement of opportunities for further intensification of key locations provided under the Draft Spatial Plan and as recommended by officer recommendations.

Location	Draft Spatial Plan	Officer Recommendations
Central City	<p>Increase the development capacity of the Central City through:</p> <ul style="list-style-type: none"> • Increase existing maximum permitted building height in Te Aro to at least 10 storeys to encourage more mixed use development and high density living opportunities • Increased building heights in areas on the edge of the Central City to at least 6 storeys and up to 8 storeys (i.e. areas along the edge of the city in Thorndon, Aro Valley, and Mt Victoria) • Introduce a minimum building height of 6 storeys • Provide redevelopment opportunities in and around Future Mass Rapid Transit Station Precincts (part of the LGWM programme). <p>Increase the spatial extent of the Central City by:</p> <ul style="list-style-type: none"> • Rezoning the centres zoned area bordering Adelaide Road between Rugby Street and the junction with Riddiford Street to the central city zone • Rezoning several Thorndon Inner Residential zoned properties in the vicinity of Selwyn Terrace, Portland Crescent and Hobson Street/Hobson Crescent/Turnbull 	<p>Consistent with the NPS-UD requirement to realise as much development capacity as possible in the Central City (to maximise the benefits of intensification) it is recommended that the Spatial Plan signal the introduction of:</p> <ul style="list-style-type: none"> • A minimum building height across the Central City (to be tested as part of District Plan review process) • An unrestricted maximum building height over the majority of the Central City, including the Te Aro and Adelaide Road areas, but excluding Thorndon Quay. <p>These Central City height settings would be supported by controls and design guidance (developed as part of the new district plan) to:</p> <ul style="list-style-type: none"> • Maintain viewshafts and sunlight access in specified areas (e.g. public spaces) • Manage the height of development next to heritage buildings/ areas, Character Precincts, and public open space. <p>In addition, new building bulk and form controls will be introduced through the District Plan that respond to the narrower, more intimate scale of many of the streets in the Te Aro area and ensure a reasonable level of amenity to residents and pedestrians at street level.</p> <p>Retain the current operative District Plan height limit of 35m for Thorndon Quay.</p>

Location	Draft Spatial Plan	Officer Recommendations
	Street to the central city zone.	<p>Increase the spatial extent of the Central City by:</p> <ul style="list-style-type: none"> Incorporating the current centres zoned area bordering Adelaide Road between Rugby Street and the junction with Riddiford Street into the Central City area Incorporating the current Inner Residential zoned properties in Thorndon in the vicinity of Selwyn Terrace and Portland Crescent into the Central City area.
Inner Suburbs	<p>Exclude character 'sub-areas' from intensification enablement. Continue to require resource consent to demolish dwellings constructed prior to 1930 within sub-areas. Continue with current District Plan maximum building height limit of 3 storeys to provide consistency with existing character.</p> <p>In the 'general character overlay', resource consent would not be required to demolish a pre-1930 dwelling but consent would be required for any new multi-unit development. A maximum height limit of 4-6 storeys would apply.</p> <p>Enable building heights of at least 6 storeys in areas within a walkable catchment of the Central City outside of sub-areas and the 'general character overlay'.</p>	<p>Exclude 'Character Precincts' from intensification enablement and continue to require resource consent to demolish dwellings constructed prior to 1930 within these areas. Retain the current District Plan maximum building height limit of 3 storeys to provide consistency with existing character.</p> <p>Remove the 'general character overlay'.</p> <p>Enable building heights of at least 6 storeys in areas within a walkable catchment of the Central City in areas outside of 'Character Precincts' and within a walkable catchment of the Central City.</p> <p>Enable more intensification (at least 6 storeys) in the Bolton Street, Auroa Terrace, Salamanca Road and Everton Terrace area of Kelburn (areas within a walkable catchment of the Central City).</p>
Metropolitan Centres	<p>Enable up to 8 storey building heights in the metropolitan centres of Johnsonville and Kilbirnie.</p> <p>Enable at least 6 storey building heights within a 10-minute walking distance of edge of the Johnsonville centre.</p>	<p>Retain enablement of up to 8 storey building heights in the metropolitan centres of Johnsonville and Kilbirnie.</p> <p>Retain enablement of at least 6 storey building heights within a 10-minute walking distance of edge of the Johnsonville centre.</p> <p>In addition, Johnsonville centre is identified as an 'opportunity site'.</p>

Location	Draft Spatial Plan	Officer Recommendations
		<p>This reflects the opportunity to guide and enable further growth and investment in this area by developing and implementing a structure plan to support development at scale that provides for a range of housing, employment and transport outcomes in conjunction with landowners, key stakeholders and the community.</p>
<p>Rapid Transit Stops</p>	<p>Enable at least 6 storey building heights within a 10-minute walking distance of Johnsonville and Tawa railway stations.</p> <p>Enable at least 6 storey building heights within a 5-minute walking catchment of all other railway stations (ie Raroa, Khandallah, Simla Crescent, Box Hill, Ngaio, Awarua, Crofton Downs, Linden, Redwood, Takapu Road).</p>	<p>Retain building height enablement of at least 6 storey within a 10-minute walking distance of Johnsonville and Tawa railway stations.</p> <p>Retain building height enablement of at least 6 storey within a 5-minute walking catchment of all other railway stations (ie Raroa, Khandallah, Simla Crescent, Box Hill, Ngaio, Awarua, Crofton Downs, Linden, Redwood, Takapu Road).</p>
<p>Outer Suburb growth centres</p>	<p>15 suburban centre growth areas included: Tawa, Churton Park, Newlands, Khandallah, Ngaio, Crofton Downs, Karori, Kelburn, Brooklyn, Island Bay, Hataitai, Lyall Bay and Miramar. These suburbs formed the basis of the outer suburbs assessment completed for Council by Beca in 2020.</p> <p>Within the existing commercial centres of these centres, 6 storey building heights were enabled, apart from Lyall Bay where 3-4 storeys was enabled because of hazard risks.</p>	<p>14 suburban centre growth areas include: Tawa, Churton Park, Newlands, Khandallah, Ngaio, Crofton Downs, Karori, Brooklyn, Island Bay, Hataitai, Lyall Bay and Miramar. Note: Kelburn is identified as an Inner Suburb to recognise its proximity to the Central City and amenities.</p> <p>Retain the 6 storey building height enablement within the existing commercial centres of these centres, apart from Lyall Bay where 3-4 storeys is enabled because of hazard risks.</p>

ATTACHMENT 6:

**Summary of Final Spatial Plan Communications and Engagement
Approach**



The release of the final Spatial Plan will be an important opportunity to communicate and achieve understanding about the Spatial Plan and what happens next. There will be a strong focus on stakeholder relationships and respectful engagement with people and groups who have a strong interest in this work.

Approach

We want to ensure that the final Spatial Plan is received and well understood by stakeholders and connects them to the District Plan.

Audience

Iwi, Heritage Groups, Resident Associations, BIDs, media, Kaianga Ora, MfE, Waka Kotahi, Wellington Water, GWRC, Infrastructure providers, Architects and Planners, Property Council, Renters United, Planning for Growth email group, submitters, Generation Zero, and many others.

Key Messages

- This Spatial Plan is ‘transformational’ in ensuring Wellington evolves and thrives in fast changing times.
- Thank you for getting involved. Hundreds of conversations and almost 3000 submissions helped us to refine our proposals.
- This is the fourth step in the process – Our City Tomorrow established values, growth scenarios and set direction around where growth should go, the draft Spatial Plan sought feedback on how the preferred growth scenarios could be implemented, and this is the result of that feedback.
- Next step is the Draft District Plan – the rules that enable the vision set by the Spatial Plan.
- The Spatial Plan:
 - o Increases and spreads intensification across the city, in locations with supporting public transport, services and amenities.
 - o Enables and supports the city’s goal to be carbon neutral by 2050 by keeping the city compact and easily accessible by walking, cycling and public transport.
 - o Focuses on density done well through the District Plan and new design guidance.
 - o Prioritises areas for infrastructure investment to align with expected growth.
 - o Signals an intention to increase green space in the central city.
 - o Builds iwi values and aspirations into the planning of our city.
 - o Establishes character precincts that will have District Plan rules to protect and manage character.
 - o Includes a proposal to capture what’s important in your neighbourhood to create a vision and guide for future development in your community.
 - o Provides for increased building heights in the central city, but manages the interface with heritage areas, character precincts and open space areas and proposes the development and implementation of a plan to increase green space.

Stakeholder Action Plan

We have a comprehensive Stakeholder Action Plan that will be activated following publication of the Planning and Environment Committee papers on 17 June. There will be further communications following the Committee's approval of the plan.

Our City
Tomorrow
**Planning
for Growth**

Our Place Project Draft outline

**Designing well-being into
Wellington neighbourhoods**

Our Place Project Draft outline

Designing well-being into
Wellington neighbourhoods

Enabling communities to design a future vision for their neighbourhood.

As part of Planning for Growth we said we'd work with communities to create a future vision for our place.

This framework is a draft that will be further developed with communities and outlines an approach to help guide the process. If you would like to know more or get involved, please email planningforgrowth@wcc.govt.nz

Contents *(to be developed with communities)*

Introduction

The Our Place Project

- Why it matters
- How it works
- What we're looking for
- The outcome
- How to use this guide
- How this fits into the bigger picture?
- What are we working towards?
- How will we get there?

Engagement Guide

The process explained

- Our engagement principles
- What are we engaging with our communities on?
- Tools and activities for engagement
- A model for synthesis

Our Place Vision

The outcome

- Our Place Vision

Apendix

- Our neighbourhoods
- What makes a good neighbourhood?

The Our Place Project Draft outline

Why it matters

Wellington is always growing and changing, and always will.

Over the next 30 years 50 to 80 thousand more people are expected to make Wellington their home.

As we grow, it's important that we do things carefully, building on what we love to ensure our place moves with the times while carrying forward its own special personality.

Building identity and that 'sense of place' takes us beyond well-functioning infrastructure and town centres, to really understanding what it is that makes a place home.

The Our Place Project is part of Planning for Growth. It aims to capture the essence of your neighbourhood or neighbourhoods, and thoughtfully guides future design and development of the area.

So, we're reaching out to Wellington communities – to you – and asking some big questions:

- What do you love about where you live?
- What's important to you?
- What would you never want your community to lose?
- What do you want your neighbourhood to become?

As your City Council, we're here to listen and learn.

We're here to capture in words and pictures, the unique qualities of your neighbourhood to make it part of your future - Our Place Vision

The Our Place Project Draft outline

How it works

Growth means change for all parts of the city. We've talked with Wellingtonians about new plans for managing growth and density as part of the Planning for Growth Spatial Plan. This is captured in the new District Plan. These things come together to work like a 'rule book' for future development across the city.

This Our Place Project is more like the 'story book' of how your neighbourhood will continue to be, as it adjusts for growth and change. We want to work with you to capture the aspects of your place that make it unique, meaning that you feel connected to others, proud, and home. What are the things that make it distinct?

What we're looking for

We want to enable collaboration from the widest range of people to get the biggest possible picture of our place.

The outcome

What we learn from this process will guide the way development happens in your community.

Together we will create a Our Place Vision that sits alongside the District Plan that can guide landowners, developers and Council planners in assessing resource consent applications. The vision will tell the story about what's important to that community.

Great Cities don't happen by accident. We want Wellington to work well for you.

Developers will be encouraged to use the **Our Place Vision** at the early stages of their project, and in the resource consent application process, to show how their plans aspire to those of the community.

It won't only be for developers. Council and Government Agencies will use this guide any time they are thinking about housing, parks or facilities.

How to use this guide

There are lots of ways to gather information, and the plan is to do it in a way that works well for your community.

Step One:

- Get on the same page
- Make sure we're all clear about what we'll end up with

Step Two:

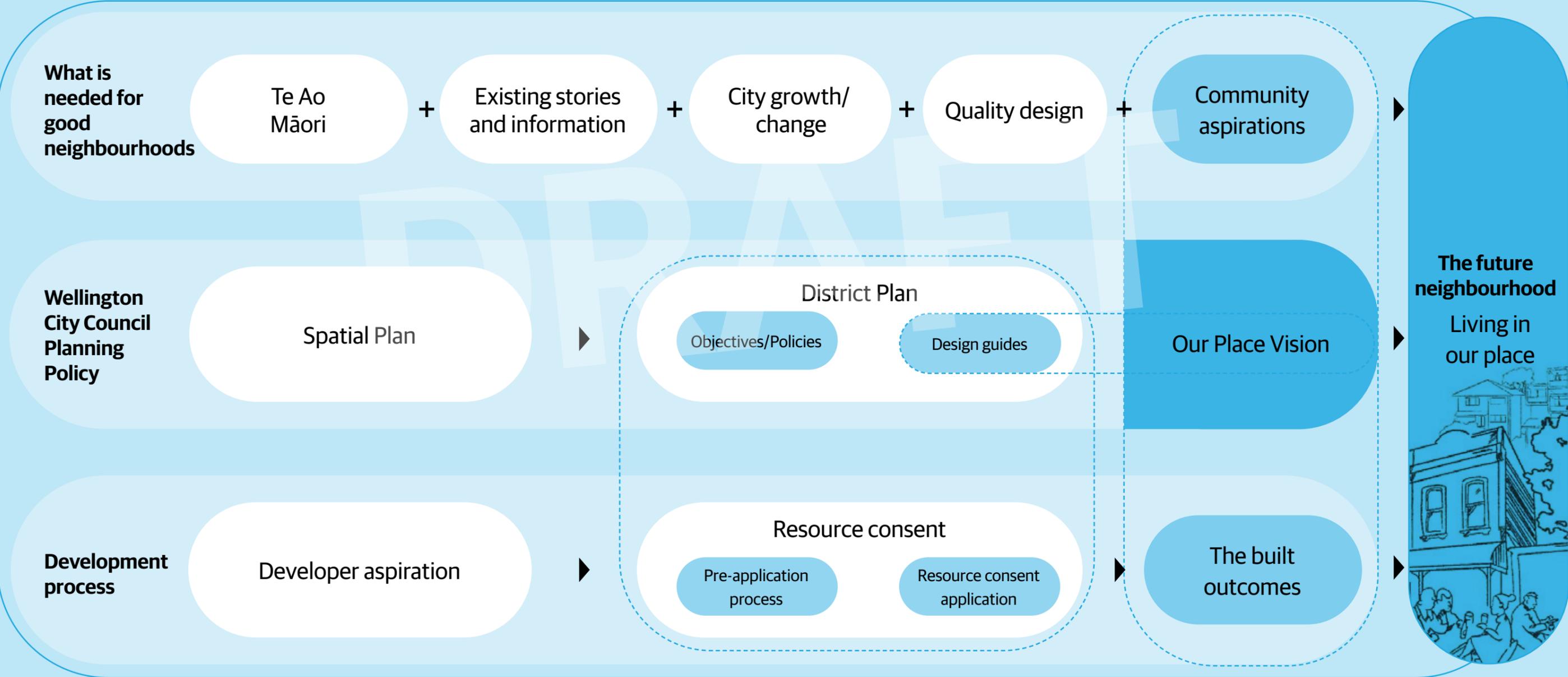
- Figure out a process for involving the existing and future communities in your place
- Pick the tools, have a go, review things along the way

Step Three:

- Review what we've heard and build **Our Place Vision**
- Work out how to keep it real – this will have a long life and make a real difference in how our place evolves over time
- Embed in the Council's design review process alongside the District Plan design guides
- Agree a review timeframe for checking back in with the community

How does this fit into the 'bigger picture'?

To put this project into context, we've developed the diagram below. The main output from the Our Place Project is a document that is unique to your neighbourhood, this is called the Our Place Vision. The Our Place Vision captures your community's aspirations and can ultimately feed into the future of our place.



What are we working towards?

We want a range of community voices to be accessed and heard through this project.

The Local Government Act (LGA) asks councils to promote the social, economic, environmental and cultural well-being of their communities. The Our Place Project picks up this challenge as a way of organising information in a useful way.

The Council's Community Outcomes Framework

The 4 community well-beings have been structured into a Community Outcomes Framework to put community wellbeing at the centre of Council's planning. This allows people to live lives of purpose, balance and meaning; and support the development of good neighbourhoods for their respective communities. Grouping the conversations around well-beings, helps communities to consider the complexity of what makes good places and shift from a current position to a future position that aspires to a balanced well-being: **A Our Place Vision**.

Environmental

A sustainable, climate friendly eco capital

A city where the natural environment is being preserved, biodiversity improved, natural resources are used sustainably, and the city is mitigating and adapting to climate change – for now and future generations.

Social

A people friendly, compact, safe and accessible capital city

An inclusive, liveable, and resilient city where people and communities can learn, are connected, well housed, safe and healthy.

Cultural

An innovative, inclusive and creative city

Wellington is a vibrant, creative city with the energy and opportunity to connect, collaborate, explore identities, and openly express, preserve and enjoy arts, culture and heritage.

Economic

A dynamic and sustainable economy

The city is attracting and developing creative talent to enterprises across the city, creating jobs through innovation and growth while working towards an environmentally sustainable future.

The Planning for Growth Goals

Through past engagements Wellingtonians have defined six clear aspirational goals for their city.



1. Partnership with Mana Whenua

Wellington recognises the unique role of mana whenua within the city and advances a relationship based on active partnership



2. Compact

Wellington builds on its existing urban form with quality development in the right locations



3. Resilient

Wellington's natural and build environments are healthy and robust, and we build physical and social resilience through good design



4. Vibrant & Prosperous

Wellington builds on its reputation as an economic hub and creative centre of excellence by welcoming and supporting innovation and investing strategically to maintain our thriving community



5. Inclusive & Connected

Wellington recognises and fosters its identity by supporting social cohesion and cultural diversity and has world-class movement systems with attractive and accessible public spaces and streets



6. Greener

Wellington is sustainable and its natural environment is protected, enhanced and integrated into the urban environment

How will we get there?

Below outlines an approach to help guide the process:

Engaging with with your community

Using a range of methods for engagements, we will work to define what is important within the context of the following categories:

- Your Identity
- Your Neighbourhood
- Your Lifestyle
- Your Future

Understanding and organising the conversation

Understanding the conversations we have through community engagements requires a process of distilling what we hear.

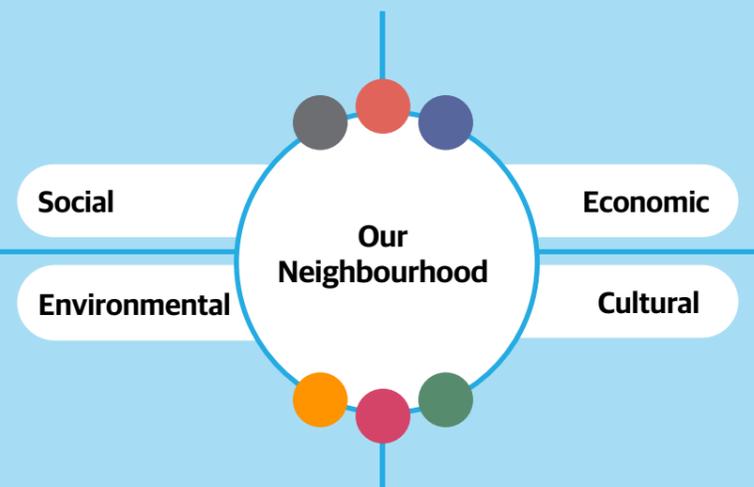
Creating a Our Place Vision framework

Now your community is in a great place to create an Our Place Vision that captures community aspirations and defined shifts to create a desired future state. Wellington City Council will be able to add contextual data to inform and support the vision.

Current state of neighbourhood

Community engagement

Synthesis



Desired future state neighbourhood

Our Place Vision



Engagement guide

We'll work with communities to create an engagement process to facilitate conversations to find out what's important to your neighbourhood place.

Our engagement principles

Here are some learnings we've captured to help create meaningful engagements with your neighbourhood.

Building trust

- Through due diligence and relationship building, set to know the communities.
- Empathetic so as to ground us and be human as we engage
- Respectful of the work done to date
- Respectful of current events and pressures in communities
- Understanding of how the Council has engaged before
- Prioritising relevant resources
- Spending time upfront to build trust and report
- Facilitating open, honest discussion
- Understanding importance of the relationship between the Council and your community

Setting a clear intent

- Being clear on what the community can and cannot influence
- Setting a clear intention and be there to listen
- Making it as easy as possible to work within complexity

Acknowledging all voices

- This means listening to points that may not align directly with the topic at hand
- Ensuring there is space to acknowledge and park peripheral issues that are not relevant to this but relevant to the Our Place Vision
- Encouraging optimism, rather than entertaining defensive approaches
- Following up with community members with information on their queries/needs, so as to build trust
- Bringing together key people from both the community and the Council, including subject matter experts where appropriate

Reaching the people of your place

- Finding those who are affected, passionate, and able to champion
- Councillors work with some of the passionate people and champions of the community. They will also know some of the channels that work
- Finding ways to reach out to those voices previously unheard by Council

Creating a safe space

- Creating a safe and effective space for all people to participate. Using tools for engagements that are responsive to the needs of the community
- Identifying the different needs of participation before engaging with neighbourhood communities
- Being flexible in the modes engagement
- Understanding the community then defining tools and processes based on that understanding
- Being where the people are (not expecting the people to come to you)
- Making it easy for people to contribute. Removing barriers to access location, digital, complexity

What are we engaging with our communities on?

To understand who you are and your aspirations for your neighbourhood, we will consider questions aligned to the following categories:

Your Identity

Identity is about who you are and how you relate to your place. To build this story we need to know where you come from and how your place has evolved. It is about the natural systems. It is about mana whenua. It is about how the community has grown before you. It is about what makes your place unique.

Some of the questions that we might ask are:

- Who are you?
- What is your heritage? Iwi heritage?
- What is your history here?
- What do you value the most?

Your Neighbourhood

Wellington and its suburbs are made up of many neighbourhoods. Your neighbourhood is the place you live within a wider community. It is an ecosystem; a collection of streets, parks, pipes and housing. It is served by shops, schools and community services all in the right location. It is accessible and walkable and connects into the wider suburb and city.

Some of the questions that we might ask are:

- How do you describe this place?
- Why do you live here?
- What do you love about here?
- What is important to you about where you live now?

Your Lifestyle

Lifestyle is the interconnection of your identity and your neighbourhood. It is how you live in your neighbourhood, how you get around and what facilities do you use. It is how you live in your neighbourhood.

Some of the questions that we might ask are:

- Describe your home and your family
- How do you get around (transport)?
- Where do you go in your neighbourhood (eg. school/work/shops/leisure/recreation)?
- Apart from being at home, what makes you want to spend time here?

Your Future

You will change and change will happen around you to meet others' expectations. There is a need to plan and manage the demand for housing, infrastructure and community services so that our place can be safe, resilient and sustainable for both you and future generations.

Some of the questions that we might ask are:

- Will you still be here in 5-10-20 years?
- How do you see your future?
- Can you imagine and describe your future ideal neighbourhood?

Tools and activities for engagement

We've started to develop a range of tools, to begin the conversation and process of engaging with communities.



My place on a page

To learn about the unique world of individuals and families living in communities, this exercise encourages participation through visual expression.



Our stories, our voices

Gather audio content via a portable recording station, capturing personal stories and sound-bytes from the neighbourhood, from a diverse range of voices.



Neighbourhood mental mapping

Drawing your neighbourhood is an interactive, story-telling activity that conveys 'where you come from and unique characteristics of where you live, work and play'.



Where I hang out

To understand the movements and habits of locals the activity provides a 'snap shot' or 'day in the life of' an individual eg. a visual diary.



Public ideas board

Gather information from locals about how they like to spend their time in their neighbourhood and what they value most eg. hand-written on a chalk board installation.



Wānanga/Fono

Forums and conversations held with a range of motivated and organised groups eg. multi-cultural organisations, historic societies, tangata whenua, schools etc.



Stories of the past

Listen to our elderly people talk about their world and experiences. Sharing their history and local knowledge.



Creative submission

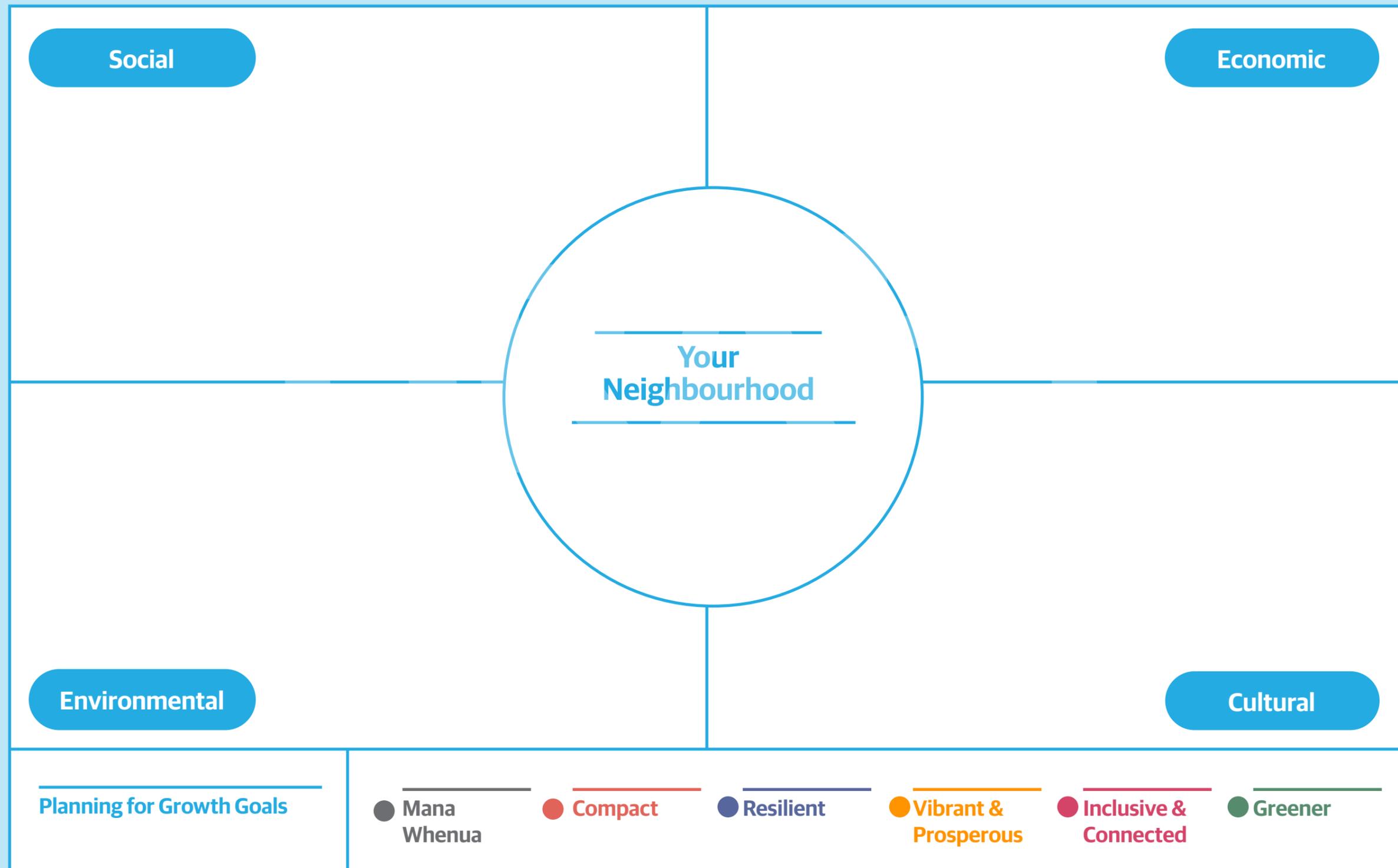
Call for creative entries, submitted via the neighbourly website. Poems, collages, minecraft worlds, hand drawn maps become outlets to express the hopes and dreams of locals.

A model for synthesis

NOTE: A method for theming information, is still to be developed eg. an example of a potential capture sheet is shown here.

We've designed a model to help make sense of the things we're hearing from the engagements.

Capture notes and insights as relevant to the wellbeing quadrant. Use a coloured marker to tag a Planning for Growth goal to the insight/note/quote.



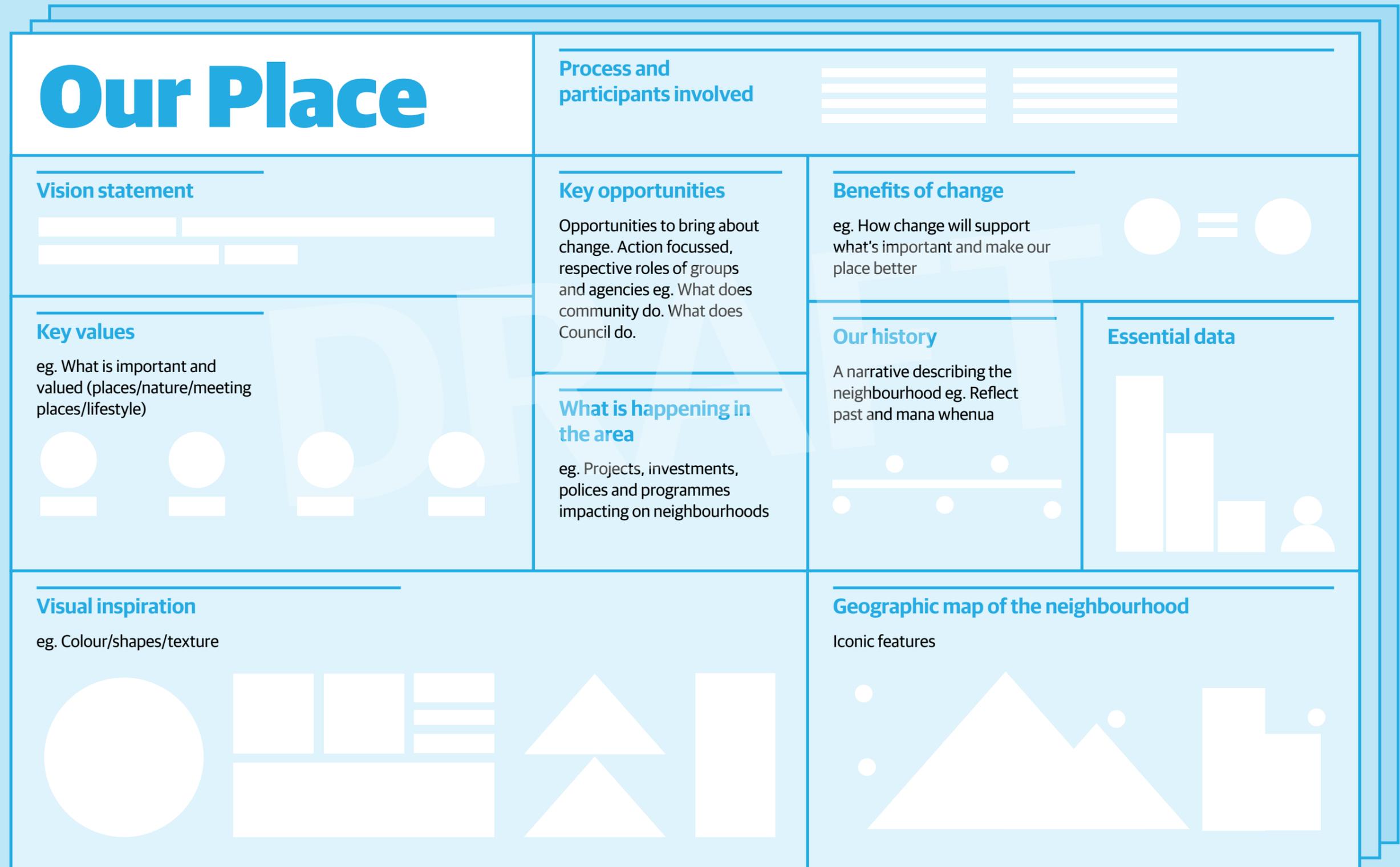
Our Place Vision

Each place captures a community's aspirations and creates an 'Our Place Vision'.

These visions will help shape the future development of our neighbourhoods.

Our Place Vision

Developing the vision means bringing together the learnings from the community engagements and elements of existing data. Below is a visual representation of the different types of content that will make up the vision.



What makes for a good neighbourhood?

Our Place – a place of current and future well-being.

A neighbourhood is a geographic area that supports daily living patterns for a community of people.

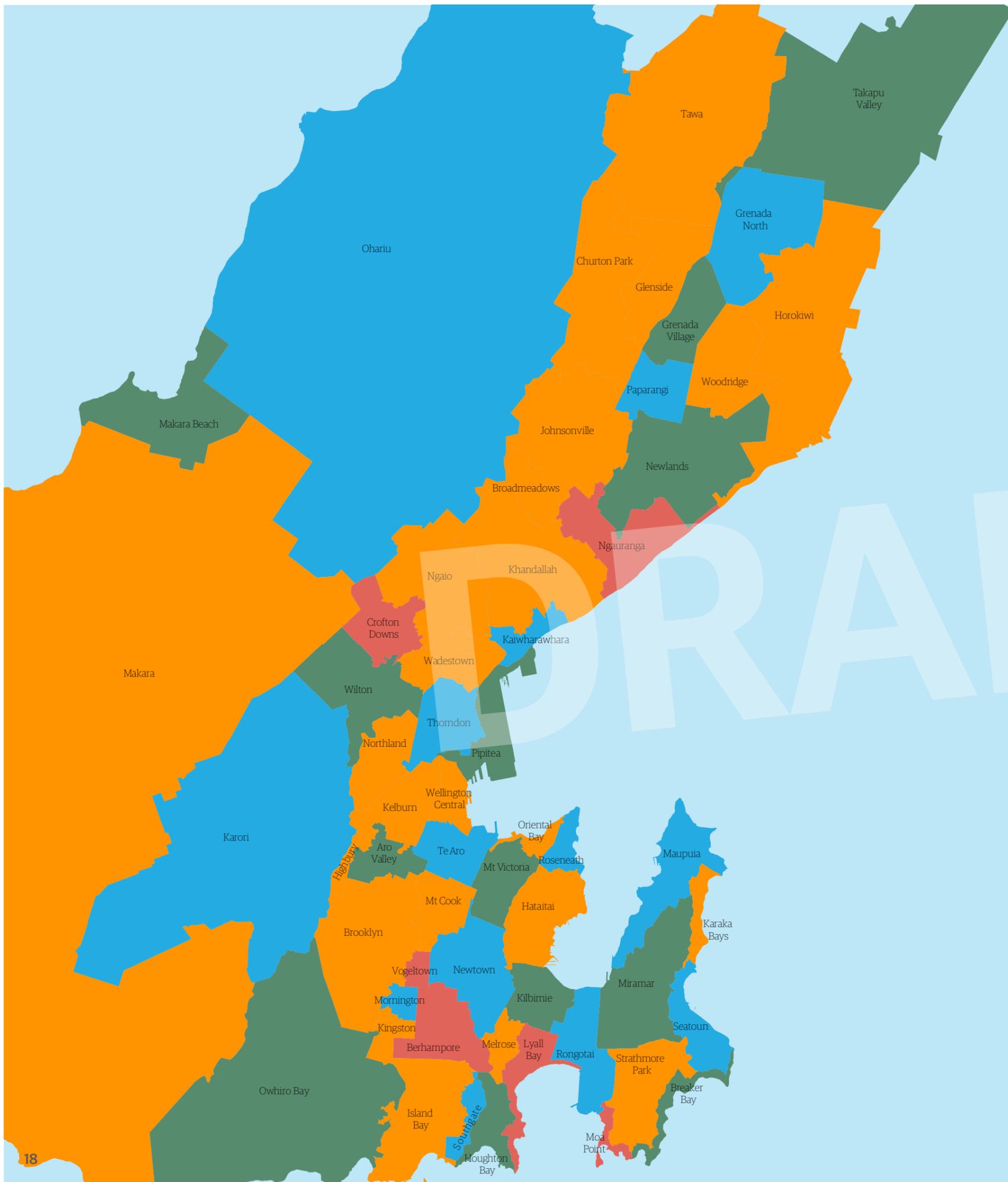
- The central city and individual suburbs are made up of a collection of interconnected neighbourhoods.
- Good neighbourhoods have layers of shared and individual experiences and places that allow people to live, work and play happily. This layering and complexity makes the city more liveable by injecting vitality, diversity and greater social connectedness into neighbourhoods.
- Good neighbourhoods are essential to Wellington's compact form as they concentrate development while protecting important aspects of the natural environment. This in turn provides for an efficient use of land and appropriate local streets, pipes, parks, shops, schools and community services in the right location. They are resilient to counter future shocks and changes that might occur over time.

- They are accessible and easy to get around, and help to enable healthy lifestyles. Ideally, a range of types and sizes of private, communal and public spaces can be accessed within a 5 to 10 minute walk. They are places where children and the elderly feel safe and free to walk around. Trees are a key contributor to the greening of neighbourhoods and their walkability.
- They offer a diversity of housing, different stages of life, and include the provision of affordable housing.
- A good neighbourhood helps to enable a balance of the four well-beings; social, economic, environmental and cultural.
- New developments will grow and change neighbourhoods, and should feature quality design. The future state of any neighbourhood needs a shared vision from the local community – the community aspirations. It builds on Te Ao Māori, the existing context and the community aspirations.

Together these deliver the future of 'Our Place'.

Wellington

Wellington's central city and individual suburbs are made up of a collection of interconnected neighbourhoods.



Our City
Tomorrow
**Planning
for Growth**



LGWM: CONFIRMING PROGRAMME OBJECTIVES

Purpose

1. This report asks the Pūroro Āmua | Planning and Environment Committee to endorse the review of the Let's Get Wellington Moving (LGWM) programme objectives and weightings following the recommendations of the LGWM Health Check.

Recommendation/s

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Note the outcomes of the review of the LGWM programme objectives.
3. Endorse the revised objectives and the proposed objectives weightings for the LGWM programme set out in Table 1. below:

<i>OBJECTIVE HEADING:</i>	Liveability	Access	Carbon emissions and mode shift	Safety	Resilience
<i>OBJECTIVE DESCRIPTOR:</i> A transport system that...	Enhances urban amenity and enables urban development outcomes	Provides more efficient and reliable access for users	Reduces carbon emissions and increases mode shift by reducing reliance on private vehicles	Improves safety for all users	Is adaptable to disruptions and future uncertainty
<i>WEIGHTING:</i>	20%	15%	40%	15%	10%

Table 1: Revised LGWM objectives and proposed weightings – June 2021

4. Note the LGWM programme team will review the associated key performance indicators to ensure they are fit for purpose and appropriately reflect the revised objectives.

Background

2. LGWM is a joint initiative between Wellington City Council (WCC), Greater Wellington Regional Council (GWRC), and Waka Kotahi New Zealand Transport Agency (NZTA), together with Mana Whenua partners Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa . The initiative commenced in late 2015 following the High Court’s upholding of an independent Board of Inquiry’s decision to decline the Basin Bridge proposal. Mana whenua have been engaged formally as partners in since mid-2020.
3. The focus of the LGWM programme is from Ngauranga Gorge to Miramar including the central city, the Wellington Urban Motorway, access to the port, and connections to Wellington Hospital and the airport. A number of core multi-modal corridors connecting the central city with suburbs to the north, south, east and west are also covered by parts of the programme. This area has an important role for both local and regional journeys.
4. A draft LGWM programme business case was completed in 2018, which identified a Recommended Programme of Investment (RPI). The Waka Kotahi Board endorsed the RPI as a programme business case (on 5 October 2018), but noting the need for further work around funding and financing arrangements before moving to the next stage.
5. Discussions with central government about funding, financing and staging led to the announcement of an Indicative Package (IP) with central government funding in May 2019.
6. On 26 June 2019, Council endorsed the LGWM long term vision and RPI, welcomed the government funding announcement as part of the IP, and agreed to move to the next stage of investigations (Council 26 June 2019). GWRC similarly endorsed the LGWM vision in June and the Waka Kotahi Board subsequently endorsed the programme’s next steps.
7. On December 11 2019, Council (SPC) agreed the funding and partnering approach for the next phase (Strategy and Policy Committee 11 December 2019). GWRC and Waka Kotahi similarly endorsed the funding and partner agreement.
8. Since then, the next business case stages for the various packages have been significantly progressed, including a draft Indicative Business Case for both the Mass Rapid Transit and Strategic Highway Improvements packages.
9. In December 2020, an independent “Health Check” on the LGWM programme was completed. One of the recommendations was for the partner organisations to collectively review and confirm the programme objectives. The process to review the programme objectives and the proposed changes are set out in this report.

Discussion

Existing LGWM programme objectives

10. Feedback from stakeholder and community engagement in 2016 and 2017, alongside technical work, was used to inform the vision, objectives and guiding principles for the programme (<https://lgwm.nz/about/our-vision/>).

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11. The LGWM Vision is “A great harbour city, accessible to all, with attractive places, shared streets and efficient local and regional journeys. To realise our vision, we need to move more people with fewer vehicles”.
 12. The existing LGWM programme objectives are to develop a transport system that:
 - a. Enhances the liveability of the central city
 - b. Provides more efficient and reliable access for users
 - c. Reduces reliance on private vehicle travel
 - d. Improves safety for all users
 - e. Is adaptable to disruptions and future uncertainty.
 13. These objectives have been used as the basis for programme and package level option assessment to date, with some alterations and refinements - e.g. the Thorndon Quay/Hutt Road package included a freight objective and the Strategic Highway Improvements and Mass Rapid Transit packages included a carbon objective in their assessments.
 14. The existing programme objectives were not given weightings. However, some programme packages have applied weights and/or have completed sensitivity testing to understand the impact of different weightings on package options.

Process to review the LGWM programme objectives

15. A joint partner workshop, attended by members of the LGWM Governance Reference Group (GRG), Mana Whenua, LGWM Partnership Board (the Board), and councillors from GWRC and WCC was held on 12 April 2021 to consider and review the existing objectives and weightings for the programme. The record of this workshop is provided as Attachment 1 to this report.
16. The workshop discussion provided attendees with an opportunity to clarify the meaning of the objectives to ensure there was a shared understanding, and to consider the objectives in the current context, including the initial findings from the Indicative Business Case work and emergent key issues (climate change emergency, COVID-19, Population growth and housing supply), together with new and updated policy direction (e.g. National Policy Statement on Urban Development (NPS UD), the Government Policy Statement (GPS) on land transport 2021, and the draft Regional Land Transport Plan (RLTP) 2021) since the programme objectives were initially developed.
17. Key feedback themes centred around the need for a focus on carbon emission reduction and mode shift, the importance of safety as an integral part of the programme, the need for clarity on the meaning of liveability in the programme context, the importance of housing intensification, urban development and urban amenity, and the need to consider equity of access.
18. The Board considered the feedback from that discussion, alongside technical considerations, and agreed to make some changes to the objectives and weightings. While Mana Whenua partners are represented on the Governance Reference Group and presented at the 12 April workshop, they are not represented on the Board and hence were not involved in the final proposed changes to the objectives and weightings. Future work will need to ensure that the perspectives and values of Mana Whenua are appropriately incorporated into the LGWM programme development and assessment of options

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19. These changes were presented and discussed at a joint council briefing on 5 May 2021. The programme board is now seeking formal endorsement of the revised objectives and weighting from Council.

Recommended updates to the LGWM programme objectives

Objective: Liveability

20. The review identified the need to be clearer about what the 'Liveability' objective covers and this has led to the recommended amendments to the descriptor for this objective, to highlight the two key elements: Urban Amenity and Urban Development. While not a specific discussion area at the joint partner workshop, it is noted that the reference to the 'central city' is no longer part of the revised wording. This is considered appropriate given that we would expect both amenity and urban development associated with the mass rapid transit corridors which extend beyond the central city.
21. The existing wording for this objective descriptor is - A transport system that: "Enhances the liveability of the central city".
22. The revised wording for this objective descriptor is - A transport system that: "Enhances urban amenity and enables urban development outcomes".
23. The key performance indicators for this objective will cover urban amenity (the quality of the urban environment in terms of its composition, activity, connectedness and comfort) and urban development (the likely yield and intensification of residential, commercial and retail development). More intensive development, particularly around enhanced public transport nodes, will also contribute positively to mode shift and reduced carbon outcomes.

Objective: Access

24. The review confirmed support for this objective, and no changes are recommended.
25. The key performance indicators for this objective will help to assess how the programme will improve access, , including access to key regional destinations like the airport and hospital and including how it will support productivity and the economy, through measures such as people living within a 30 minutes journey of key employment destinations. It will also cover consideration of level of service for active modes and publica transport and travel time reliability for all modes.
26. The need to understand the impact of options on equitable access, an issue raised through the joint partner workshop, is being investigated by the LGWM programme through consideration of the key performance indicators under this objective. The Social Impact Assessment being undertaken at a programme level will also help to understand equity impacts and opportunities.

Objective: Reduced Car Reliance (Carbon emissions and mode shift)

27. The review identified a significant increase in the focus on, and importance of, reducing carbon emissions as a response to climate change, consistent with national and regional policy direction. This has led to recommended amendments outlined below.
28. Consideration was given to a new, separate carbon reduction objective. However, the Board reflected on the discussions at the joint partner workshop where it was acknowledged that mode shift (from private motor vehicles to public transport and active modes) was generally supported as the way to reduce transport generated carbon emissions, while also contributing to wider outcomes such as reduced traffic

congestion, improved safety and amenity, better travel choice, etc. It was therefore recommended that reduced carbon emissions be given increased focus through amendment to the existing objective, “Reduced car reliance”.

29. The existing wording for this objective descriptor is - A transport system that: “Reduces reliance on private vehicle travel”.
30. The revised wording for this objective descriptor is - A transport system that: “Reduces carbon emissions and increases mode shift by reducing reliance on private vehicles”.
31. An amended objective heading is also recommended, to reflect the revised focus and objective descriptor. This proposed new heading is also more consistent with other objective headings that present the topic area (e.g. Safety, Access) rather than the verb (e.g. improve, increase, reduce) which is appropriately set out in the full objective descriptor. The proposed new objective heading is: “Carbon emissions and mode shift”.
32. The key performance indicators for this objective will include measures such as mode share and new and revised measures to assess reduction in carbon emissions. These will be fuel use - based on modelled vehicle kilometres travelled (VKT)- the relative expenditure balance between climate friendly and climate negative investments, and consideration of embodied carbon of any new infrastructure. Additional performance indicators in this area may be identified as the programme develops further understating of investment’s carbon profile.

Objective: Safety

33. The review confirmed a need for this objective to be retained, and no changes are recommended. Many joint partner workshop participants were uncomfortable scoring safety as they saw it as a given, or a bottom line, that should not be traded off against other objectives. This view is acknowledged, and safety is already a key design principle and best practice will be applied to all components of the programme.
34. However, safety also needs to be a weighted objective so that when comparing between programmes and their variants, the differences across the system in terms of further safety improvements can be assessed alongside other objectives. If safety was considered as the prime consideration above all others, then potential programmes with adverse outcomes would be prioritised which would impact other objectives and also create safety issues outside the project study area. More commentary on this objective is set out in paragraph 46 below.
35. The key performance indicators for this objective will include measures to assist with understanding how options impact on the risk of deaths and serious injuries on the network, with an additional focus on risk to people walking and cycling.

Objective: Resilience

36. The review confirmed support for this objective, and no changes are recommended.
37. The key performance indicators for this objective will include measures that cover the transport networks ability to recover and adapt to provide access following both smaller scale, more common incidents (e.g. a crash or slip blocking a lane or transport corridor) and large scale, less frequent events (like a significant seismic event), including access to critical facilities.

Consistency of the LGWM programme objectives with current policy direction

38. The LGWM programme objectives are well aligned with strategic direction and priorities set out in the key guiding policy documents.
39. In the GPS 2021, priorities include Safety, Better Travel Options, Climate Change and Improving Freight Connections. These have a good fit with the safety, access, and mode shift and carbon reduction objectives for LGWM. The description of the GPS “better travel options” objective covers liveability and multi-modal access, and the description of the GPS “freight” objective covers efficient, reliable, safe and resilient access.
40. The draft RLTP 2021 includes three headline targets seeking significant progress in relation to safety, carbon emission reduction and mode shift over the next ten years. The RLTP ten year investment priorities include Public Transport Capacity, Travel Choice, Strategic Access, Safety and Resilience. The first two priorities listed are the key investment areas expected to contribute to the RLTP mode shift and carbon emission reduction targets. The LGWM programme objectives strongly reflect the strategic direction provided by the RLTP.
41. The NPS UD provides direction about the expected role integrated land use and transport in delivering housing capacity, and new provisions to strengthen urban intensification around public transport nodes – a good fit with the LGWM liveability and mode shift objectives which seek to enable urban development and support mode shift.
42. The Council’s Planning for Growth (PFG) programme identifies several strategic goals for the city. These seek a city that: retains its compact urban form, with quality urban development in the right locations; is resilient; is vibrant and prosperous; is inclusive and connected; and, is “greener” – i.e. sustainable, with its natural environment protected, enhanced and integrated into the urban environment. These goals have a particularly strong alignment with the LGWM “liveability” objective, but also reflect other LGWM objectives. The LGWM “carbon emissions and mode shift” objective will be a key enabler for the outcomes sought through the PFG programme.

Proposed weighting of objectives

43. During the joint partner workshop, participants were asked to rank, then weight the programme objectives. Many workshop participants felt that safety should be a given, or a bottom line, that shouldn’t have to be traded off against other objectives. For this reason, the workshop participants removed the “Safety” objective for the workshop weighting exercise. A separate carbon objective was added for the weighting exercise, reflecting the initial feedback outlined in paragraph 27 above.
44. The Board considered the average weightings that resulted from the workshop exercise, alongside other technical considerations and advice. The following objective weightings were recommended to take forward:
 - a. Liveability – 20%
 - b. Access – 15%
 - c. Reduced car reliance – 40%
 - d. Safety – 15%
 - e. Resilience – 10%
45. The recommended weightings are well aligned with the workshop feedback. The key difference is the inclusion of a weighting for the “Safety” objective, and combining the

existing “Reduced car reliance” objective and proposed carbon objective for the reasons outlined in paragraph 28 above.

46. Further technical and legal advice was sought in relation to safety. This noted that, while safety would always be a key design principle, by excluding safety as an objective, there is a risk that the programme could be challenged on the basis that safety elements are not necessary for achieving the project objectives. A specific safety objective is the best way to ensure that safety outcomes are achieved throughout the entire development and delivery phases whilst ensuring it doesn't eclipse all other objectives which may result in perverse outcomes. A weighted safety objective will also ensure transparency of analysis and decision making. A weighting of 15% for the safety objective was considered appropriate in this context.
47. Recognising mode shift and reduced car reliance as a key contributor to reducing transport generated carbon emissions, and reflecting the feedback around the importance of addressing climate change, the revised combined “Carbon emissions and mode shift” objective was given a weighting of 40%.
48. Minor adjustments (and rounding) were made to the remaining objective weightings to reflect and accommodate these changes in the Boards recommended weightings.

How the revised objectives and the proposed weightings will be used

49. The objectives and key performance indicators that support them will be used:
 - To assess the baseline / current situation and the case for change
 - In the option evaluation process as part of a wider multi-criteria analysis to assess and shortlist programme and package options
 - In the business case process to ensure that the preferred option results in meaningful change and warrants investment
50. The resulting documentation setting out these decision-making steps will then be used:
 - As evidence in Resource Management Act processes, which require decision makers to consider whether the work is reasonably necessary for achieving the project objectives.
 - In other statutory decision-making processes, such as the Land Transport Management Act, Local Government Act or the Public Works Act.
51. The objective weightings will provide a clear signal about the partner's priorities, will be used as part of multi-criteria analysis, and may help decision making on trade-offs between options and sub-options.
52. However, as noted during the joint partner workshop discussion, all of the objectives are critical for the programme and will be retained. Sensitivity testing will be carried out to understand the impact of different weighting scenarios and provide transparency about the impact of these on different programme options.

Next Actions

53. Subject to endorsement of this paper, the revised objectives and weightings will be used to inform the LGWM programme going forward, as set out in paragraph 48 in this report.
54. As the next stage of the business cases are developed, work will need to ensure that the perspectives of Mana Whenua are appropriately incorporated into the LGWM programme

55. The partner councils will be updated regularly with progress on the LGWM programme.

Attachments

Attachment 1. Objectives Workshop - Outcomes Report [↓](#) 

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Author	Gunther Wild, Partner Lead - LGWM
Authoriser	Liam Hodgetts, Chief Planning Officer Barbara McKerrow, Chief Executive Officer

SUPPORTING INFORMATION

Engagement and Consultation

The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act).

Officers considered the significance (as defined by Part 6 of the Local Government Act 2002) of the matters, taking into account Council's Significance and Engagement Policy and Decision-making Guidelines. Officers recommend that the matters are of low significance.

The decisions sought through this report are an interim step as part of a longer process to identify and assess options. While the programme objectives and weightings will be used to inform the assessment of LGWM programme options, decisions about which option(s) to take forward will be part of future decision making processes.

Comprehensive public and stakeholder engagement led to the development of the existing programme objectives. The purpose of the review was not to re-litigate those objectives, but to check and confirm these reflected the current context and policy direction. The revised, weighted objectives are still considered to be well aligned with the feedback themes from the community that informed the existing objectives. <https://lgwm.nz/what-you-think/umr-research-key-messages/>

Treaty of Waitangi considerations

LGWM is working in partnership with iwi as part of the programme. An iwi partnerships working group has been established to help the programme appropriately consider mana whenua perspectives and support broader iwi engagement. Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa also participate in the governance of the programme as members of the Let's Get Wellington Moving Governance Reference Group and their representatives participated in the joint partners workshop referenced in this report.

Financial implications

There are no direct financial implications associated with the decisions in this report.

Policy and legislative implications

N/A

Risks / legal

No specific legal or financial risks have been identified.

Climate Change impact and considerations

Consideration of climate change has been one of the key areas of focus for this review of the LGWM programme objectives.

Communications Plan

N/A

Health and Safety Impact considered

There are no health and safety considerations at this time.



13 April 2021

LGWM Objectives Workshop

Outcomes Report

David Dunlop
Acting Programme Director

Document Number 0083/21

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Revision History

Revision No	Prepared by	Description	Date
1	Sarah Rowe	Draft	13 Apr 21
2	Lisa Calder	Draft	10 May 21
2	Lisa Calder	Final	15 June 21

Document Acceptance

Action	Name	Signed	Date
Prepared by	Sarah Rowe		15 Apr 21
Reviewed by	Vickie Moses		17 Apr 21
Approved by	David Dunlop		18 Apr 21
On behalf of			

Background

The context and purpose of the Workshop

1 Background Information

The findings of the LGWM Health Check were received in December 2020; the Health Check identified the need for the reassessment and confirmation of the Programme Objectives. As such, the Partnership Board (Board) requested that the Programme organise an Objectives Weightings Workshop (Workshop), including the Governance Reference Group (GRG), Board, Greater Wellington Regional Councillors and Wellington City Councillors, to address this recommendation.

*“During the pause, LGWM should be reset, with the following undertaken:
- Reassessment and confirmation of the objectives and outcomes by the partner organisations collectively, specifically in the context of the indicative package of investments.”¹*

1.1 Purpose

The purpose of the Workshop was to:

1. Understand what the Objectives meant to the Programme team and gain feedback from attendees as to what they meant to them and other considerations;
2. Rank the Programme Objectives according to priority collectively as group; and
3. Understand weightings of the Programme’s objectives from the partner organisations and the wider group once combined.

The outcomes of the Workshop (being the weightings of the objectives) will be ratified by the Board and utilised by the Programme to inform key performance indicators (KPI’s) and the assessment of projects, solutions and programme level outcomes.

1.2 Workshop Overview

1.2.1 Date and Location

Monday 12 April, 8.30am to 12.30pm, at Council Chamber, Greater Wellington Regional Council, 100 Cuba Street, Wellington.

1.2.2 Facilitator

The Programme engaged Vickie Moses, of CI Consulting NZ, to facilitate the workshop. V Moses worked with the Programme Team to develop an informative and interactive agenda which allowed engagement such that those attending were able to contribute and understand the implications of different objectives from a definition and weighting perspective.

V Moses also utilised the workshop to explore the behaviours of what “One Team” meant to attendees.

1.2.3 Invitees and attendees

Name	Role	Organisation	Attended
Vickie Moses	<i>Facilitator</i>	CI Consulting	✓

¹ (December 2020) *Health Check Final Report*, p.1 [online]. Available at: <https://lgwm-prod-public.s3.ap-southeast-2.amazonaws.com/public/Documents/LGWM-final-report-December-2020.pdf>

Programme Representatives			
David Dunlop	<i>Programme Director (Interim)</i>	LGWM	✓
Rowan Oliver	<i>LGWM Programme Integration Manager (PIM)</i>	LGWM	✓
Phil Peet	<i>LGWM MCA Adviser</i>	LGWM	✓
Sarah Rowe	<i>Governance Support Lead</i>	LGWM	✓
Siobhan Procter	<i>LGWM Partner Lead</i>	WCC	✓
Kesh Keshaboina	<i>LGWM Partner Lead</i>	Waka Kotahi	X
Dave Humm	<i>LGWM Owner Interface Manager</i>	GWRC	✓
Jodie Lawson	<i>LGWM Owner Interface Manager</i>	Waka Kotahi	✓
Gunther Wild	<i>LGWM Owner Interface Manager</i>	WCC	✓
LGWM Governance Reference Group			
Sir Brian Roche	<i>LGWM GRG Chair</i>	Waka Kotahi	X
Nicole Rosie	<i>LGWM GRG Member</i>	Waka Kotahi	✓ (Part)
Emma Speight	<i>LGWM GRG Member</i>	Waka Kotahi	✓
Kirsty Tamanui	<i>LGWM GRG Member</i>	Taranaki Whānui ki te Upoko o te Ika	X
Leslie Brown	<i>Attended on behalf of Kirsty Tamanui</i>	Taranaki Whānui ki te Upoko o te Ika	✓
Helmut Modlik	<i>LGWM GRG Member</i>	Ngāti Toa	✓
Roger Blakeley	<i>LGWM GRG Member</i>	GWRC	✓
Daran Ponter	<i>LGWM GRG Member</i>	GWRC	✓
Mayor Andy Foster	<i>LGWM GRG Member</i>	WCC	✓
Sarah Free	<i>LGWM GRG Member</i>	WCC	✓
LGWM Partnership Board			
Brett Gliddon	<i>LGWM Board Chair</i>	Waka Kotahi	X
Robyn Elston	<i>LGWM Board Member</i>	Waka Kotahi	✓
Barbara McKerrow	<i>LGWM Board Member</i>	WCC	✓
Sara Hay	<i>LGWM Board Member</i>	WCC	X

Greg Campbell	<i>LGWM Board Member</i>	GWRC	✓
Luke Troy	<i>LGWM Board Member</i>	GWRC	✓
Councillors			
Penny Gaylor	<i>Councillor</i>	GWRC	X
Glenda Hughes	<i>Councillor</i>	GWRC	✓
David Lee	<i>Councillor</i>	GWRC	✓
Thomas Nash	<i>Councillor</i>	GWRC	✓
Jenny Brash	<i>Councillor</i>	GWRC	X
Chris Kirk-Burnnand	<i>Councillor</i>	GWRC	X
Ken Laban	<i>Councillor</i>	GWRC	✓
Prue Lamason	<i>Councillor</i>	GWRC	X
Josh van Lier	<i>Councillor</i>	GWRC	✓
Diane Calvert	<i>Councillor</i>	WCC	✓ (Part)
Jenny Condie	<i>Councillor</i>	WCC	✓
Jill Day	<i>Councillor</i>	WCC	✓
Fleur Fitzsimons	<i>Councillor</i>	WCC	✓
Laurie Foon	<i>Councillor</i>	WCC	✓
Rebecca Matthews	<i>Councillor</i>	WCC	✓
Teri O'Neill	<i>Councillor</i>	WCC	✓
Iona Pannett	<i>Councillor</i>	WCC	✓
Tamatha Paul	<i>Councillor</i>	WCC	✓
Sean Rush	<i>Councillor</i>	WCC	✓
Malcolm Sparrow	<i>Councillor</i>	WCC	✓
Simon Woolf	<i>Councillor</i>	WCC	✓
Nicola Young	<i>Councillor</i>	WCC	✓ (Part)
Other			

Moana Mackey	<i>Chief Advisor to the Chief Planning Officer and Chief Infrastructure Officer</i>	WCC	✓
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1.2.4 Agenda

Time	Agenda
8.30 am	<p>Introduction to the Programme Identify Programme Objectives Partner Needs</p> <p>Objective: During this session a representative from Waka Kotahi, WCC, GWRC, Taranaki Whānui ki te Upoko o te Ika, and Ngāti Toa will have an opportunity to briefly discuss their needs and aspirations for LGWM.</p>
8.45 am	<p>Journey to date (Luke Troy)</p> <p>Objective: To recap on the journey to date in order to ensure that all partners have a shared understanding of the programme. This conversation would conclude with where we are now and what we have learnt.</p>
9.15 am	<p>Confirmation of Vision and Objectives (Luke Troy)</p> <p>Objective: To review the LGWM Vision and Objectives and develop a shared understanding of the intent and meaning of each objective.</p>
9.25 am	<p>Objectives Alignment and feedback</p> <p>Objective: For team members to provide input and feedback into the objectives and make any recommendations going forward.</p>
10.15 am	<p>Morning Tea Break</p>
10.30 am	<p>Objectives Rankings</p> <p>Objective: To provide all participants with the opportunity to rank the objectives to ultimately provide the LGWM team with guidance around the leadership teams expectations as to how the programme of works might best be prioritised going forward.</p>
11.15 am	<p>Objective Weightings</p> <p>Objective: To provide all participants with the opportunity to put forward their individual view regarding how they believe the LGWM objectives should be weighted. This information will then be collated following the workshop and fed into the board discussions and outputs report.</p>

<p>11.45 am</p>	<p>Leadership of LGWM</p> <p>Objective: Following on from the findings in the Health Check report the leaders will be given the opportunity to briefly explore the types of behaviors which they expect of themselves and the team going forward to ensure we achieve the vision for LGWM vision.</p>
<p>12.15 pm</p>	<p>Where to from here?</p> <p>Objective: To discuss the steps going forward.</p>
<p>12.30 pm</p>	<p>Close</p>

Objectives Workshop

Summary of discussion

2 Objectives Workshop Overview

2.1 Introduction to the Programme

Representatives from each partner organisation (being Greater Wellington Regional Council, Wellington City Council, Waka Kotahi, Taranaki Whānui ki te Upoko o te Ika, and Ngāti Toa) presented to the attendees, a summary of their organisations' specific priorities for the programme.

Waka Kotahi reinforced their commitment to the Programme and their focus on de-carbonising the city through significant and sustainable mode shift. Safety is critical to Waka Kotahi, as is resilient access to and throughout the city.

Taranaki Whānui ki te Upoko o te Ika discussed the importance of: a sense of place, the role of water, the wise use of energy during construction, the optimisation of health and wellbeing during construction, the sustainable use of materials, supporting a just and safe society, and celebrating beauty and design.

Ngāti Toa shared their Tikanga: Manaakitanga – enhancing mana through excellence, generosity and hospitality, Kotahi tātou – inspiring unity and connection, Whakatau Tika – acting with honesty and integrity, Kaitiakitanga – sustaining our people and resources, Wairuatanga – our connection to te ao wairua, Whānaungatanga – connectedness and kinship, Ahi Kā – sustainability of our Ngāti Toatanga, Rangatiratanga – visionary and courageous leadership. Ngāti Toa highlighted that there is a risk that the Programme could lose sight of wellbeing and mana; and noted our shared and increasing need to look after the environment.

Wellington City Council Wellington City Council stressed that LGWM is more than a transport project alone. It is critically important that transport must support the economy, environment, social and cultural wellbeing of our community and is a means to an end rather an end itself.

Greater Wellington Regional Council highlighted the importance of connectedness to the whole region, and the role of transport in economic development. GWRC are focused on environmental protection and mode shift.

It was noted that during the workshop that the current Programme objectives will not be relitigated but will be ranked and weighted; additional objectives or adjustments to wording could occur based on feedback from attendees.

2.2 Journey to Date

L Troy presented to the Workshop an overview of the LGWM Programme including:

- The timeline of the programme from its inception to date; and
- Feedback themes from the community, including:
 - Support for better public transport - now and long-term
 - Widespread support for walking and cycling improvements and priority
 - Future-proofed solutions are required
 - Wellington-specific solutions required
 - A regional, integrated approach is required
 - Opposition to new infrastructure that encourages car use
 - Basin traffic flow issues need to be solved, but diverse views are held
 - It is time to act, while being mindful of cost

- The vision and objectives of the Programme, being:
 - **Vision**

A great harbour city, accessible to all, with attractive places, shared streets and efficient local and regional journeys. To realise our vision, we need to move more people with fewer vehicles.
 - **Objectives**
 1. Enhances the **liveability** of the central city
 2. Provides more efficient & reliable **access** for users
 3. **Reduced reliance** on **private vehicle** travel
 4. Improves **safety** for all users
 5. Is **adaptable to disruption** and future uncertainty
- The Programme’s Strategic approach:
 - Optimise the transport system and make it safer
 - Encourage people to walk, cycle and use public transport more, and use cars less
 - Substantially improve public transport capacity, quality and performance
 - Encourage urban intensification near public transport
 - Prioritise people walking, cycling and using public transport on key corridors
 - Improve accessibility and amenity of places and streets
 - Ensure those who need to use private vehicles can (e.g. deliveries)
 - Reduce conflicts between different transport users and traffic flows
 - Increase the resilience and reliability of our transport, especially to the hospital, port and airport
- The current context of LGWM, including:
 - The Programme Health Check
 - Indicative Business Cases
 - Emergent Key Issues (climate change, COVID-19, population growth, housing supply)
 - Key Issues of Focus (Affordability, mix of investments, timing of investments, alignment with government priorities and response to emergent key issues)
- The scope of LGWM

2.3 Confirmation of Vision and Objectives

In order to weight the objectives accurately, the attendees needed to have a consistent understanding of each of the objectives. Attendees were invited to seek clarification on the meaning of the objectives to ensure there was a shared understanding.

2.4 Objectives Alignment and Feedback

During this session the attendees were asked to provide feedback directly to the programme team regarding the objectives. Therefore, attendees were split into pre-determined groups which were purposefully created to contain a mix of representatives from each partner organisation where possible. Groups were asked to consider the Programme Objectives and provide feedback and recommendations on the objectives. Listed below are some key feedback points:

- The reduction of carbon emissions should be a key focus of the Programme, including KPIs on mode shift.
- Equity of access should be included as part of the ‘access’ objective; including improving access for under-served users, those in less-serviced areas, and for people with disabilities.
- Transport services the four pillars of wellbeing and could be integrated into the ‘liveability’ objective.
- Carbon should be a separate objective.
- Housing is very important, as is housing intensification (up not out) and the intensification of transport.
- Mode shift and reducing carbon.
- The enhancement of the liveability objective; Urban Development and Urban Amenity should be split.
- There should be KPIs around density and mode shift.
- Safety as an objective is a bottom line.
- Access and prioritisation between user types, in accordance with an agreed hierarchy(e.g. pedestrians, cyclists, PT, general traffic).
- Safety should be considered across all objectives.
- Improve access for those that don’t have access; the equity of access.
- Look at how the sustainable transport programme fits into the LGWM Programme.

It was clear during this session that reducing carbon emissions in Wellington was consistently of imperative importance across all partners. As such, it was recommended that ‘Carbon Emissions Reduction’ be added as the sixth Programme objective.

Upon further discussion of carbon and emission reduction, it became clear that ‘Carbon and Emissions Reduction’ as a Programme objective was understood as the reduction of private vehicle use achieved through mode shift (as opposed to increased electric vehicle use, which would also achieve carbon reduction, for example).

Many participants were uncomfortable weighting Safety as they considered it to be of paramount importance which cannot be ranked against other objectives. Accordingly, the participants decided against weighting this objective.

2.5 Objectives Rankings

In order to determine which objectives were of the highest priority to the partners, the groups were asked to rank the objectives in order of priority. The group rankings were then combined to produce a list of the objectives in order of priority:

1. Carbon emission reduction
2. (Joint) Enhances the **liveability** of the central city

2. (Joint) **Reduced reliance** on **private vehicle** travel
3. Provides more efficient & reliable **access** for users
4. Is **adaptable to disruption** and future uncertainty

When considering the list of ranked objectives, it is important to note that attendees present at the workshop generally felt that 'resilience' would be routinely considered as a priority across the programme, similarly to 'safety', which would explain why attendees did not assign it any priority.

Councillors located outside of Wellington city noted the importance of access for their constituents and reiterated the importance of connectedness to the whole region.

It was also noted during the discussion that all objectives are critical for the programme and will remain. The prioritisation process simply supports the LGWM team going forward with decision making.

2.6 Objectives Weightings

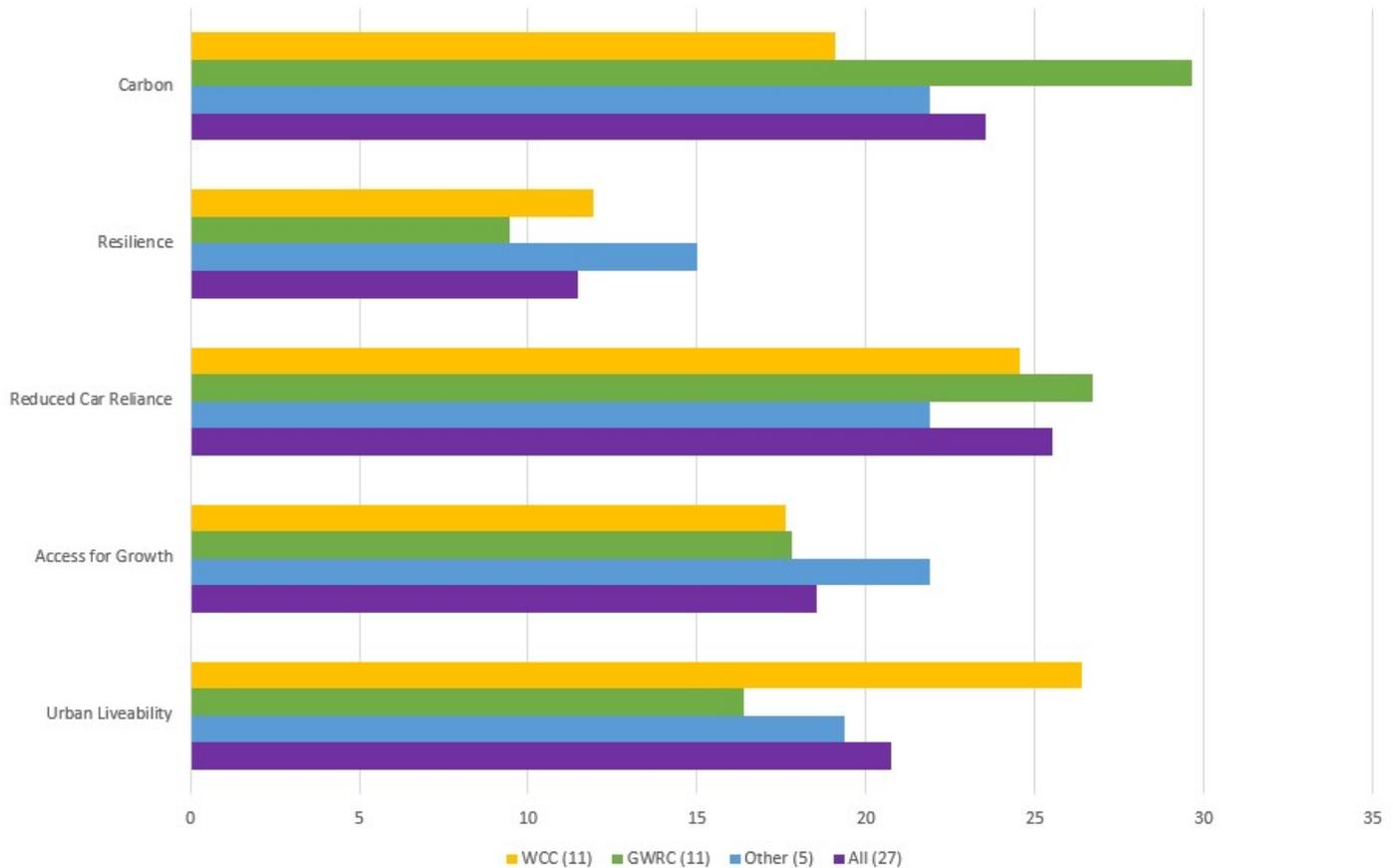
Having ranked the objectives in a group setting, all attendees (not part of the Programme Team) were asked to individually assign a percentage weighting to each of the objectives.

A summary of the final percentage weightings and the results of this exercise are shown in the chart below. The chart shows the percentage weightings by individual partner, and by all partners collectively.

Overall, **Reduced Car Reliance** was weighted as the objective of the highest priority, followed by Carbon Emission Reduction, Urban Liveability, Access for Growth, and Resilience respectively.

The results of the Objectives Weightings exercise were largely in line with the results of the Objective Rankings exercise.

Objectives Guidance Workshop - 12 April 2021 Average Objective Weighting



2.7 Leadership of LGWM

The alignment of the partners was a key aim of the workshop. Therefore, attendees were asked to feedback on the behaviours and attitudes to support a move forward as 'One Team' (Programme and Partners). Examples of the values and behaviours which attendees believed would support a 'one team' approach are outlined below:

- **Respect** the democratic process to make decisions; partners should 'back', and be supportive of, decisions made through this process
- Always act in **Mana** enhancing ways
- Have one clear **communication** channel, a voice of the programme
- **Have robust debate within the team then support** the teams decision once it has been made
- **Honest** communication
- **Trust** our partners.
- It is important not to leak information
- **Be advocates** for the programme.
- **Demonstrate Leadership of the programme**; noting that there is difficulty in being closely associated with the LGWM due to its current reputation
- Reduce **disconnect** between the team and the partners

- There should be **protocols** regarding restricting discussion with the media; individuals have the right to comment publicly but ideally the programme should be consulted to help with consistent messaging.
- **Regular GRG** meetings should be held, advocates for the Programme can be updated, and positive points can be relayed to the media
- Delivery with **urgency**
- Demonstrate **competence**
- Consistent and collective **advocates** for the programme
- **Deliver** on promises

2.8 Where to from here?

The feedback collected during the Objectives Workshop will be presented to the Board for consideration at the Board Meeting on 28 April 21. It was agreed that recommendations made by the Board regarding the priority programme objectives, will be presented back to Councillors for final approval.

The Programme will then finalise the IBCs, using the priorities agreed upon by the Board (and approved by Councillors).

Let's GET
Wellington
MOVING



THORNDON QUAY PARKING CHANGES - TRAFFIC RESOLUTION

Purpose

1. This report asks the Pūroro Āmua | Planning and Environment Committee to consider a Traffic Resolution that would formalise a change from angle parking to parallel parking on Thorndon Quay between Tinakori Road and Moore Street. The traffic restrictions are attached to this report.

Summary

2. In late 2020, a Waka Kotahi NZ Transport Agency (NZTA) audit recommended that Wellington City Council “investigates the change of angle parking to parallel parking on Thorndon Quay as a cycle safety initiative”.
3. Subsequent to this on 14 April 2021, an e-petition to make safe space for cycling on Thorndon Quay was presented to the Regulatory Processes Committee and is responded to in this report.
4. It is therefore recommended to change angle parking to parallel parking to improve cycle safety on Thorndon Quay. This is to address a number of crashes involving cyclists along Thorndon Quay and implement a best practice parking design on this arterial corridor.
5. A primary reason that Thorndon Quay is not safe enough for cyclists is because the angle parking reduces the space for cyclists on the road adjacent to the moving traffic lane. This increases the risk of physical conflict involving cyclists with moving vehicles, both those using car parks and those travelling along the road.
6. The proposed parking change is expected to reduce crashes by an estimated six crashes a year with an estimate saving in the social cost of injuries of \$2.3m over 10 years.
7. Consultation on the traffic restriction was held as part of Let’s Get Wellington Moving’s (LGWM) wider consultation on the Thorndon Quay and Hutt Road project from 11 May to 8 June 2021
8. Feedback received during the consultation period is generally supportive of the change and a full list of submissions can be found attached to the report together with commentary on general themes.
9. Having reviewed the feedback we consider there is an opportunity to review parking time restrictions and the provision of commercial vehicle parking in conjunction with the LGWM project for Thorndon Quay and the Hutt Road. In response to a request from submitters we have included a parking change to accommodate the safety and

convenience of parents dropping off and picking up children from CoKids at no.172 Thordon Quay.

10. Officers are confident that if the attached Traffic Resolution, is approved, it will improve the safety of cyclists on Thorndon Quay and contribute to the City's transport network objectives of safety, accessibility, efficiency, and sustainability.

Recommendation/s

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:

TR53-21 Thorndon Quay Pipitea – Convert angled parking to parallel parking (amended)

Background

11. Thorndon Quay is a major arterial transport thoroughfare for Wellington City linking the Wellington Central Business District (CBD) to the State Highways and the northern suburbs. It caters for approximately 50,000 people moving through it daily.
12. With the increase in people choosing to cycle along Thorndon Quay, the number of injuries incidents relating to cyclists have increased over the last five years. Projections are, cyclists numbers will grow from 1,300 per day to 4000 cyclists a day by 2036. A major contributor to incidents on Thorndon Quay relates to conflicts between cyclists and motorists using the angled car parks particularly in the section between Moore Street and Tinakori Road.
13. Audits by NZTA of the corridor have also identified angled parking as a safety concern for cyclists and have recommended that the angle parking arrangement be changed to parallel parking.
14. On 14 April 2021, an e-petition to make safe space for cycling on Thorndon Quay was presented to the Regulatory Processes Committee. A resolution was passed at that Committee meeting as follows:

*Note that Council officers propose to time the traffic resolution process to coincide with consultation Let's Get Wellington Moving is running on Thorndon Quay as part of their City Streets Programme, starting 10 May 2021; however should the LGWM consultation be delayed the traffic resolution process will continue regardless. Officers will bring a paper to the Strategy and Policy Committee for approval as soon as possible, ideally in June but no later than August.*⁶

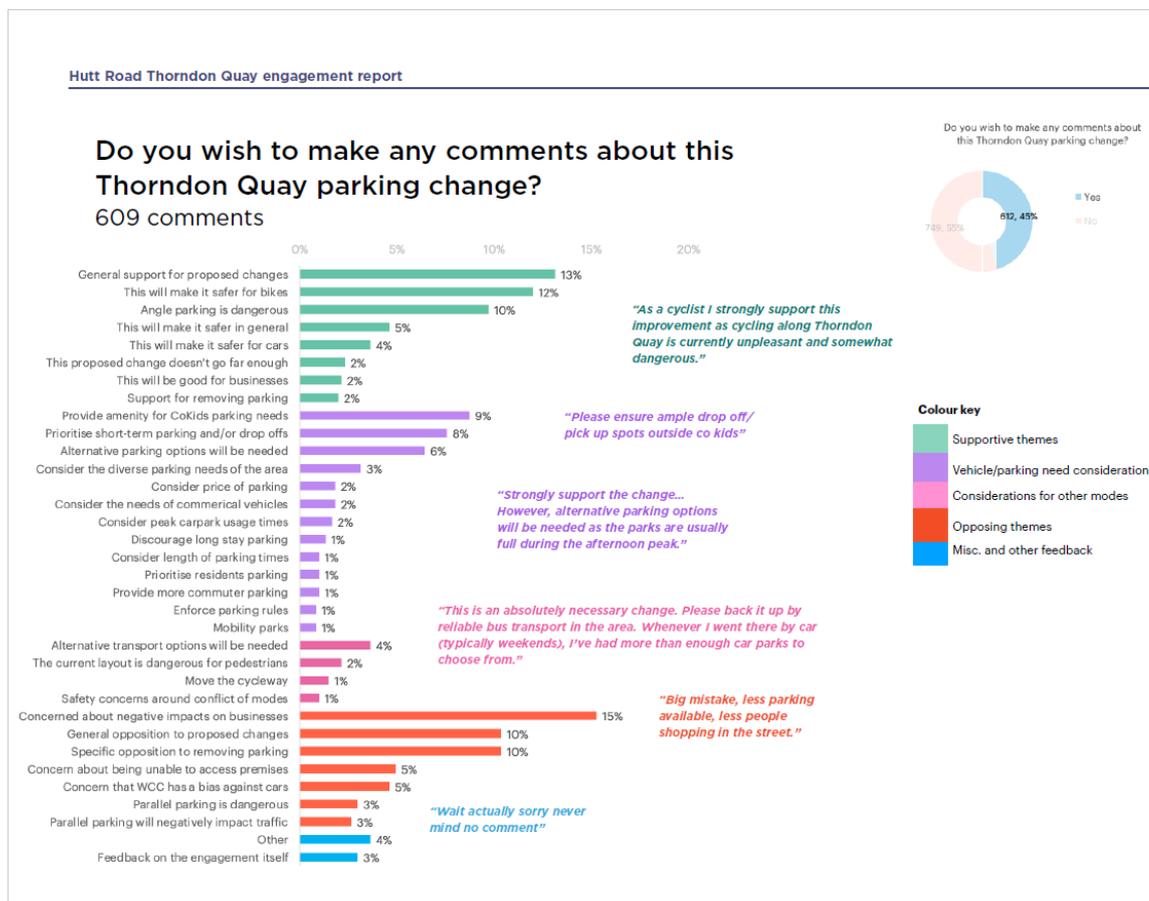
⁶ <https://wellington.govt.nz/-/media/your-council/meetings/committees/regulatory-processes-committee/2021/04/2021-04-14-minutes-and-attachments-regs.pdf>

Discussion

15. The attached traffic resolution details proposed changes to parking on Thorndon Quay to address cycle safety attributed to angle parking. This is in response to the NZTA audit which is conducted regularly on the City's roading network as part of our funding agreement with the Agency. The proposal also aligns with the Council's Parking Policy.
16. An analysis of accidents on Thorndon Quay show more than half (57 out of 102) of all recorded crashes on Thorndon Quay in the past 10 years related to parking manoeuvres. Of these 42% of all parking related crashes are due to angle parking manoeuvres.
17. If the proposed change in parking is made the reduction in social cost of injuries due to parking related incidences along Thorndon Quay is estimated at \$2.3m over 10 years. This is based on reducing crashes involving cyclists by an estimated six crashes per year. This is using a study cited (HANDBOOK OF ROAD SAFETY MEASURES, ELVIK, R. AND VAA, T., 2004) from the Crash Modification Factors (CMF) Clearinghouse commonly used by Council as a source for crash analysis. Costs are sourced from the Ministry of Transport's Social cost of road crashes and injuries - June 2019 update, which the Council regularly relies on for official estimates.
18. Analysis of parking data of existing demand on Thorndon Quay showed that the reduced number of car parks can meet the short-term parking demand while existing commuter parking demand is met elsewhere. It is expected that the existing commuter parking demand will migrate further north to the Hutt Road, Sar Street, and surrounding streets in Thorndon.
19. Parking demand data was analysed between the hours of 8am to 6pm on business days and assumes no parking occupancy during the morning clearway time 7am to 9am on the northern side of Thorndon Quay.
20. The existing 333 car parking spaces are made up of 274 angled and 59 parallel parks between Tinakori Road and Moore Street.
21. The data shows an average of 53% occupancy in the 2 hr restricted spaces and 70% in the 9/10 hour spaces at peak occupancy (weekdays from 8 am to 6pm). The average stay throughout this weekday period is 37minutes. (Note: This data is based on the 380 parking spaces between Tinakori Road and Mulgrave Street. This includes the 9/10 hour parking spaces in the area)
22. The reduced car parking spaces (202 spaces - Tinakori Road to Moore Street) are expected to meet the existing parking needs and be sufficient based on the average occupancy. According to the parking policy commuter parking is not supportive of local business activities in this area. Commuters can park further afield or more ideally use public transport or other active transport choices This is supported by WCC's transport

hierarchy which prioritises walking, cycling and micro mobility, public transport, delivery vehicles, car share and taxis ahead of private motor vehicles.

23. Based on the parking occupancy data the proposed reduction of parking spaces can meet the parking demand albeit some may not be directly convenient to all businesses and their customers. A future review of time limits and different occupancy patterns could be conducted to promote a higher turnover in areas of varying parking demands.
24. The existing 9/10 hour time restricted car parks will remain but will be reduced in number following a change to parallel parking.
25. Consideration has been given to the impact of reduced parking during stadium events, and the potential for inconsiderate parking on streets in Thorndon like Hobson Street, Hobson Crescent, Moturoa Street. We acknowledge that on-street parking will continue to be in high demand for major events. Further encouragement of public transport use is an option to offset this demand. Good parking management is currently in place to protect the parking needs within Thorndon. These parking management measures will be investigated further if stadium event parking demands create additional parking inconvenience to the Thorndon community past the current boundaries.
26. We consulted the affected community from 11 May to 8 June 2021 on this Traffic Resolution as part of LGWM's wider consultation on the Thorndon Quay and Hutt Road project.
27. Consultation with the community included an online stakeholder briefing, two open days at Pipitea Marae, information stalls at the Harbourside and Johnsonville Markets, a letter drop and meetings at the stakeholder's request.
28. We received 1,613 submissions and 609 comments specifically about this traffic resolution. Of these submissions, 66% agreed with the proposal to convert angle parking to parallel parking. Given the number of submissions, the comments have been themed and the results are shown in the table below. Please note the graph does not add up to 100% as a submission can have more than one theme.

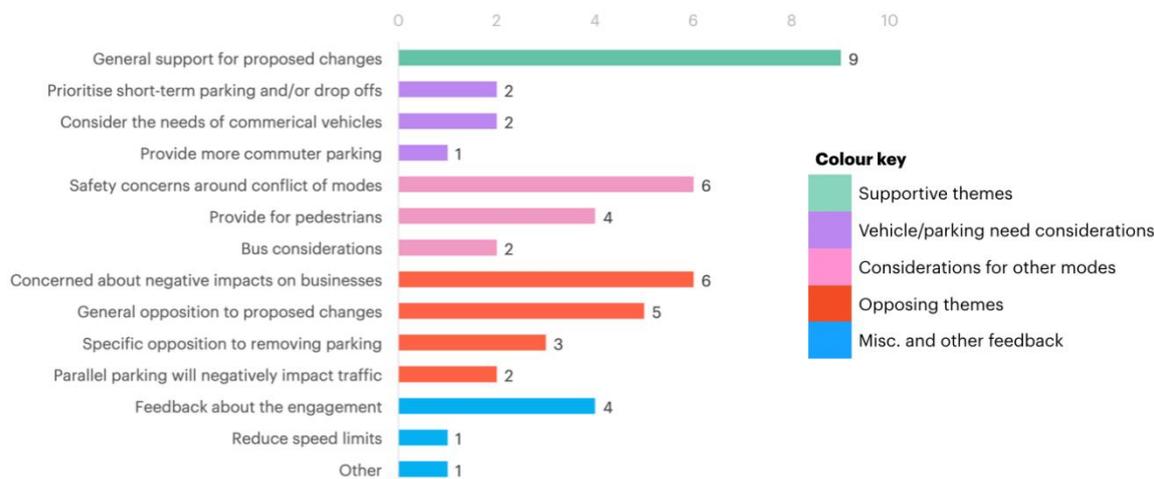


Officer's responses to these themes have been included as an attachment to this report in Attachment 2.

29. In addition to the submissions received via the online form were 26 submissions that came via email. We have collated these separately in themes because they are not in response to any particular question and the context of their commentary is different. Again, please note the graph below does not add up to 100% as a submission can have more than one theme.

30. The graph below represents the themes from submissions received via email.

Themes about Thorndon Quay



31. The email submissions received generally cover responses to the LGWM project for Thorndon Quay and Hutt Road. Issues raised in these email submissions relating to the proposed Thorndon Quay parking changes are covered in the same themes identified from the online submissions. Responses to these email submissions are also collated in the theme responses in Attachment 2.
32. A full report of submissions is available on the Council website⁷.
33. Feedback received from consultation generally supports the proposed parking changes as an interim safety measure to be implemented ahead of wider, more comprehensive corridor changes proposed by LGWM that will improve the service levels for public transport, cyclists, and pedestrians.
34. When asked "If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised" a high proportion suggested the time limit should be reduced from the current two hour restriction. To acknowledge this, we will consider reviewing the parking time restrictions and the provision of commercial vehicle parking in conjunction with the LGWM project for Thorndon Quay and Hutt Road.
35. The general approach is to maintain the status quo in terms of parking time limits and restrictions but there was one specific safety request for an immediate change. CoKids requested some drop off and pick up parking spaces as part of the parking change. Currently they have no drop off or pick up facility outside the childcare centre and are particularly disadvantaged in the morning peak period where an existing clearway restriction is in operation on their side of the street.

⁷ <https://wellington.govt.nz/your-council/meetings/committees/planning-and-environment-committee/2021/06/24>

-
36. When changing the existing angle parking to parallel parking, there is an available space to allow kerbside parking while maintaining sufficient shoulder width for cyclists adjacent to the parallel parking. There are other examples of this layout in operation on both sides of Thorndon Quay.
 37. As part of the proposed traffic resolution for approval provision has been made to introduce four spaces with a 10 minute time limit (P10) to operate between 7am to 9am in the morning and again 4pm to 6pm in the evening. The four spaces will revert to P120 outside these times.
 38. There has been significant opposition from retailers and businesses to the proposed parking changes which principally question the veracity of the data and analysis carried out to support the proposed parking changes. The main concern was part of the 2020 occupancy data was collected during Covid Level 2 period (September 2020), which reflected a lower than expected normal demand for parking. In comparison parking data collected in 2017 and 2019 showed a similar pattern of occupancy which supports the proposed reduction in parking spaces.
 39. Associated with the occupancy data, there was also a case put forward that parallel parking is, based on the crash data provided in the consultation material, more dangerous than angle parking. The crash data does show that there have been more crashes involving parallel parks than angle parks. However, the key reason that Thorndon Quay is deemed unsafe for cyclists is primarily because the angle parking reduces the available space for cyclists, adjacent to moving vehicles on the road. This lack of lateral space increases the risk of physical conflict with moving vehicles, both those using car parks and those travelling along the live traffic lane. We are not suggesting that the conversion of angle parking to parallel parking will eliminate hazards for cyclists, but it will make it safer in the short term due to the extra lateral space whilst long term decisions are made.
 40. Additionally, the best practice guidelines such as Austroad and NZTA Traffic Control Devices Manual for parking design support parallel car parks having greater safety benefits than angled car parks, particularly where cycling is to be catered for.
 41. Concerns were raised as to the level of consultation and that the consultation has been insufficient with no reasonable time and opportunity to provide informed comment on the parking changes or the broader LGWM project proposal. Officers consider the consultation period of 4 weeks has been appropriate given the proposal is considered to be of "medium" significance based on Council's consultation policy.

Next Actions

42. If the parking changes are approved by Committee, Council officers will proceed with development of engineering design drawings and other technical documents;

coordination of contractor resources and other pre-implementation activities with changes expected to be implemented from September 2021.

43. Acknowledging there were a number of generalised and non-specific requests to review parking time restrictions and the provision of commercial vehicle parking consideration will require further investigation and consultation on short term parking options. What changes should be made and the timing for these will be part of the LGWM project for Thorndon Quay and Hutt Road.

Attachments

- Attachment 1. Thorndon Quay Parking Change Theme Report [↓](#)  Page 199
- Attachment 2. Thorndon Quay Parking Changes Theme Responses [↓](#)  Page 212
- Attachment 3. Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes [↓](#)  Page 215
- Attachment 4. Thorndon Quay Parking Change Plans [↓](#)  Page 229

Authors	Stephen Harte, TPP Project Manager Wendy Ferguson, Project Coordinator
Authoriser	Soon Teck Kong, Transport Engineering and Operations Manager Tom Williams, Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

We consulted the affected community from 11 May to 8 June 2021 on this traffic resolution as part of Let's Get Wellington Moving's Wider consultation on the Thorndon Quay and Hutt Road project.

Consultation with the community included an online stakeholder briefing, two open days at Pipitea Marae, stalls at Harbourside and Johnsonville Markets, a letter drop and meetings at the stakeholder's request.

Treaty of Waitangi considerations

Not applicable.

Financial implications

The work required is contained in Operating and Capital Project budgets. **Policy and legislative implications**

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws.

Risks / legal

None identified.

Climate Change impact and considerations

We need to move more people with fewer vehicles in Wellington, especially at peak travel times. The Council's ongoing development of the transport network is to encourage the use of public transport, walking, cycling rather than the private car and therefore reduce greenhouse gas emissions. This proposal looks to make cycling a viable transport alternative by improving safety for cyclists.

Communications Plan

Not required.

Health and Safety Impact considered

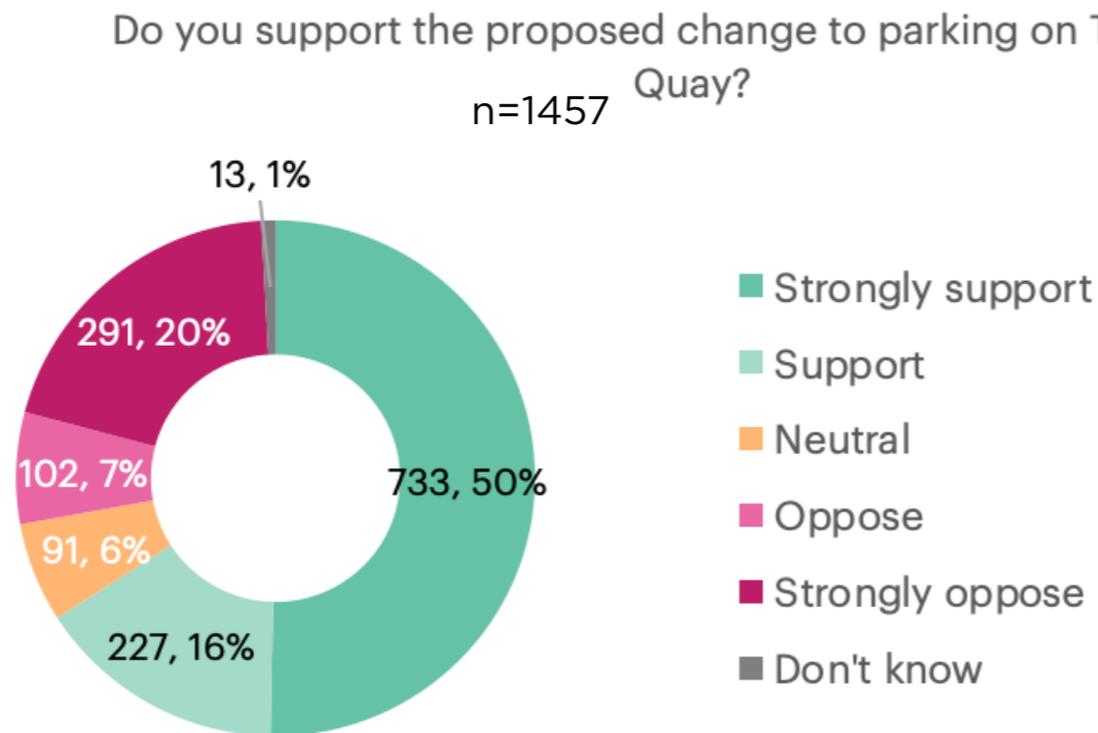
We have considered the safety impacts of these proposals with the aim to improve safety of all road users.



Thorndon Quay parking consultation

Data analysis report

Do you support the proposed change to parking on Thorndon Quay?

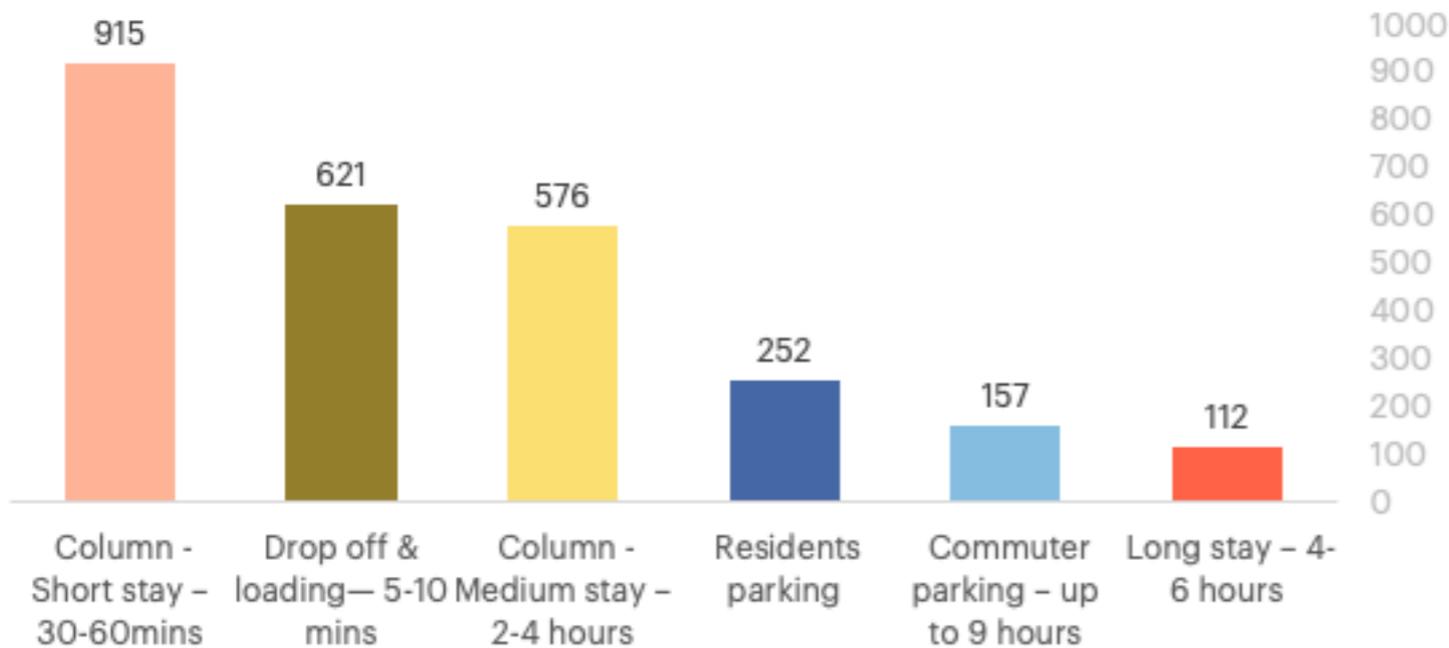


66% of respondents strongly supported or supported the proposed change to parking on Thorndon Quay.

27% opposed or strongly opposed the change.

Count of If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised? Select as many as you like

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised? Select as many as you like:



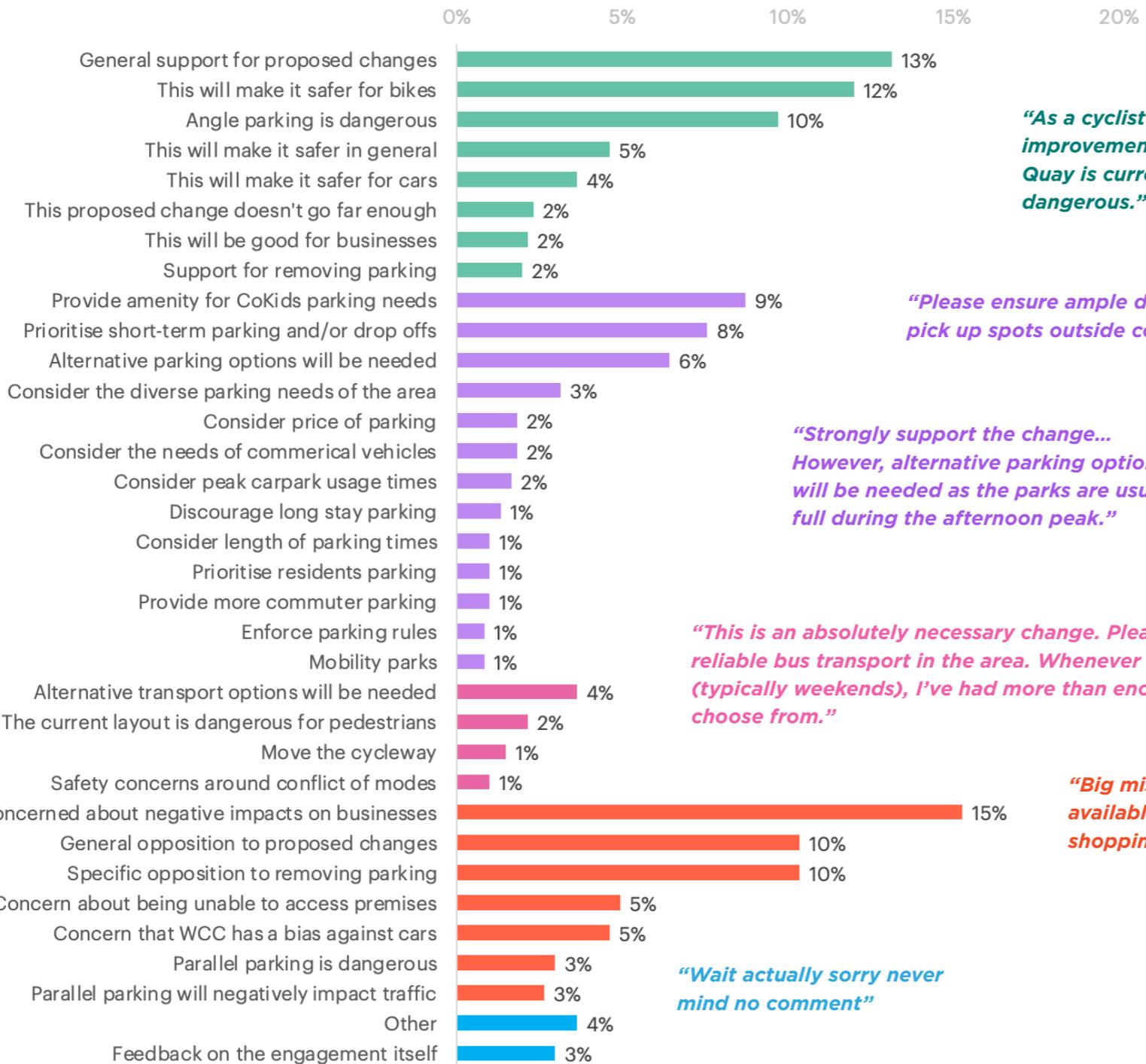
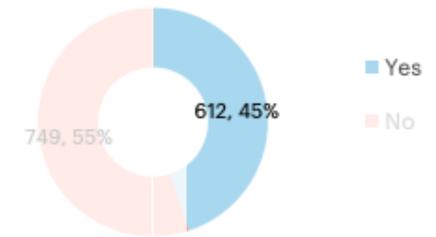
Of respondents that answered this question (1417), **64% selected "Short stay - 30-60mins" parking.**

11% selected "Commuter parking - up to 9 hours", and 8% selected "Long stay - 4-6 hours".

Do you wish to make any comments about this Thorndon Quay parking change?

609 comments

Do you wish to make any comments about this Thorndon Quay parking change?



“As a cyclist I strongly support this improvement as cycling along Thorndon Quay is currently unpleasant and somewhat dangerous.”

“Please ensure ample drop off/pick up spots outside co kids”

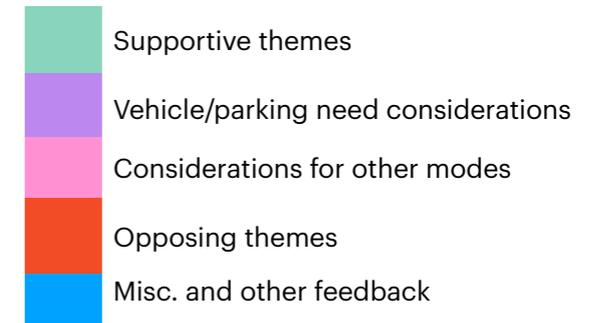
“Strongly support the change... However, alternative parking options will be needed as the parks are usually full during the afternoon peak.”

“This is an absolutely necessary change. Please back it up by reliable bus transport in the area. Whenever I went there by car (typically weekends), I’ve had more than enough car parks to choose from.”

“Big mistake, less parking available, less people shopping in the street.”

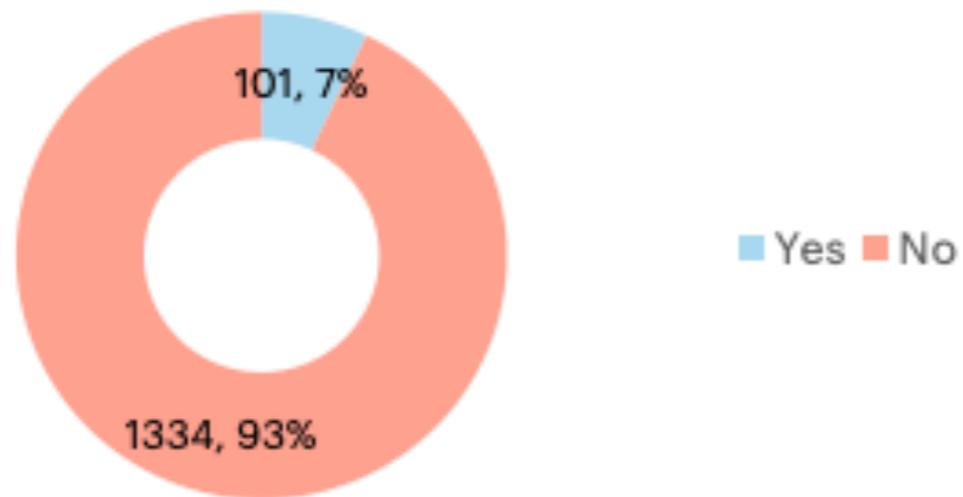
“Wait actually sorry never mind no comment”

Colour key



Angle parking change

Would you like to speak to Wellington City Councillors in support of your submission on the proposed parking change?



7% said they would like to speak to Wellington City Councillors about the proposed parking change.

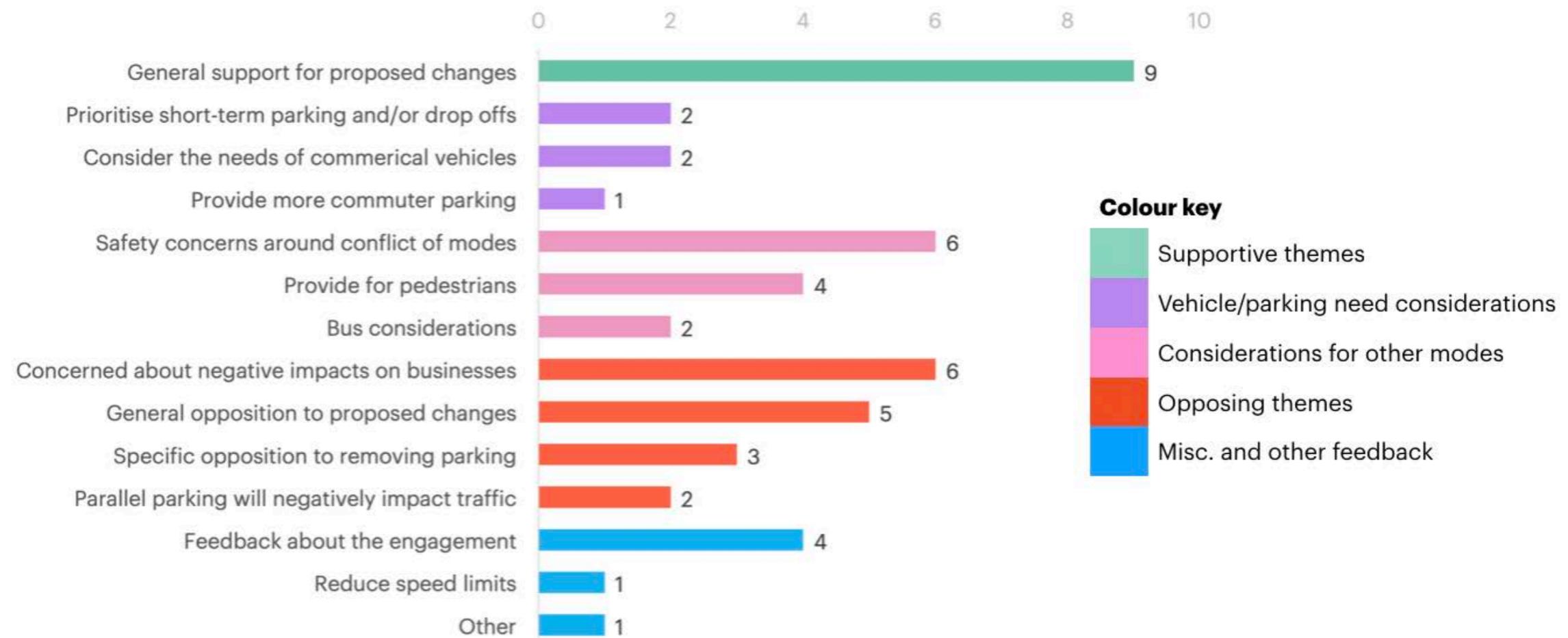
Themes from the email submissions

26 submissions

Themes from the submissions that came via email are kept separate to those that came via the online form, as the context of their commentary is different.

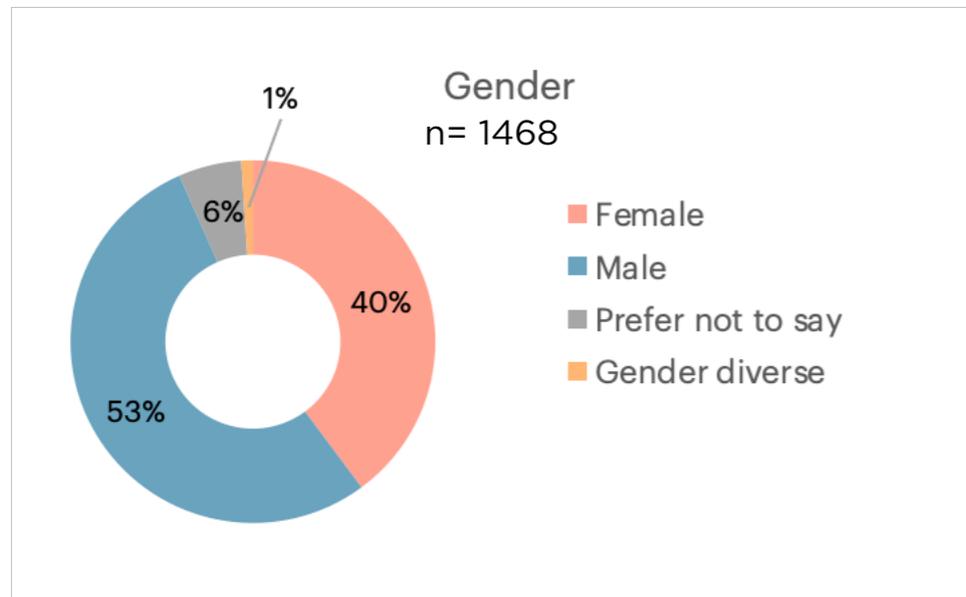
These graphs do not add up to 100% as a submission can have more than one theme.

Themes about Thorndon Quay

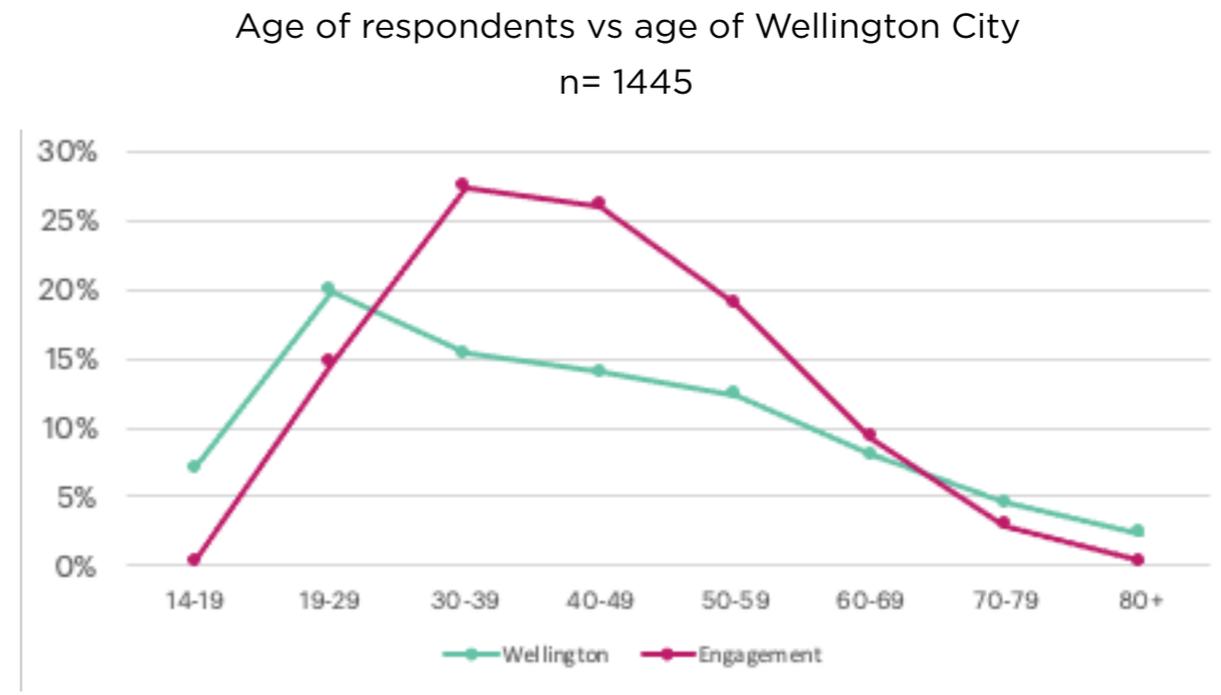


Who we heard from

Age, gender, and mobility/accessibility

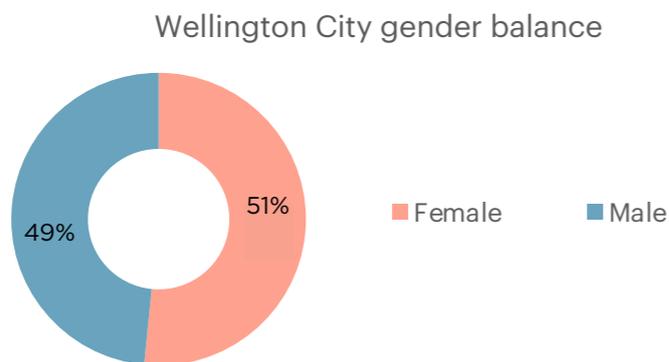


53% of respondents were male and 40% were female.



Source: 2018, StatsNZ

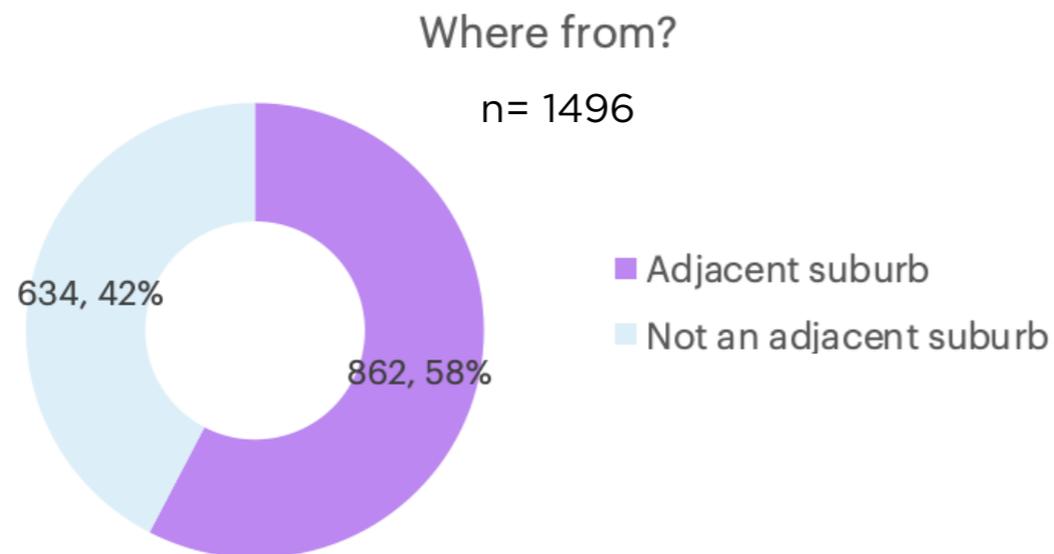
27% of respondents were age 30-39.



Source: 2018, StatsNZ

88 people said they lived with a disability or accessibility issue.

Suburb and proximity to the project



Adjacent suburbs	Non adjacent suburbs	
Broadmeadows	Aro Valley	Mount Cook
Churton Park	Berhampore	Mount Victoria
Crofton Downs	Breaker Bay	Newtown
Glenside	Brooklyn	Oriental Bay
Grenada North	Happy Valley	Other - Kapiti Coast
Horokiwi	Hataitai	Other - outside the Wellington region
Johnsonville	Highbury	Other - Porirua
Kaiwharawhara	Houghton Bay	Other - Upper Hutt
Khandallah	Island Bay	Other - Wairapa
Newlands	Karaka Bays	Pipitea
Ngaio	Karori	Rongotai
Northland	Kelburn	Roseneath
Ohariu	Kilbirnie	Seatoun
Other - Lower Hutt	Kingston	Southgate
Paparangi	Lyll Bay	Strathmore Park
Tawa	Makara	Takapu Valley
Thorndon	Maupuia	Te Aro
Wadestown	Melrose	Vogeltown
Wilton	Miramar	Wellington Central
Woodridge	Mornington	

Appendix: Theme name explanations

Theme names

Explanation and clarification of comment theme names

Theme name	Theme explanation/example
Alternative parking options will be needed	Stating that there will be a need for more offstreet parks due to these changes - eg parking buildings, offstreet parking, etc.
Alternative transport options will be needed	Stating that there will be a need for other transport improvements due to these changes - eg improving public transport etc.
Angle parking is dangerous	Mentioning the dangers of angle parking
Concern about being unable to access premises	Expressing concern that the these changes will impact people's ability to use/access certain areas/businesses
Concern for cost of project	Concern for the cost of this project
Concern that WCC has a bias against cars	Expressing the opinion that WCC has a bias against people in cars
Concerned about negative impacts on businesses	Concern that the proposed changes will result in negative impacts for businesses in the area
Consider length of parking times	Asking that there is more consideration around the proposed parking times/lengths
Consider peak carpark usage times	Consider trying to optimise car park availability based on peak demand times for the parks
Consider price of parking	As title
Consider the diverse parking needs of the area	Consider tailoring the parking for the different needs of the area rather than a 'one-size fits all' approach
Consider the needs of buses	Consider the specific needs of buses
Consider the needs of commercial vehicles	Providing amenity for commercial vehicles - for example; making sure the parallel parks are long enough so that trade vehicles can fit in them, making sure there are loading zones for trade vehicles
Discourage long stay parking	Discourage people from using carparks for longer periods of time
Enforce parking rules	Mentioning the need for the enforcement of existing parking rules and times e.g. enforcing the clearway
Feedback on the engagement itself	Feedback and comments about this engagement

Theme names

Explanation and clarification of comment theme names

General opposition to proposed changes	Showing general opposition to the proposed changes - eg; "this is not a good idea" "don't do it"
General support for proposed changes	Showing general support for the proposed changes - eg; "this is a great idea" "just do it"
Mobility parks	Ensure provision for mobility parking
Move the cycleway	Advocating that the existing cycle markings should be moved, eg: "put cycle way behind the railway lines" or "Put cycleway on one side of the road"
Other	Comments that are niche, miscellaneous, and/or unrelated to the proposal
Parallel parking is dangerous	Expressing the opinion that parallel parking is dangerous
Parallel parking will negatively impact traffic	Expressing the opinion that parallel parking will have a negative impact on traffic flow and/or cause congestion
Prioritise residents parking	Support for prioritising parking for residents
Prioritise short-term parking and/or drop offs	Support for prioritising short term parks and/or drop offs over long term parking
Provide amenity for CoKids parking needs	Mentioning the need for amenity for CoKids parking needs, due to lack of parking, drop off areas and/or safety concerns for children
Provide more commuter parking	Advocating for more commuter parking
Safety concerns around conflict of modes	Safety concerns around the mixing of bikes, pedestrians, and cars
Specific opposition to removing parking	Showing an opposition to the idea of less available parking
Support EV uptake	Mentioning the need to support the uptake of Electric Vehicles

Theme names

Explanation and clarification of comment theme names

Support for removing parking	Support specifically for the removing of parks
The current layout is dangerous for pedestrians	The current street layout is dangerous for pedestrians
This proposed change doesn't go far enough	Advocating for more extreme street parking changes to the area or to other areas, e.g. removing parking altogether
This will be good for businesses	The proposed changes will positively impact businesses in the area
This will make it safer for bikes	The proposed changes will make it safer for people on bikes

Thorndon Quay parking change - comment themes

609 comments

No.	COMMENT THEMES	%	category 1	category 2	RESPONSE
1	General support for proposed changes	13%	general		The primary purpose of making the change from angle parking to parallel parking is to make it safer for cyclists so it is good to see this level of support
2	This will make it safer for bikes	12%	bikes	safety	As above
3	Angle parking is dangerous	10%	parking	safety	It is generally accepted by transport agencies, such as Austroads, that for best practice parking design, parallel car parks have greater safety benefits than angled car parks, particularly for cycling
4	This will make it safer in general	5%	general	safety	Overall the change from angle parking to parallel parking will make it safer for all road users by reducing the conflict between cyclists and motorists manoeuvring in and out of car parks
5	This will make it safer for cars	4%	cars	safety	As above
6	This proposed change doesn't go far enough	2%	general		The proposed change is to address the conflict between cyclists and motorists manoeuvring in and out of car parks and make it safer for cyclists. The ongoing corridor improvements proposed by LGWM are designed to go further in delivering greater improvements for all users.
7	This will be good for businesses	2%	business		LGWM's proposed improvements to the TQHR corridor will improve safety further by creating a separated cycleway
8	Support for removing parking	2%	parking	removal	Thank you for your submission of support.
9	Provide amenity for CoKids parking needs	9%	parking	business	Parking concerns for CoKids are acknowledged and as part of the proposed change from angle parking to parallel parking provision will be made to accommodate drop off and pick up parking in the mornings and evenings. This is in recognition that CoKids currently have no facility for parents to do this safely.
10	Prioritise short-term parking and/or drop offs	8%	parking	times	We are happy to review parking time limits where specific requests are made to do so and where we can demonstrate that there is general support from adjacent property and business owners.
11	Alternative parking options will be needed	6%	parking	options	It is possible to review parking options to better reflect user demand but it is proposed that the change from angle parking to parallel parking be made and that this be monitored before further changes are made. This will ensure that consideration of further changes are looked at comprehensively to avoid further negative affects of making changes without understanding the affects of reducing the number of car parking spaces.
12	Consider the diverse parking needs of the area	3%	parking	needs	The proposed changes have taken the current parking demands into consideration and we are confident there will be sufficient car parks available when they are needed
13	Consider the price of parking	2%	parking	price	The price of parking is outside the scope of this proposal but we note your comments.
14	Consider the needs of commercial vehicles	2%	parking	commercial	We are happy to review parking time limits and parking requirements where specific requests are made to do so and where we can demonstrate that there is general support from adjacent property and business owners.
15	Consider peak carpark usage times	2%	parking	times	The analysis of parking utilisation that supports this proposal shows that even at peak times, there will be sufficient car parking available
16	Discourage long stay parking	1%	Parking	commuters	This proposal does not change areas available to commuter parking although it will reduce the number of spaces available. In the longer term it is more likely that commuter parking would not be provided in preference to meeting short term parking demands. This is consistent with the mode shift aspirations of Lets Get Wellington moving, of which WCC is a partner, and its vision "to move more people with less vehicles".
17	Consider length of parking times	1%	parking	times	We are happy to review parking time limits where specific requests are made to do so and where we can demonstrate that there is general support from adjacent property and business owners.
18	Prioritise resident parking	1%	parking	residents	We are happy to review the availability of residents parks where specific requests are made to do so and where we can demonstrate that there is general support from adjacent property and business owners.
19	Provide more commuter parking	1%	parking	commuters	This proposal does not change areas available to commuter parking although it will reduce the number of spaces available. In the longer term it is more likely that commuter parking would not be provided in preference to meeting short term parking demands. This is consistent with the mode shift aspirations of Lets Get Wellington moving, of which WCC is a partner, and its vision "to move more people with less vehicles".
20	Enforce parking rules	1%	parking	enforcement	Parking is actively enforced by Council staff across the city. There would be no change to enforcement activity in Thorndon Quay as a result of the proposed change.
21	Mobility parks	1%	parking	mobility	We are happy to review the availability of mobility parks where specific requests are made to do so and where we can demonstrate that there is general support from adjacent property and business owners.
22	Alternative transport options will be needed	4%	transport	options	LGWM's proposed improvements to the TQHR corridor have been designed to increase transport choices for all users by implementing dedicated bus lanes at peak time, a separated cycleway and improved pedestrian facilities.
23	The current layout is dangerous for pedestrians	2%	pedestrian	safety	The proposal does not change pedestrian amenity. We would expect some improvement with intervisibility between motorists and pedestrians at established pedestrian crossing points because viewing lines are improved by removing angle parked vehicles. Further pedestrian improvement will be considered as part of LGWM proposed changes for the corridor.
24	Move the Cycleway	1%	cycle		A cycleway is not proposed to be part of these immediate parking changes, however, a fully separated cycleway is proposed as part of the LGWM proposed changes for the corridor.
25	Safety concerns around the conflict of modes	1%	general	safety	While this proposal will improve safety for cyclists it will also reduce conflict for all users of the corridor. The ongoing corridor improvements proposed by LGWM are designed to go further in delivering greater improvements for all users.

26	Concerned about negative impacts on businesses	15%	business		Our analysis shows that although the proposal reduces the number of parking spaces on Thorndon Quay there are still sufficient car parks to meet short term parking demand. On this basis it is concluded that the parking change will not have a significant impact on businesses. However, we are happy to review parking time limits and parking requirements where specific requests are made to do so and where we can demonstrate that there is general support from adjacent property and business owners. LGWM's proposed improvements to the look and feel of the corridor will be designed to create a space which will improve business and retail outcomes.
27	General opposition to all proposed changes	10%	general		Analysis shows there is a high level of cycle accidents along Thorndon Quay attributed to angle parking. By changing to parallel parking the number of incidences will be reduced providing a significant benefit in the reduction of risk of serious injury or even death. The value of this will only increase as the number of cyclists along this corridor grow.
28	Specific opposition to removing parking	10%	parking	removal	While there is opposition to the removal of car parking there is a significant public benefit in making the parking changes now. In terms of the LGWM's longer term plans for the corridor, the space constraints require these parking changes under all of the short listed options.
29	Concern about being unable to access premises	5%	access		The proposed parking changes will not affect access to properties
30	Concern that WCC has a bias against cars	5%	policy	cars	WCC's has adopted a transport hierarchy which can be found on page 6 of its Parking Policy (refer https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy). This clearly articulates WCC's strategic intent with regard to urban and transport development. The hierarchy prioritises walking, cycling and micro mobility, public transport, delivery vehicles, car share and taxis ahead of private motor vehicles.
31	Parallel parking is dangerous	3%	parking	safety	Transport design guidance provided by leading transport agencies and articulated in the Austroads design guide and NZTA's traffic control devices manual support parallel parking as being safer than angle parking. These guides conclude that for best practice parking design, parallel car parks have greater safety benefits than angled car parks, particularly for cycling.
32	Parallel parking will negatively impact traffic	3%	parking	traffic	There is no evidence to suggest that the proposed changes will negatively impact traffic. The increased space created by changing the angle parks will benefit both moving traffic and cyclists.
33	Other	4%	general		N/A
34	Feedback on engagement itself	3%	general	wcc	WCC has entered into an open engagement process by way of this consultation. All feedback is provided to Council so that full consideration can be given to the feedback before a final decision is made.

Thorndon Quay parking change - email submission themes

1	General support for proposed changes	9%	general		The primary purpose of making the change from angle parking to parallel parking is to make it safer for cyclists so it is good to see support for this
2	Prioritise short term parking and/or drop offs	2%	parking	times	We are happy to review parking time limits where specific requests are made to do so and where we can demonstrate that there is general support from adjacent property and business owners.
3	Consider the needs of commercial vehicles	2%	parking	commercial	We are happy to review parking time limits and parking requirements where specific requests are made to do so and where we can demonstrate that there is general support from adjacent property and business owners.
4	Provide more commuter parking	1%	parking	commuters	This proposal does not change areas available to commuter parking although it will reduce the number of spaces available. In the longer term it is more likely that commuter parking would not be provided in preference to meeting short term parking demands. This is consistent with the mode shift aspirations of Lets Get Wellington moving, of which WCC is a partner, and its vision "to move more people with less vehicles".
5	Safety concerns around conflict of modes	6%	general	safety	While this proposal will improve safety for cyclists it will also reduce conflict for all users of the corridor. The ongoing corridor improvements proposed by LGWM are designed to go further in delivering greater improvements for all users.
6	Provide for pedestrians	4%	general	pedestrians	The proposed change to parking, from angled to parallel, will improve visibility for pedestrians when they cross the road. Further benefits will come from LGWM's proposed improvements to the TQHR corridor which have been designed to increase transport choices for all users by implementing dedicated bus lanes at peak time, a separated cycleway and improved pedestrian facilities.
7	Bus considerations	2%	general	buses	The proposed change to parking, from angled to parallel, will improve access to bus stops. Further benefits will come from LGWM's proposed improvements to the TQHR corridor which have been designed to increase transport choices for all users by implementing dedicated bus lanes at peak time, a separated cycleway and improved pedestrian facilities.
8	Concerned about negative impacts on businesses	6%	business	access	Our analysis shows that although the proposal reduces the number of parking spaces on Thorndon Quay there are still sufficient car parks to meet short term parking demand. On this basis it is concluded that the parking change will not have a significant impact on businesses. However, we are happy to review parking time limits and parking requirements where specific requests are made to do so and where we can demonstrate that there is general support from adjacent property and business owners. LGWM's proposed improvements to the look and feel of the corridor will be designed to create a space which will improve business and retail outcomes.
9	General opposition to proposed changes	5%	general		Analysis shows there is a high level of cycle accidents along Thorndon Quay attributed to angle parking. By changing to parallel parking the number of incidences will be reduced providing a significant benefit in the reduction of risk of serious injury or even death. The value of this will only increase as the number of cyclists along this corridor grow.
10	Specific opposition to removing parking	3%	parking	removal	While there is opposition to the removal of car parking there is a significant public benefit in making the parking changes now. In terms of the LGWM's longer term plans for the corridor, the space constraints require these parking changes under all of the short listed options.
11	Parallel parking will negatively impact traffic	2%	parking	traffic	There is no evidence to suggest that the proposed changes will negatively impact traffic. The increased space created by changing the angle parks will benefit both moving traffic and cyclists.
12	Feedback about the engagement	4%	general		WCC has entered into an open engagement process by way of this consultation. All feedback is provided to Council so that full consideration can be given to the feedback before a final decision is made.

13	Reduce speed limits	1%	safety	This proposal does not change speed limits through the area. This could be investigated where it is demonstrated that there is general support from adjacent property and business owners for a change and it contributes to the safety of the activities in the area
14	Other	1%	general	N/A

Colour Key

-  Supportive themes
-  Vehicle/parking need considerations
-  Considerations for other modes
-  Opposing themes
-  Misc. and other feedback not related to proposal

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

a.	Thorndon Quay, Pipitea (TR53-21) Convert angled parking to parallel parking (amended)		
<i>Delete from Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Thorndon Quay	<i>P5, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 542.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 8.5 metres.</i>
	Thorndon Quay	<i>P5, Monday to Sunday 7:00am - 6:00pm</i>	<i>East side, following the kerbline 624.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 6 metres.</i>
<i>Delete from Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Thorndon Quay	<i>Loading Zone, P15, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 105 metres north of its intersection with Davis Street, (Grid coordinates, x = 1,749,376.83 m, y = 5,429,242.17 m) and extending in a northerly direction for 9 metres.</i>
	Thorndon Quay	<i>Motorcycle Parking, At All Times</i>	<i>West side, following the kerbline 319 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 5 metres.</i>
	Thorndon Quay	<i>DC, CC, FC registered vehicles parking, Monday to Friday, 8:00am-6:00pm</i>	<i>West side, following the kerbline 456.5 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 3 metres. (one angle park)</i>
	Thorndon Quay	<i>Bus Stop, At All Times</i>	<i>East side, following the kerbline 29.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 16 metres.</i>
	Thorndon Quay	<i>WCC Drainage Vehicles Parking, At All Times</i>	<i>East side, following the kerbline 621.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 3 metres.</i>
	Thorndon Quay	<i>WCC Drainage Vehicles Parking, At All Times</i>	<i>East side, following the kerbline 1037.0 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 13 metres.</i>
<i>Delete from Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

	Thorndon Quay	<i>No Stopping, At All Times</i>	<i>West side, following the kerbline 47.5 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 9 metres.</i>
	Thorndon Quay	<i>No Stopping, At All Times</i>	<i>West side, following the kerbline 61.5 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 6.5 metres.</i>
	Thorndon Quay	<i>No Stopping, At All Times</i>	<i>West side, following the kerbline 73 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 32 metres.</i>
	Thorndon Quay	<i>No Stopping, At All Times</i>	<i>West side, following the kerbline 248 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 12 metres.</i>
	Thorndon Quay	<i>No Stopping, At All Times</i>	<i>West side, following the kerbline 296.5 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 8.5 metres.</i>
	Thorndon Quay	<i>No Stopping, At All Times</i>	<i>East side, following the kerbline from its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 29.5 metres.</i>
	Thorndon Quay	<i>No Stopping, At All Times</i>	<i>East side, following the kerbline 251.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 7 metres.</i>
	Thorndon Quay	<i>No Stopping, At All Times</i>	<i>East side, following the kerbline 372.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 11 metres.</i>
	Thorndon Quay	<i>No Stopping, At All Times</i>	<i>East side, following the kerbline 573.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 11.5 metres.</i>
	Thorndon Quay	<i>No Stopping, At All Times</i>	<i>East side, following the kerbline 593 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 15 metres.</i>

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

	Thorndon Quay	No Stopping, At All Times	East side, following the kerbline 663 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 9.5 metres.
	Thorndon Quay	No Stopping, At All Times	East side, following the kerbline 693.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 12 metres.
	Thorndon Quay	Clearway, Monday to Friday 7:00am - 9:00am	East side, following the kerbline 705.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 32.5 metres.
	Thorndon Quay	No Stopping, At All Times	East side, following the kerbline 738 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 11 metres.
<i>Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Thorndon Quay	P120 Maximum, Monday to Sunday 8:00am - 6:00pm	West side, following the kerbline 29 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m) and extending in a northerly direction for 18.5 metres. (3 parallel parking spaces)
	Thorndon Quay	P120 Maximum, Monday to Sunday 8:00am - 6:00pm	West side, following the kerbline 68 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m) and extending in a northerly direction for 5 metres. (1 parallel parking space)
	Thorndon Quay	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only	West side, following the kerbline 114 metres north of its intersection with Davis Street (Grid coordinates, x = 1,749,376.83 m, y = 5,429,242.17 m) and extending in a northerly direction for 6 metres.
	Thorndon Quay	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	West side, following the kerbline 120 metres north of its intersection with Davis Street (Grid coordinates, x = 1,749,376.83 m, y = 5,429,242.17 m) and extending in a northerly direction for 30 metres (10 angled parking spaces).
	Thorndon Quay	Metered Parking, P120 Maximum, Monday to	West side, following the kerbline 158.5 metres north of its intersection with Davis Street (Grid coordinates x=

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

		<i>Sunday 8:00am - 6:00pm</i>	<i>1749377.0 m, y= 5429242.3 m) and extending in a northerly direction for 10 metres. (4 angled parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 202.5 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m) and extending in a northerly direction for 18 metres. (6 angled parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 228 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m) and extending in a northerly direction for 20 metres. (8 angled parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 260 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m) and extending in a northerly direction for 36.5 metres. (13 angled parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 305 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 14 metres. (2 parallel car parks)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 376 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 17 metres. (6 angled parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 399.5 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 18.5 metres. (6 angled parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 425.5 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 5 metres. (2 angled parking spaces)</i>
	Thorndon Quay	<i>P120 Maximum, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 466 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 6 metres. (2 angled parking spaces)</i>
	Thorndon Quay	<i>P120 Maximum, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 479 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for</i>

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

			25.5 metres. (9 angled parking spaces)
	Thorndon Quay	<i>P120 Maximum, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 505.5 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 33 metres. (11 angled parking spaces)</i>
	Thorndon Quay	<i>P120 Maximum, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 585.5 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 112.5 metres.</i>
	Thorndon Quay	<i>P10 Hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 726 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 58 metres. (19 angle parking spaces)</i>
	Thorndon Quay	<i>P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 258.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 28 metres. (5 parallel parking spaces)</i>
	Thorndon Quay	<i>P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 295.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 45 metres. (10 angle & 3 parallel parking spaces)</i>
	Thorndon Quay	<i>P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 383.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 7.5 metres. (2 angle parking spaces)</i>
	Thorndon Quay	<i>P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 522 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 4.5 metres. (2 angle parking spaces)</i>
	Thorndon Quay	<i>P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 551 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 22.5 metres. (8 angle parking spaces)</i>
	Thorndon Quay	<i>P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 585 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 8 metres. (3 angle parking spaces)</i>
	Thorndon Quay	<i>P120 Maximum, Monday to Friday</i>	<i>East side, following the kerbline 608 metres south of its intersection with</i>

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

		9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm	Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 13.5 metres. (5 angle parking spaces)
	Thorndon Quay	P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm	East side, following the kerbline 642.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 20.5 metres. (7 angle parking spaces)
	Thorndon Quay	P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm	East side, following the kerbline 672.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 21 metres. (7 angle parking spaces)
	Thorndon Quay	P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm	East side, following the kerbline 705.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 32.5 metres. (11 angle parking spaces)
	Thorndon Quay	P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm	East side, following the kerbline 749 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 20.5 metres. (8 angle parking spaces)
	Thorndon Quay	P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm	East side, following the kerbline 809.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 11 metres. (2 parallel parking spaces)
	Thorndon Quay	P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm	East side, following the kerbline 837 metres south of its intersection with Hutt Road (Grid coordinates x= 1749393.5 m, y= 5429213.9 m), and extending initially in a southerly direction, and then following the direction of the kerbline for a total of 128 metres. (42 angle parking spaces)
	Thorndon Quay	P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm	East side, following the kerbline 974 metres south of its intersection with Hutt Road (Grid coordinates x= 1749393.5 m, y= 5429213.9 m), and extending in a south-westerly direction for 18 metres. (6 angle parking spaces)
	Thorndon Quay	Metered Parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm	East side, following the kerbline 1007 metres south of its intersection with Hutt Road (Grid coordinates x= 1749296.3 m, y= 5429085.9 m), and extending in a south-westerly direction for 30.5 metres. (5 parallel parking spaces)
<i>Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

	Thorndon Quay	<i>P5, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 542.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 11 metres. (2 parallel parking spaces)</i>
	Thorndon Quay	<i>P5, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 628.6 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 6 metres. (1 parallel parking space)</i>
	Thorndon Quay	<i>P10, Monday to Friday 7:00am – 9:00am 4:00pm – 6:00pm</i>	<i>East side, following the kerbline 714.8 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a southerly direction for 23 metres. (4 parallel parking spaces)</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Thorndon Quay	<i>Loading Zone, P15, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side, commencing 110.5 metres north of its intersection with Davis Street, (Grid Coordinates X=1,749,376.83m, Y=5,429,242.17m) and extending in a northerly direction following the western kerb line for 10 metres.</i>
	Thorndon Quay	<i>Motorcycle Parking, At All Times</i>	<i>West side, following the kerbline 321 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 4 metres.</i>
	Thorndon Quay	<i>DC, CC, FC registered vehicles parking, Monday to Friday, 8:00am-6:00pm</i>	<i>West side, following the kerbline 455.1 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 6 metres. (one parallel parking space)</i>
	Thorndon Quay	<i>Bus Stop, At All Times</i>	<i>East side, following the kerbline 52.4 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 10 metres.</i>
	Thorndon Quay	<i>WCC Drainage Vehicles Parking, At All Times</i>	<i>East side, following the kerbline 620 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 9.1 metres.</i>
	Thorndon Quay	<i>Motorcycle Parking, At All Times</i>	<i>West side, following the kerbline 657.6 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and</i>

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

			<i>extending in a northerly direction for 3.4 metres.</i>
	Thorndon Quay	<i>WCC Drainage Vehicles Parking, At All Times</i>	<i>East side, following the kerbline 1036.0 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 12 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Thorndon Quay	No Stopping, At All Times	West side, following the kerbline 52.5 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m and extending in a northerly direction for 14.7 metres.
	Thorndon Quay	No Stopping, At All Times	West side, following the kerbline 72.2 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m and extending in a northerly direction for 31.3 metres.
	Thorndon Quay	No Stopping, At All Times	West side, following the kerbline 168.5 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 5.5 metres.
	Thorndon Quay	No Stopping, At All Times	West side, following the kerbline 248 metres north of its intersection with Davis Street (Grid Coordinates X=2659398.716872 m, Y=5990954.585453 m) and extending in a northerly direction for 15 metres.
	Thorndon Quay	No Stopping, At All Times	West side, commencing 298 metres north of its intersection with Davis Street, (Grid Coordinates X=1,749,376.83m, Y=5,429,242.17m) and extending in a northerly direction following the western kerb line for 11 metres.
	Thorndon Quay	No Stopping, At All Times	East side, following the kerbline from its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 52.4 metres.
	Thorndon Quay	No Stopping, At All Times	East side, following the kerbline 372.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 8.5 metres.
	Thorndon Quay	No Stopping, At All Times	East side, following the kerbline 571.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 13.5 metres.

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

	Thorndon Quay	No Stopping, At All Times	East side, following the kerbline 591 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 17 metres.
	Thorndon Quay	No Stopping, At All Times	East side, following the kerbline 661 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 10 metres.
	Thorndon Quay	No Stopping, At All Times	East side, following the kerbline 693 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 10.8 metres.
	<i>Thorndon Quay</i>	<i>Clearway, Monday to Friday 7:00am - 9:00am</i>	<i>East side, following the kerbline 703.8 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a southerly direction for 11 metres</i>
	<i>Thorndon Quay</i>	<i>No Stopping, At All Times</i>	<i>East side, following the kerbline 737.8 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 9.5 metres.</i>
	<i>Thorndon Quay</i>	<i>No Stopping, At All Times</i>	<i>East side, following the kerbline 765.3 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 7.3 metres.</i>
Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule			
	Column One	Column Two	Column Three
	<i>Thorndon Quay</i>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 29 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m) and extending in a northerly direction for 23.5 metres. (4 parallel parking spaces)</i>
	<i>Thorndon Quay</i>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 29 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m) and extending in a northerly direction for 23.5 metres. (4 parallel parking spaces)</i>
	<i>Thorndon Quay</i>	<i>Metered Parking, P120 Maximum, Monday to Thursday</i>	<i>West side, following the kerbline 67.2 metres north of its intersection with Davis Street (Grid coordinates x=</i>

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

		8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	1,749,376.1 m, y= 5,429,243.4 m) and extending in a northerly direction for 5 metres. (1 parallel parking space)
	Thorndon Quay	Metered Parking P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only	West side, following the kerbline 103.5 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m) and extending in a northerly direction for 6.5 metres. (1 parallel parking space)
	Thorndon Quay	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	West side, following the kerbline 120 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m) and extending in a northerly direction for 30 metres (5 parallel parking spaces).
	Thorndon Quay	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	West side, following the kerbline 158.5 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m) and extending in a northerly direction for 17.1 metres. (3 parallel parking spaces)
	Thorndon Quay	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	West side, following the kerbline 202.5 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m) and extending in a northerly direction for 17 metres. (3 Parallel Parking spaces)
	Thorndon Quay	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	West side, commencing 228 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m) and extending in a northerly direction following the western kerb line for 18 metres. (3 Parallel Parking spaces)
	Thorndon Quay	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	West side, commencing 262 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m) and extending in a northerly direction following the western kerb line for 36 metres. (6 Parallel Parking spaces)
	Thorndon Quay	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and	West side, following the kerbline 309 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m), and extending in a northerly

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

		<i>Sunday 8:00am - 6:00pm</i>	<i>direction for 12 metres. (2 parallel car parks)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, commencing 376 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m) and extending in a northerly direction following the western kerb line for 17 metres. (3 Parallel Parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, commencing 400 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m) and extending in a northerly direction following the western kerb line for 18 metres. (3 Parallel Parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, commencing 426 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m) and extending in a northerly direction following the western kerb line for 29.1 metres. (5 Parallel Parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 466 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m), and extending in a northerly direction for 6 metres. (1 parallel parking space)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 479 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m), and extending in a northerly direction for 58.2 metres. (10 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 585.5 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m), and extending in a northerly direction for 115.5 metres. (19 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P10 Hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 726 metres north of its intersection with Davis Street (Grid coordinates x= 1,749,376.1 m, y= 5,429,243.4 m), and extending in a northerly direction for 60 metres. (10 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking,</i>	<i>East side, following the kerbline 251.5 metres south of its intersection with</i>

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

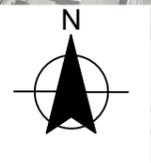
		<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a southerly direction for 34.4 metres (6 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 295.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a southerly direction for 45.9 metres. (8 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 381 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a southerly direction for 11.6 metres. (2 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 522 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 mm), and extending in a southerly direction for 5 metres. (1 parallel parking space)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 553.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a southerly direction for 18 metres. (3 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 585 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a southerly direction for 6 metres. (1 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 608 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a southerly direction for 12 metres. (2 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm,</i>	<i>East side, following the kerbline 634.6 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m),</i>

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

		<i>Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>and extending in a southerly direction for 23 metres. (4 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 671 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a southerly direction for 22 metres. (4 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 703.8 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a southerly direction for 11 metres. (2 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 9:00am – 4:00pm, Friday 9:00am – 4:00pm, 6:00pm – 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 714.8 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a southerly direction for 23 metres. (4 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 747.3 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a southerly direction for 18 metres. (3 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 809.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a southerly direction for 11 metres. (2 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P10 hour Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 837 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending initially in a southerly direction, and then following the direction of the kerbline for a total of 128 metres. (21 parallel parking spaces)</i>
	Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am -</i>	<i>East side, following the kerbline 974 metres south of its intersection with Hutt Road (Grid Coordinates x= 1,749,218.1 m, y= 5,430,001.8 m), and extending in a south-westerly</i>

Table of Traffic Resolutions Legal Description for Thorndon Quay Parking Changes

		<i>8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>direction for 18 metres. (3 parallel parking spaces)</i>
	<i>Thorndon Quay</i>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline 1002 metres south of its intersection with Hutt Road (Grid coordinates x= 1749296.3 m, y= 5429085.9 m), and extending in a south-westerly direction for 34.6 metres. (6 parallel parking spaces)</i>



DRAWING
REF: TQ01

DRAWING
REF: TQ02

DRAWING
REF: TQ03

DRAWING
REF: TQ04

DRAWING
REF: TQ05

DRAWING
REF: TQ06

DRAWING
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DRAWING
REF: TQ09

Thorndon Quay

282

Kenepuru Quay

242

Tinakori Rd

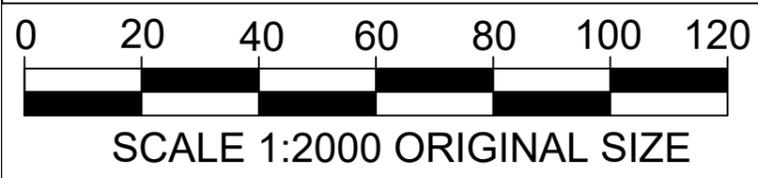
Hobson St

220

Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale: (A3 1:1200)	

Project: **Thorndon Quay
Angle Parking to Parallel Parking
OVERALL PLAN 1 OF 3**

Original Size: A3
Drawing Ref:



Drawn	Job Manager	Project Director	Date

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

7-May-21



DRAWING
REF: TQ12

DRAWING
REF: TQ13

DRAWING
REF: TQ14

DRAWING
REF: TQ15

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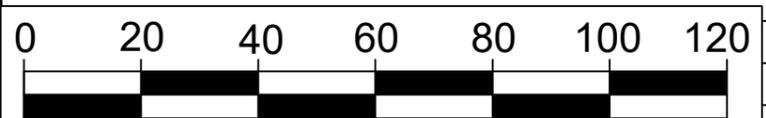
Hobson Cres

Hobson St

Thorndon Quay

Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale: (A3 1:1200)	

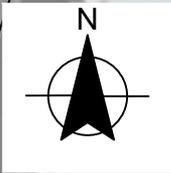
Project:	Thorndon Quay Angle Parking to Parallel Parking OVERALL PLAN 3 OF 3
Original Size	A3
Drawing Ref:	



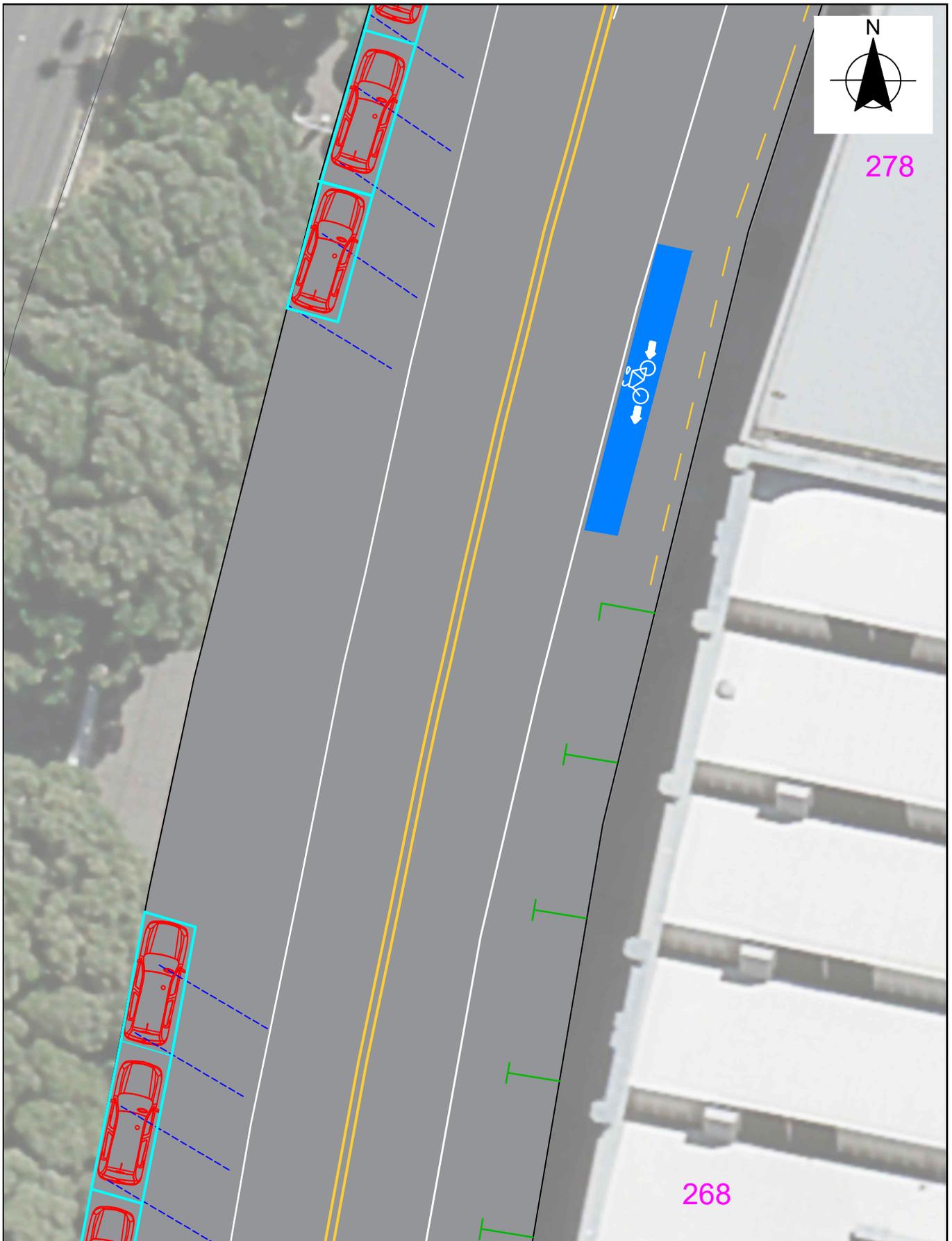
SCALE 1:2000 ORIGINAL SIZE

Drawn	Job Manager	Project Direction	Date
			7-May-21

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Wellington City Council**
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278

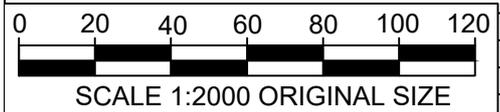


LEGEND

- Proposed road marking / Parallel Parking
- Old angle parking road marking to be removed
- Existing roadmarking/ parking
- █ Proposed cycle markings at vehicle crossings
- █ Existing cycle markings at vehicle crossings

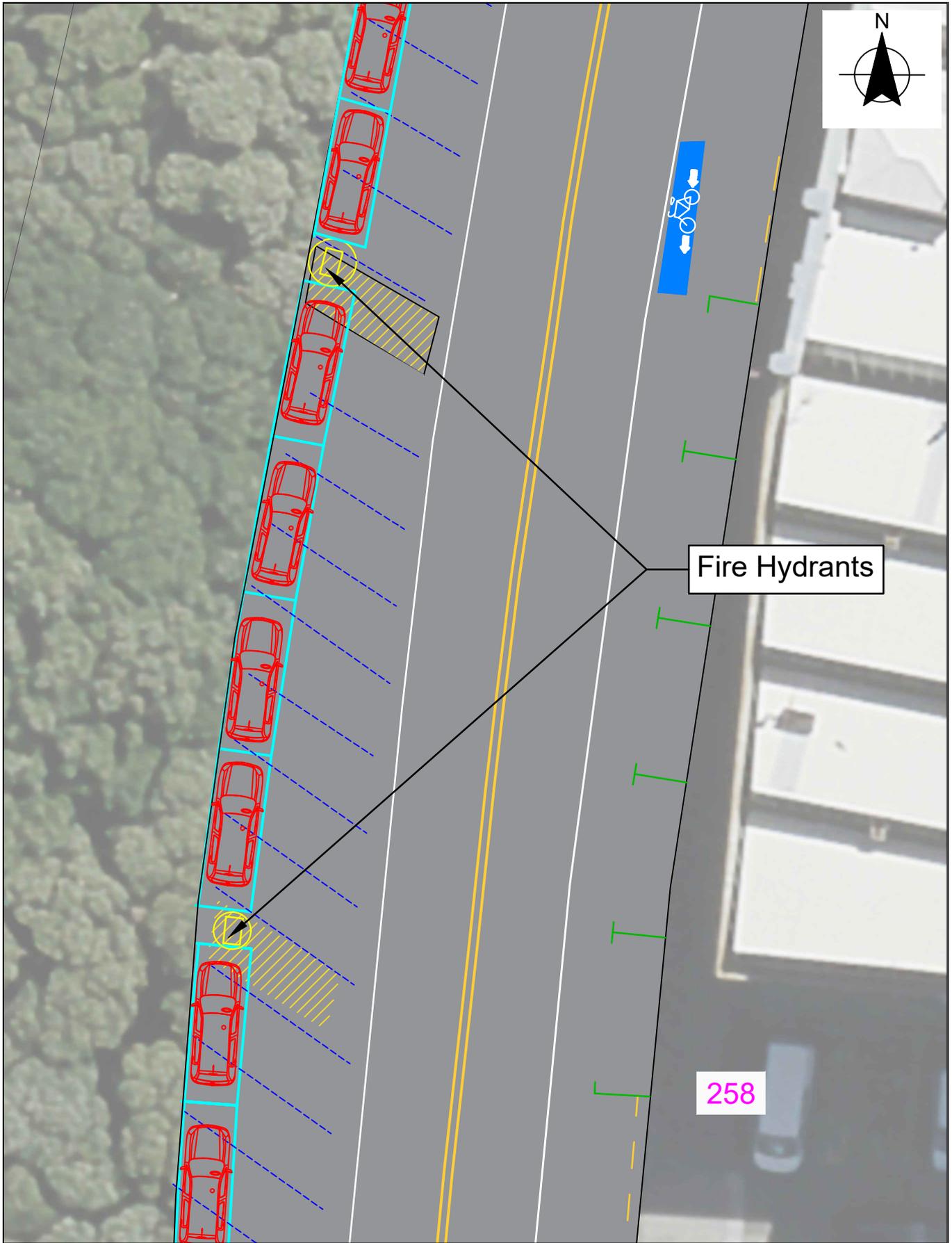
Drawn: Z Moodie	Designer: Z Moodie
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale: (A4 1:200)	

Project:	Thorndon Quay Angle Parking to Parallel Parking
Original Size	
A4	Drawing Ref: TQ02



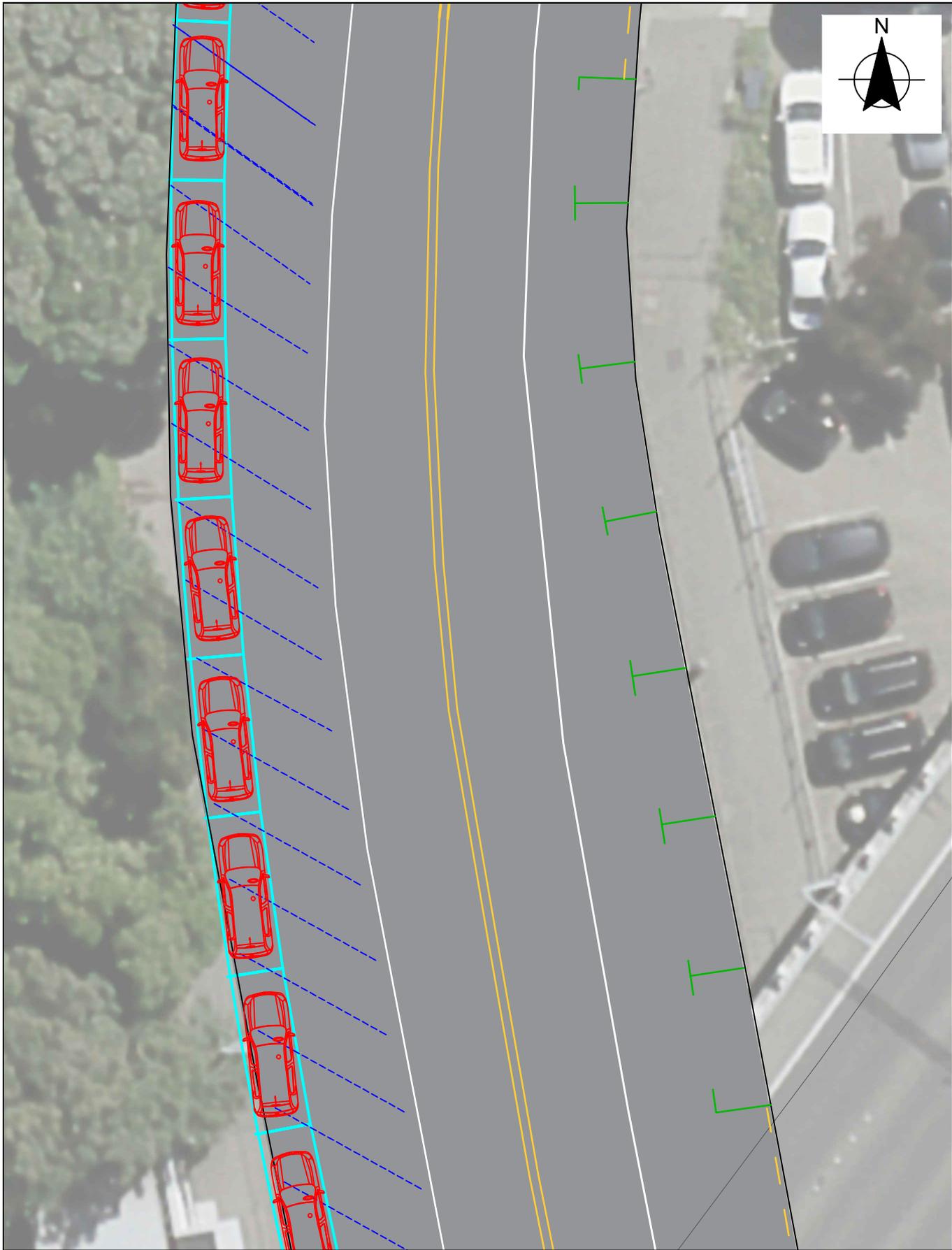
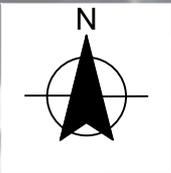
Drawn	Job Manager	Project Director	Date

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Wellington City Council
 Me Heke Ki Pōneke



LEGEND — Proposed road marking / Parallel Parking - - - Old angle parking road marking to be removed — Existing roadmarking/ parking █ Proposed cycle markings at vehicle crossings █ Existing cycle markings at vehicle crossings	Drawn: A Shahin Drafting Check Approved (Project Director) Date	Designer: A Shahin Design Check	Project: Thorndon Quay Angle Parking to Parallel Parking
	Scale: (A4 1:200)		Drawing Ref: TQ03

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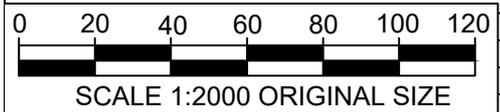


LEGEND

- Proposed road marking / Parallel Parking
- - - Old angle parking road marking to be removed
- Existing roadmarking/ parking
- Proposed cycle markings at vehicle crossings
- Existing cycle markings at vehicle crossings

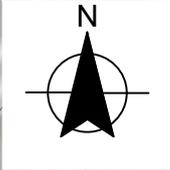
Drawn: A Shahin	Designer: Z Moodie
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale: (A4 1:200)	

<p>Thorndon Quay Angle Parking to Parallel Parking</p>	Project:
<p>Original Size: A4 Drawing Ref: TQ04</p>	



Drawn	Job Manager	Project Director	Date

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257A

P10 LOADING ZONE

BUS STOP

BUS STOP

DRAINAGE VEHICLES

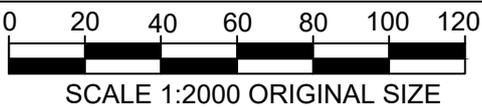


LEGEND

- Proposed road marking / Parallel Parking
- - - Old angle parking road marking to be removed
- █ Proposed cycle markings at vehicle crossings
- █ Existing cycle markings at vehicle crossings
- Existing roadmarking/ parking

Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale: (A4 1:200)	

Project: Thorndon Quay Angle Parking to Parallel Parking	Drawing Ref: TQ05
Sheet Size: A4	



Drawn	Job Manager	Project Director	Date

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7-May-21



246

243

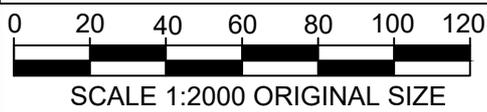
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LEGEND

- Proposed road marking / Parallel Parking
- - - Old angle parking road marking to be removed
- █ Proposed cycle markings at vehicle crossings
- █ Existing cycle markings at vehicle crossings
- Existing roadmarking/ parking

Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale: (A4 1:200)	

Project: Thorndon Quay Angle Parking to Parallel Parking	Drawing Ref: TQ06
Original Size: A4	



Drawn	Job Manager	Project Director	Date

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242

227

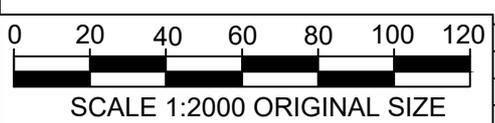
DRAINAGE
VEHICLES

LEGEND

- Proposed road marking / Parallel Parking
- - - Old angle parking road marking to be removed
- Proposed cycle markings at vehicle crossings
- Existing cycle markings at vehicle crossings
- Existing roadmarking/ parking

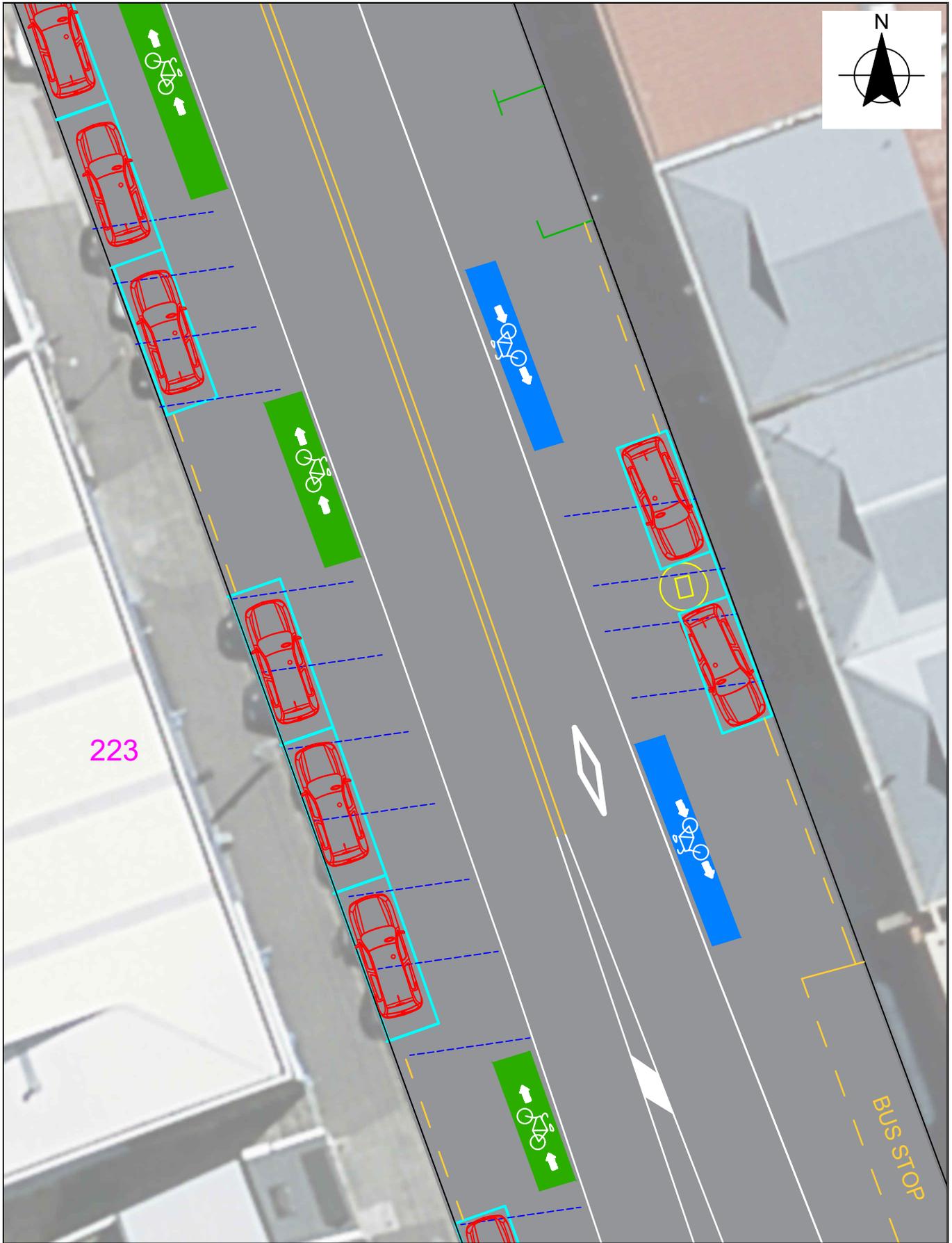
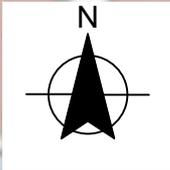
Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale: (A4 1:200)	

Project:	Thorndon Quay Angle Parking to Parallel Parking
Original Size	A4
Drawing Ref: TQ07	



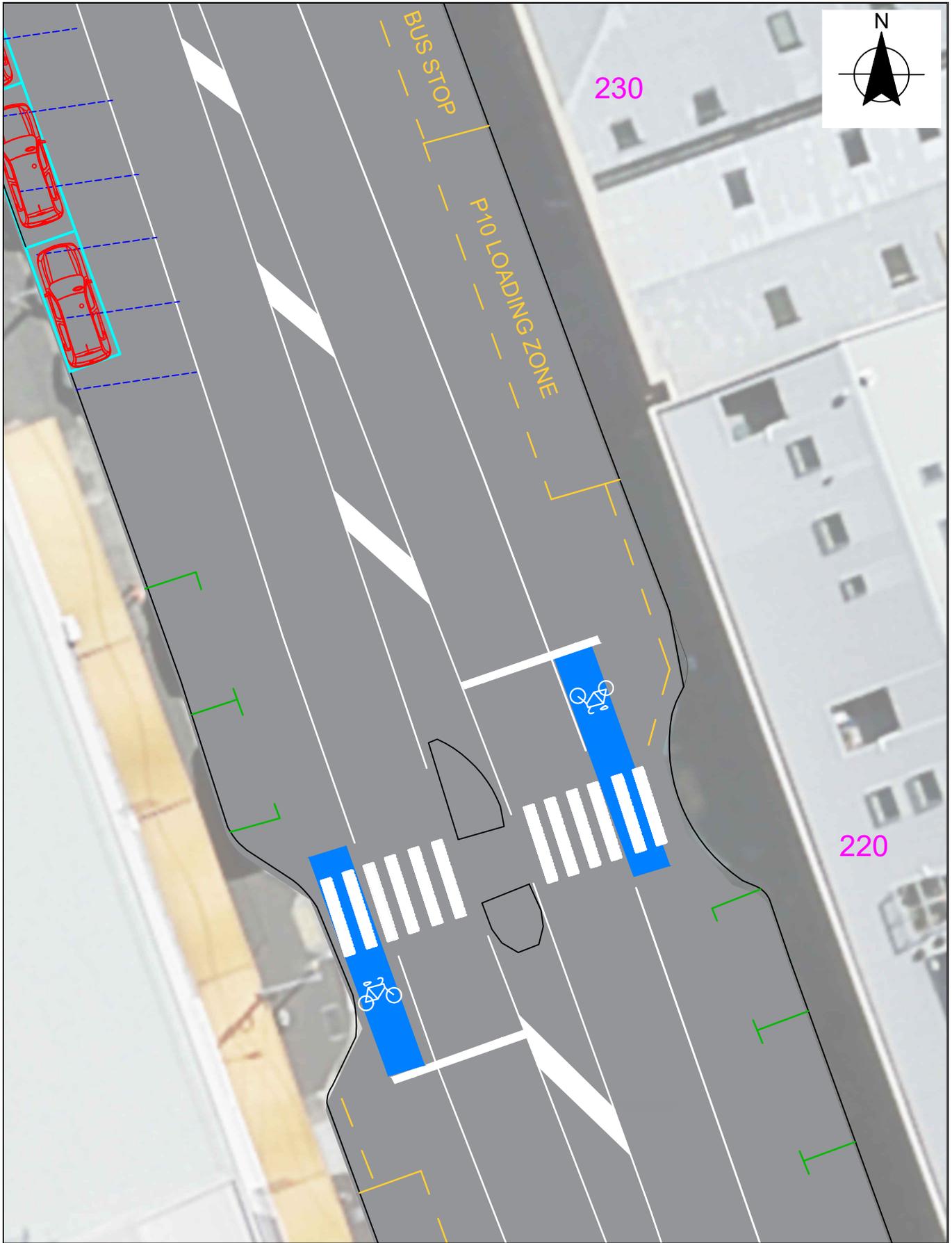
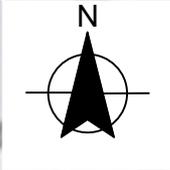
Drawn	Job Manager	Project Director	Date

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LEGEND Proposed road marking / Parallel Parking Old angle parking road marking to be removed Proposed cycle markings at vehicle crossings Existing cycle markings at vehicle crossings Existing roadmarking/ parking	Drawn: A Shahin Drafting Check Approved (Project Director) Date	Designer: A Shahin Design Check	Project: Thorndon Quay Angle Parking to Parallel Parking
	Scale: (A4 1:200)	Original Size A4	Drawing Ref: TQ08

 SCALE 1:2000 ORIGINAL SIZE	Drawn: _____ Job Manager	Project Director: _____ Date: _____	Absolutely Positively Wellington City Council Me Heke Ki Pōneke
	7-May-21	_____	_____

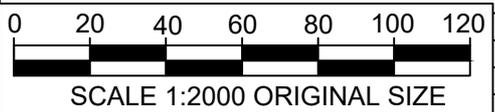


LEGEND

- Proposed road marking / Parallel Parking
- Old angle parking road marking to be removed
- Existing roadmarking/ parking
- Proposed cycle markings at vehicle crossings
- Existing cycle markings at vehicle crossings

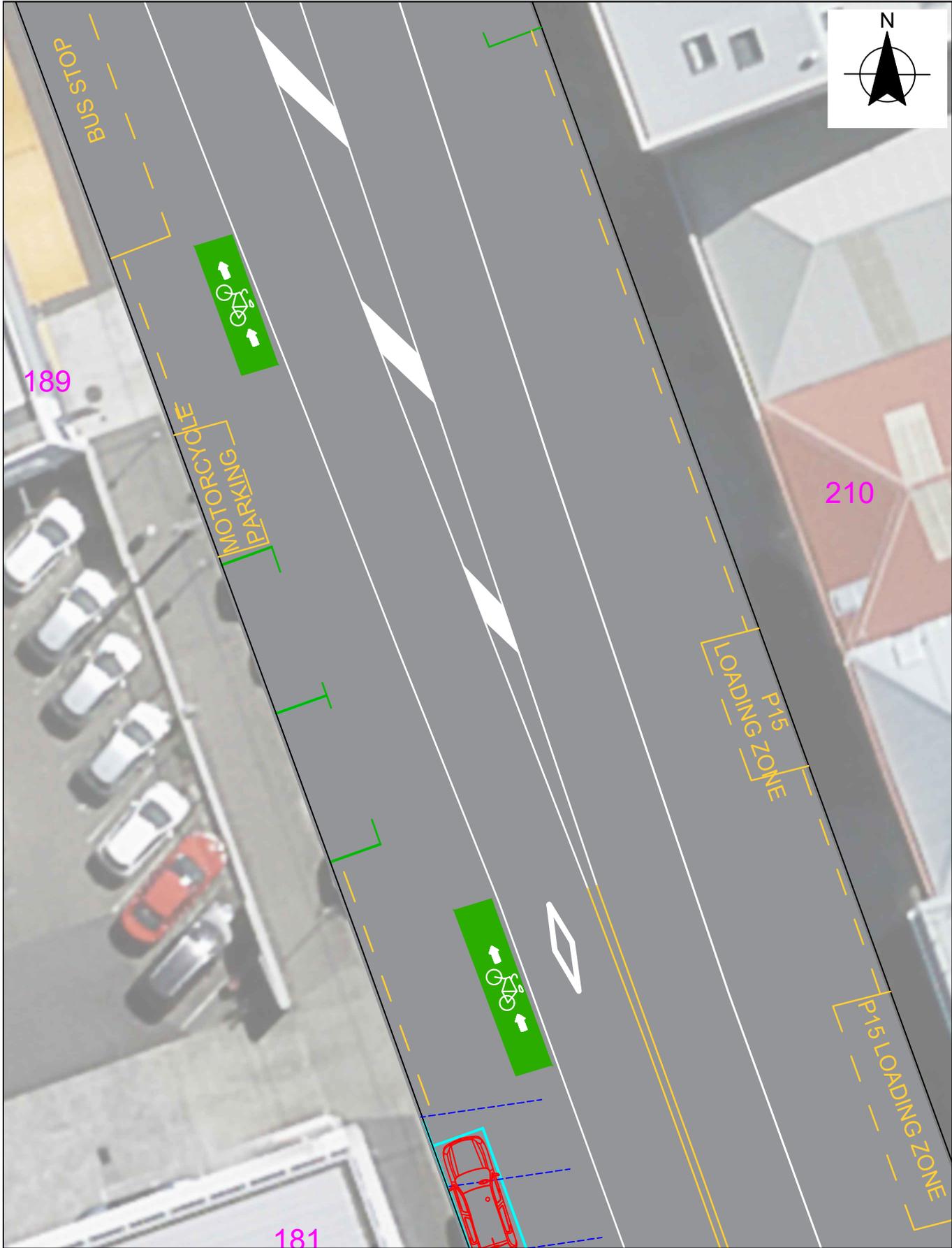
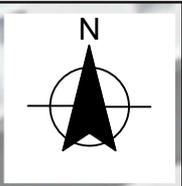
Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale: (A4 1:200)	

Project:	Thorndon Quay
	Angle Parking to Parallel Parking
Original Size	A4
Drawing Ref:	TQ09



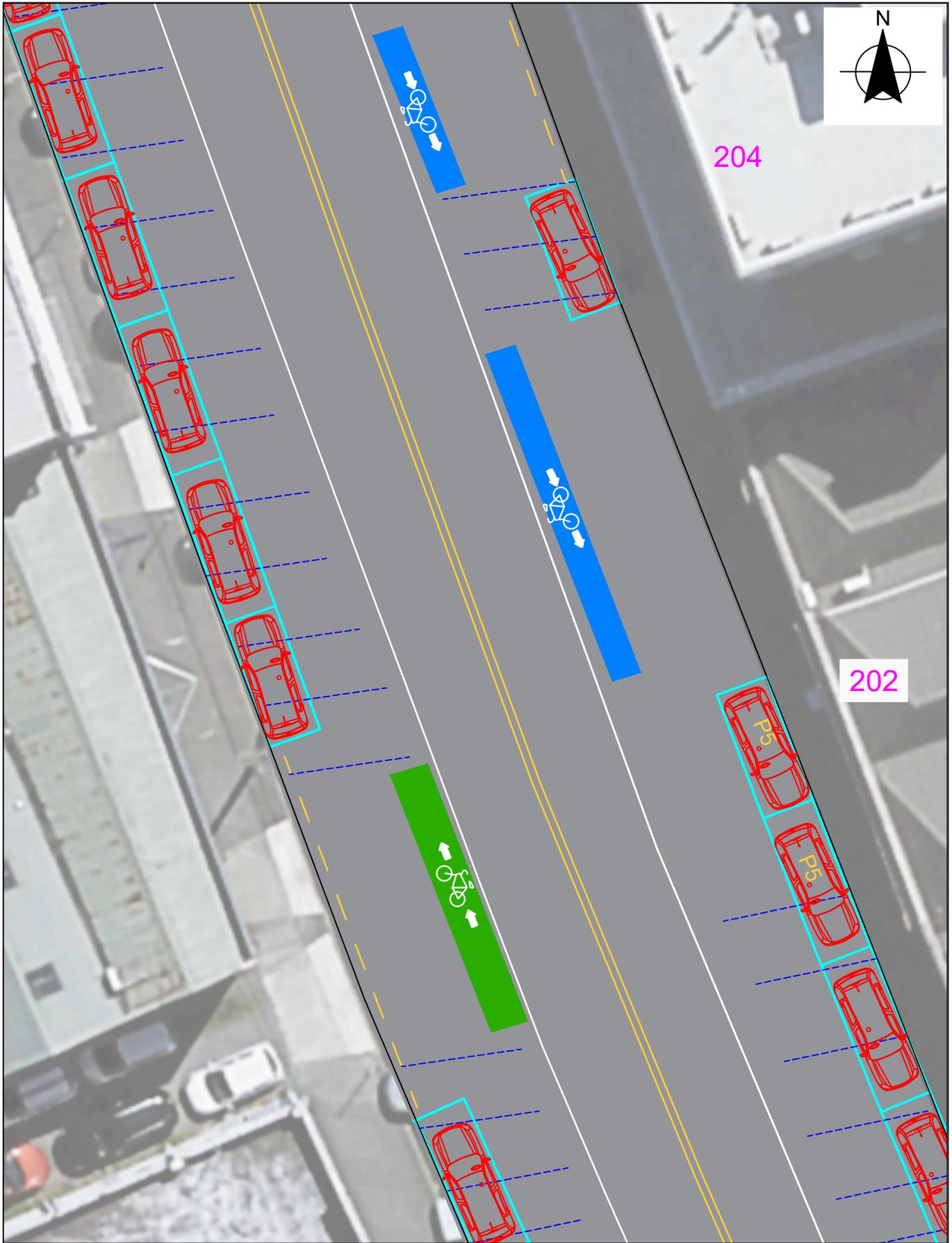
Drawn	Job Manager	Project Director	Date
			7-May-21

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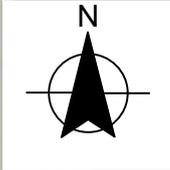


LEGEND Proposed road marking / Parallel Parking Old angle parking road marking to be removed Proposed cycle markings at vehicle crossings Existing cycle markings at vehicle crossings Existing roadmarking/parking	Drawn: A Shahin Drafting Check	Designer: A Shahin Design Check	Project: Thorndon Quay Angle Parking to Parallel Parking
	Approved (Project Director) Date		Drawing Ref: TQ10
	Scale: (A4 1:200)		Original Size: A4

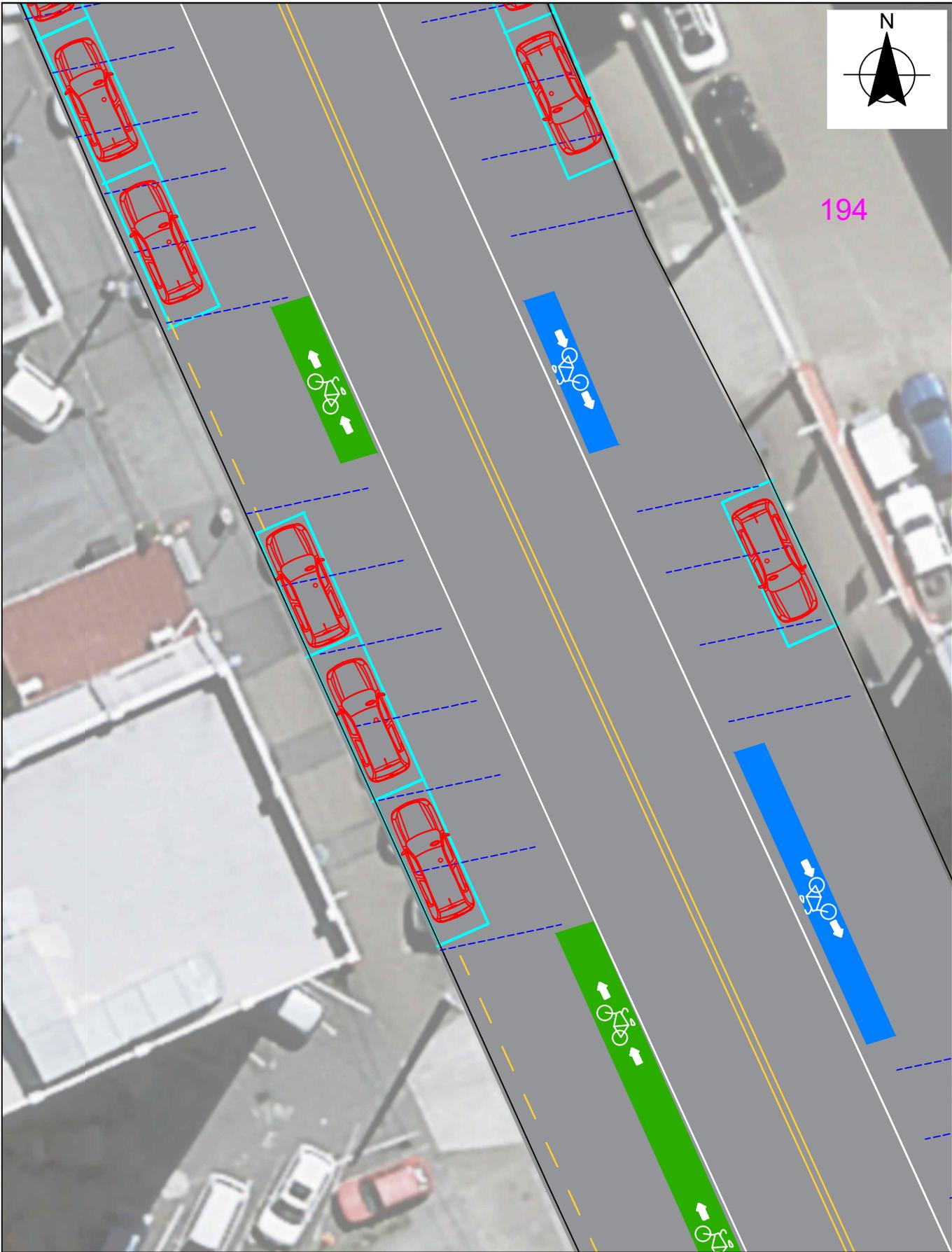
 SCALE 1:2000 ORIGINAL SIZE	Drawn: _____ Job Manager	Project Director: _____ Date: 7-May-21	Absolutely Positively Wellington City Council Me Heke Ki Pōneke
	_____ _____ _____	_____ _____ _____	_____ _____ _____



LEGEND Proposed road marking / Parallel Parking Old angle parking road marking to be removed Proposed cycle markings at vehicle crossings Existing cycle markings at vehicle crossings Existing roadmarking/ parking	Drawn: A Shahin Drafting Check	Designer: A Shahin Design Check	Project: Thorndon Quay Angle Parking to Parallel Parking																
	Approved (Project Director) Date		Original Size A4																
Scale: (A4 1:200)		Drawing Ref: TQ11																	
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Drawn Job Manager Project Director Date		7-May-21																	



194

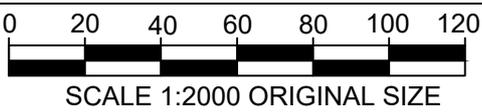


LEGEND

- Proposed road marking / Parallel Parking
- Old angle parking road marking to be removed
- █ Proposed cycle markings at vehicle crossings
- █ Existing cycle markings at vehicle crossings
- Existing roadmarking/ parking

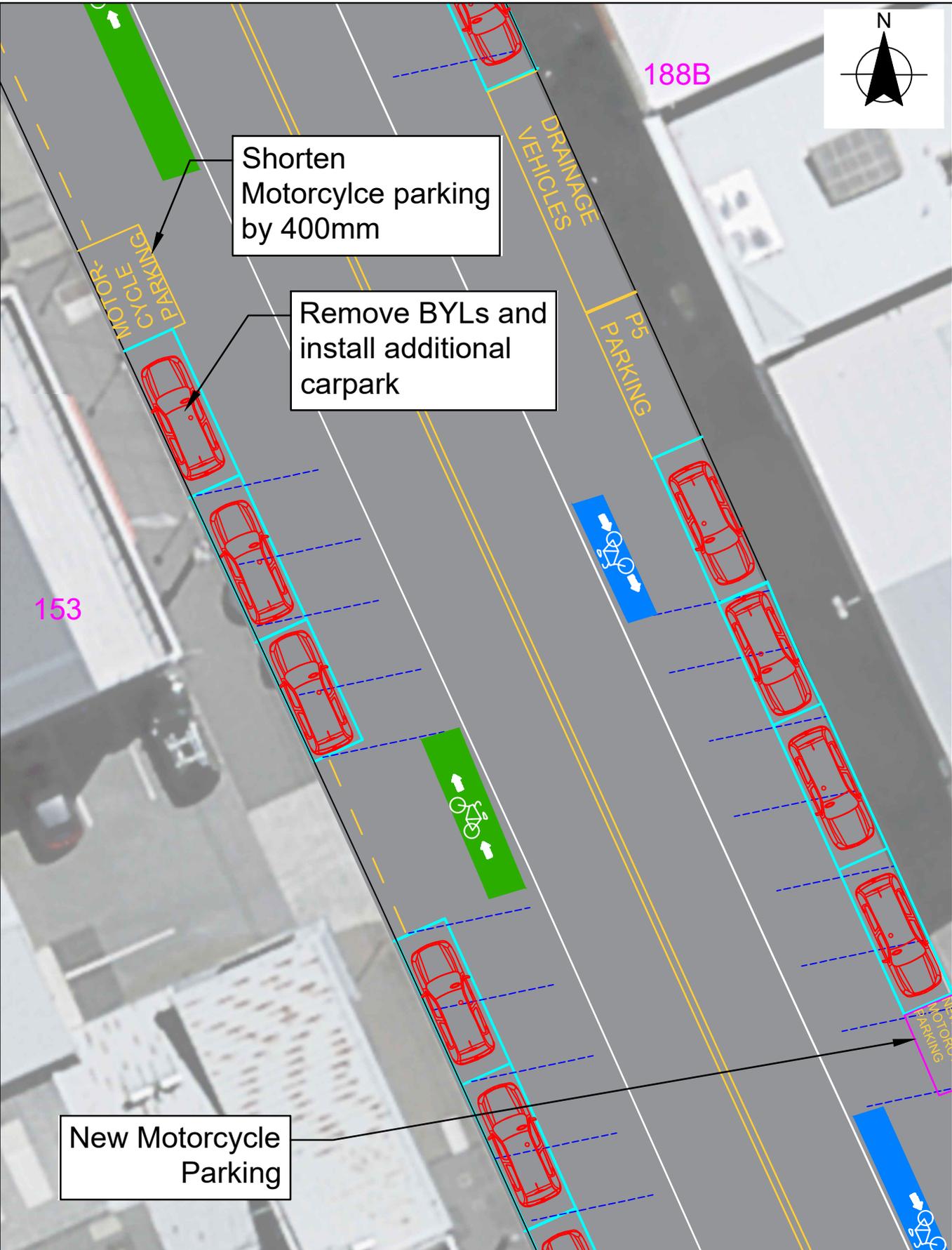
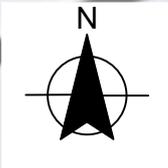
Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale: (A4 1:200)	

Project: Thorndon Quay Angle Parking to Parallel Parking	Drawing Ref: TQ12
Sheet Size: A4	



Drawn	Job Manager	Project Director	Date

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Shorten
Motorcylce parking
by 400mm

Remove BYLs and
install additional
carpark

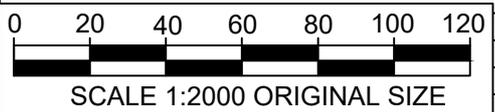
New Motorcycle
Parking

LEGEND

- Proposed road marking / Parallel Parking
- - - Old angle parking road marking to be removed
- █ Proposed cycle markings at vehicle crossings
- █ Existing cycle markings at vehicle crossings
- Existing roadmarking/ parking

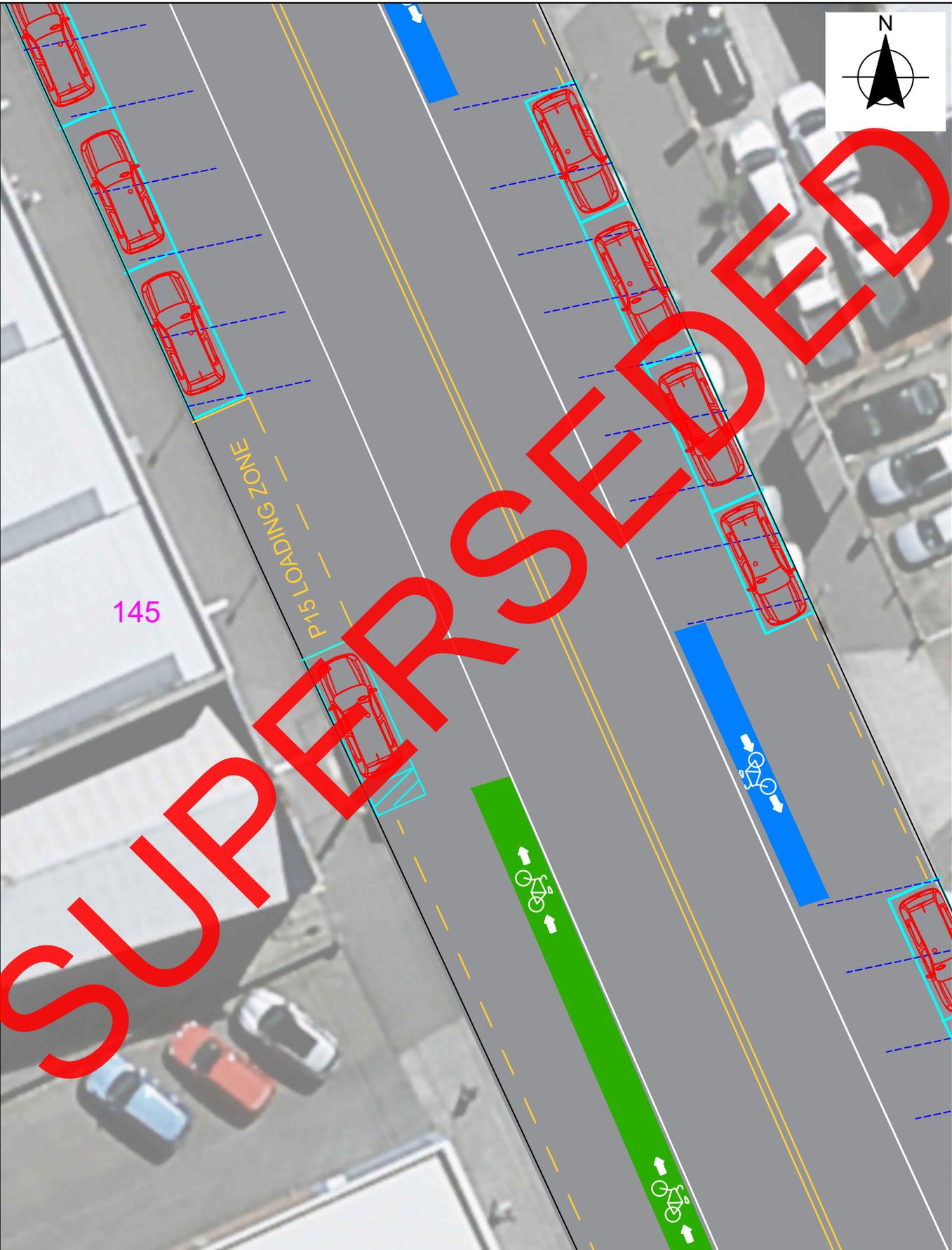
Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	
Date	
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Project: Thorndon Quay Angle Parking to Parallel Parking	Drawing Ref: TQ13
Sheet Size: A4	



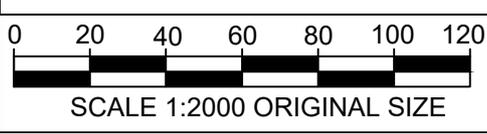
Drawn	Job Manager	Project Director	Date

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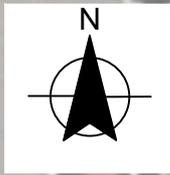
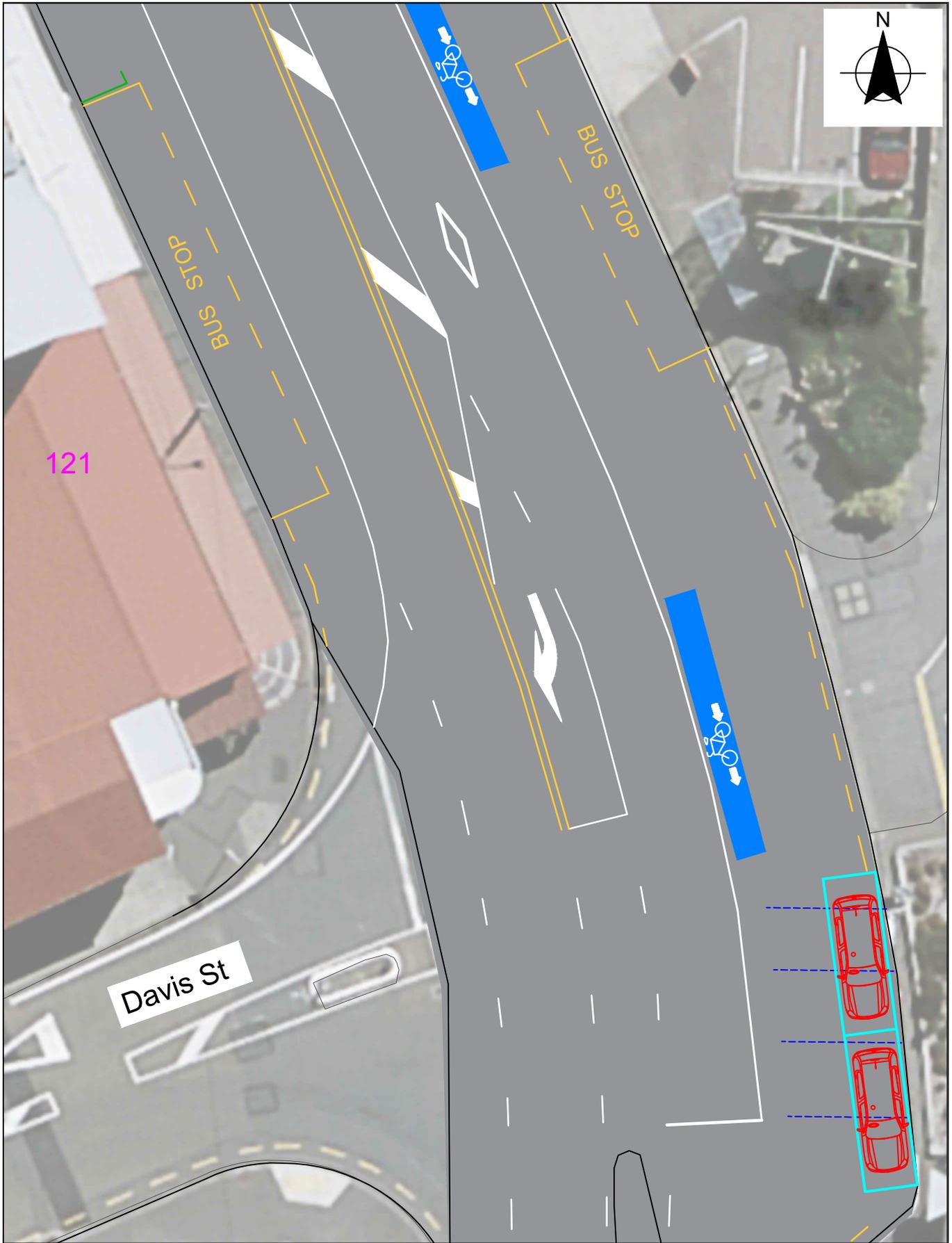
SUPERSEDED

LEGEND — Proposed road marking / Parallel Parking - - - Old angle parking road marking to be removed █ Proposed cycle markings at vehicle crossings █ Existing cycle markings at vehicle crossings — Existing roadmarking/ parking	Drawn: A Shahin	Designer: A Shahin	Project:
	Drafting Check	Design Check	Thorndon Quay Angle Parking to Parallel Parking
	Approved (Project Director) Date		
Scale: (A4 1:200)	A4		



Drawn	Job Manager	Project Director	Date

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke



121

Davis St

BUS STOP

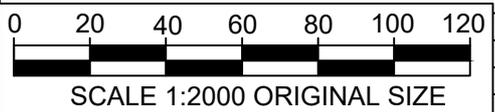
BUS STOP

LEGEND

- Proposed road marking / Parallel Parking
- Old angle parking road marking to be removed
- Existing roadmarking/ parking
- █ Proposed cycle markings at vehicle crossings
- █ Existing cycle markings at vehicle crossings

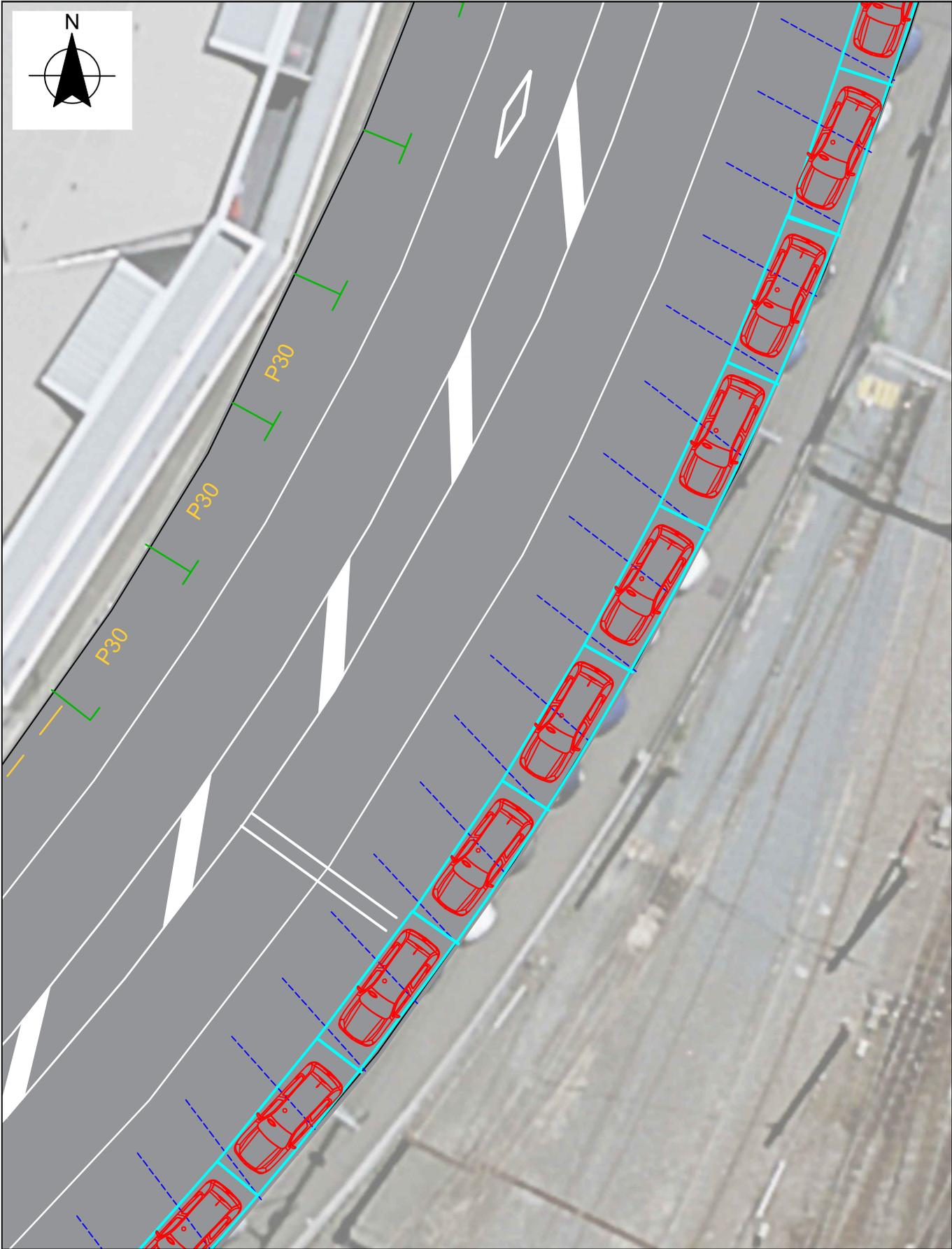
Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale: (A4 1:200)	

Project:	Thorndon Quay
	Angle Parking to Parallel Parking
Original Size	A4
Drawing Ref:	TQ16



Drawn	Job Manager	Project Director	Date

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Wellington City Council
 Me Heke Ki Pōneke

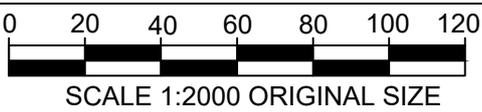


LEGEND

- Proposed road marking / Parallel Parking
- - - Old angle parking road marking to be removed
- Existing roadmarking/ parking
- Proposed cycle markings at vehicle crossings
- Existing cycle markings at vehicle crossings

Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale: (A4 1:200)	

Project: Thorndon Quay Angle Parking to Parallel Parking	Drawing Ref: TQ18
Original Size: A4	



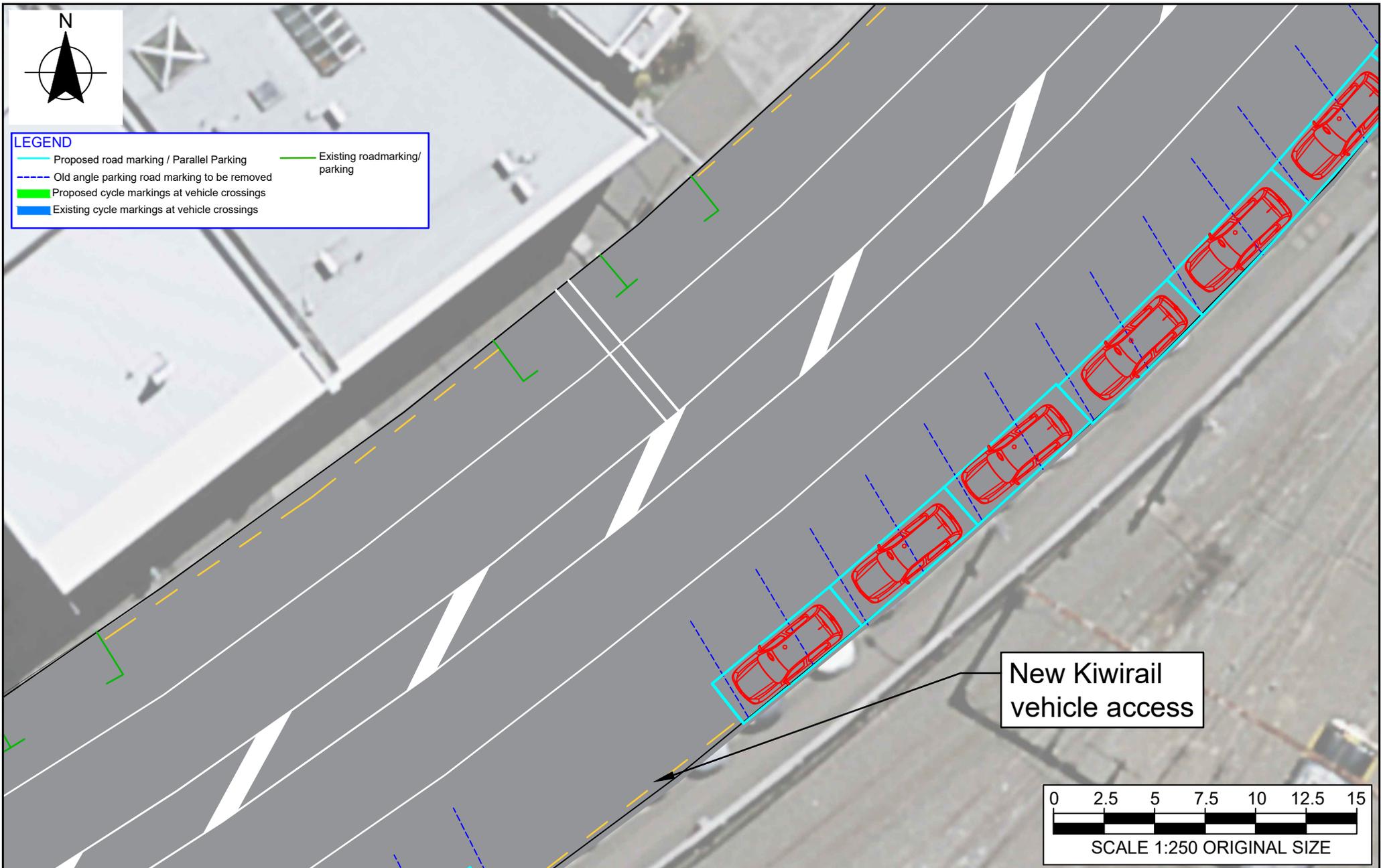
Drawn	Job Manager	Project Director	Date

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LEGEND

- Proposed road marking / Parallel Parking
- - - Old angle parking road marking to be removed
- Existing roadmarking/ parking
- █ Proposed cycle markings at vehicle crossings
- █ Existing cycle markings at vehicle crossings



**New Kiwirail
vehicle access**



No	Revision	Drawn	Job Manager	Project Director	Date
1					

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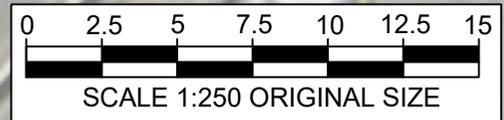
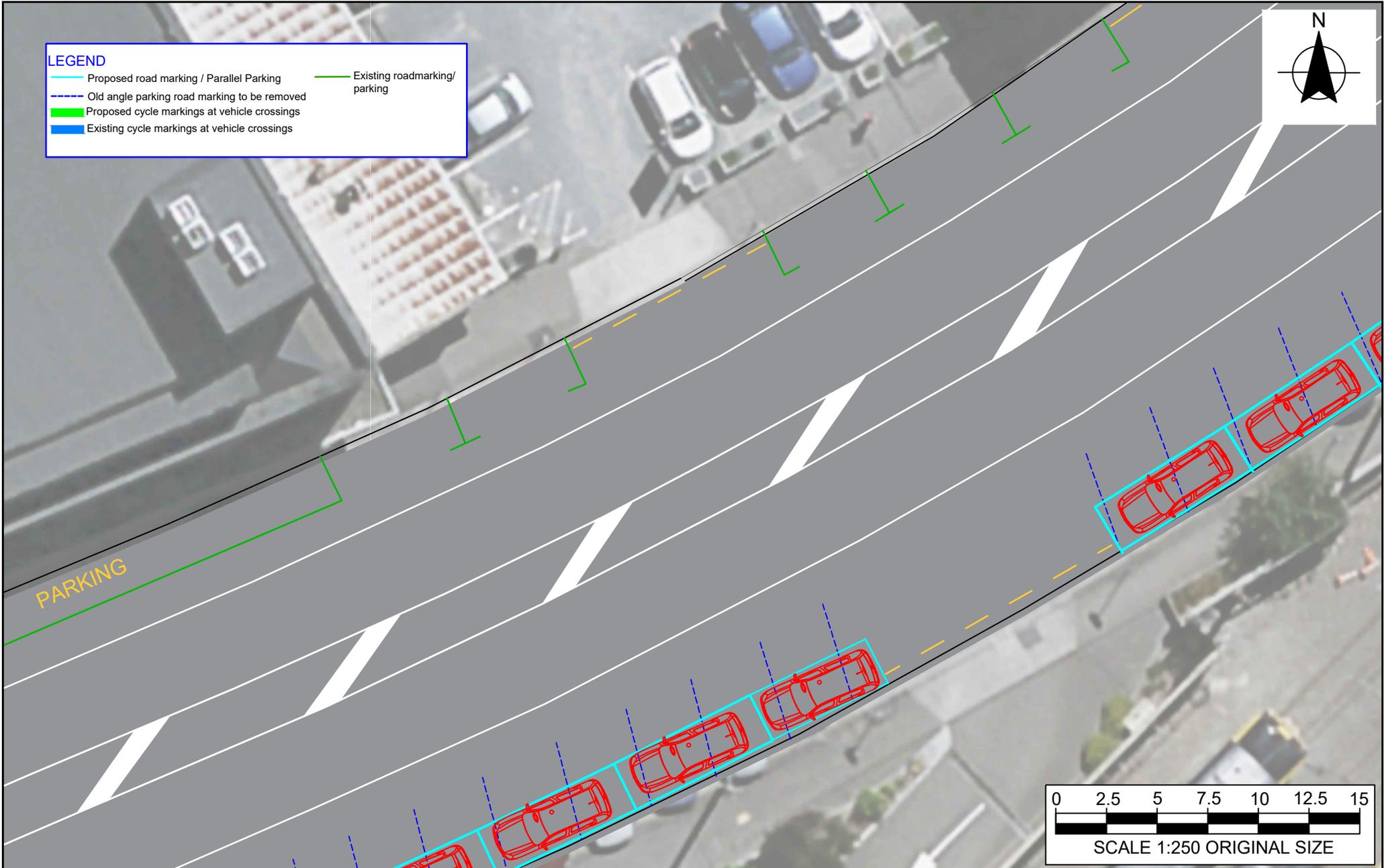
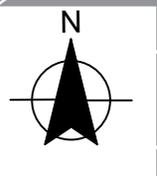
Aerial photography flown over April-May 2017. Copyright Wellington City Council and New Zealand Aerial Mapping Limited.

Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale: (A4 1:200)	

Project: Thorndon Quay Angle Parking to Parallel Parking
Original Size: A4 Drawing Ref: TQ19

LEGEND

- Proposed road marking / Parallel Parking
- - - Old angle parking road marking to be removed
- Existing roadmarking/ parking
- Proposed cycle markings at vehicle crossings
- Existing cycle markings at vehicle crossings



No	Revision	Drawn	Job Manager	Project Director	Date

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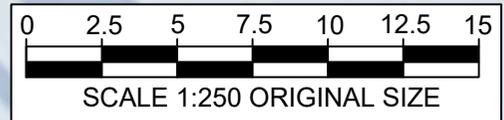
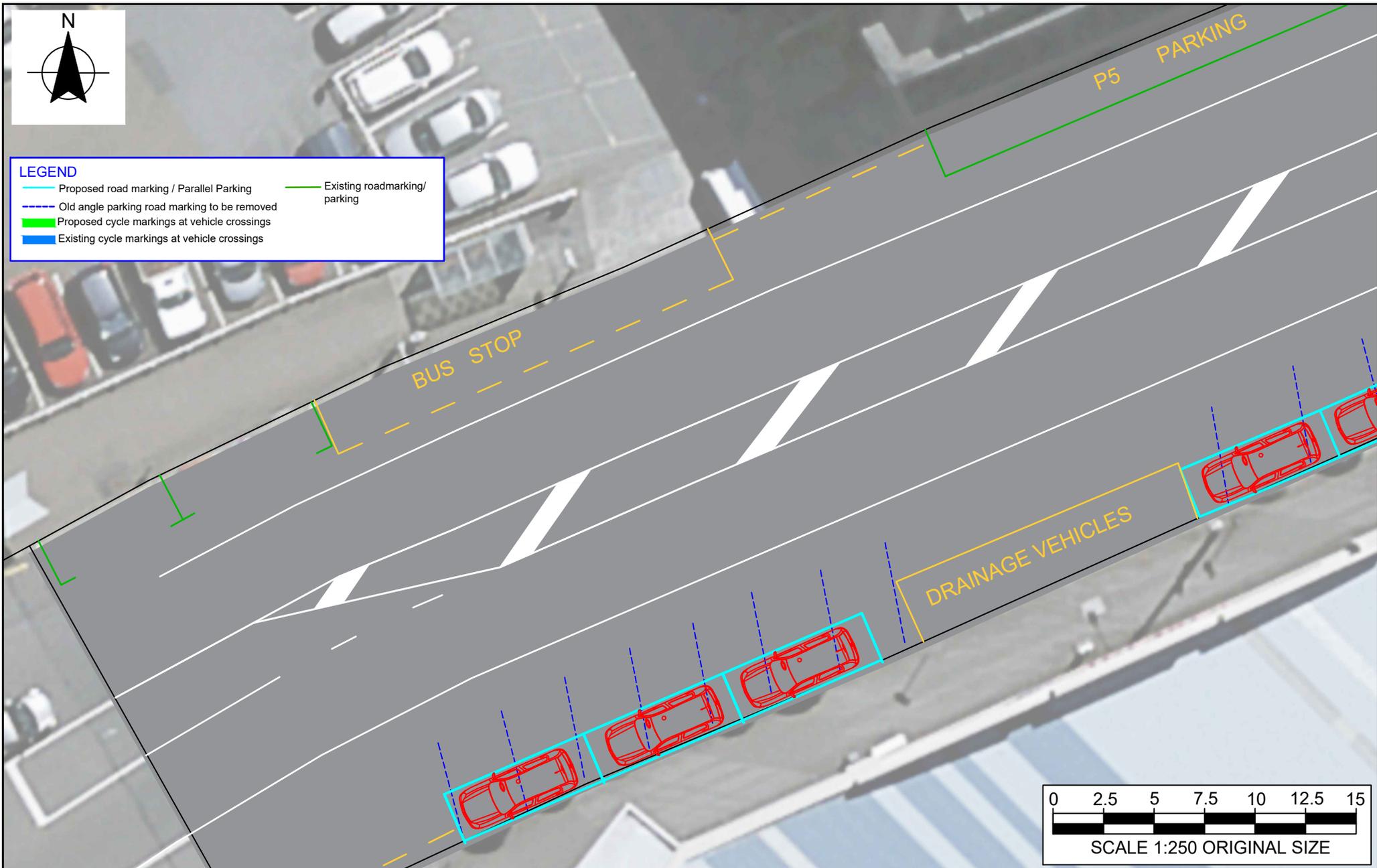
Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale: (A4 1:200)	

Project: Thorndon Quay Angle Parking to Parallel Parking
Original Size: A4 Drawing Ref: TQ20



LEGEND

- Proposed road marking / Parallel Parking
- Existing roadmarking/ parking
- Old angle parking road marking to be removed
- Proposed cycle markings at vehicle crossings
- Existing cycle markings at vehicle crossings



No	Revision	Drawn	Job Manager	Project Director	Date
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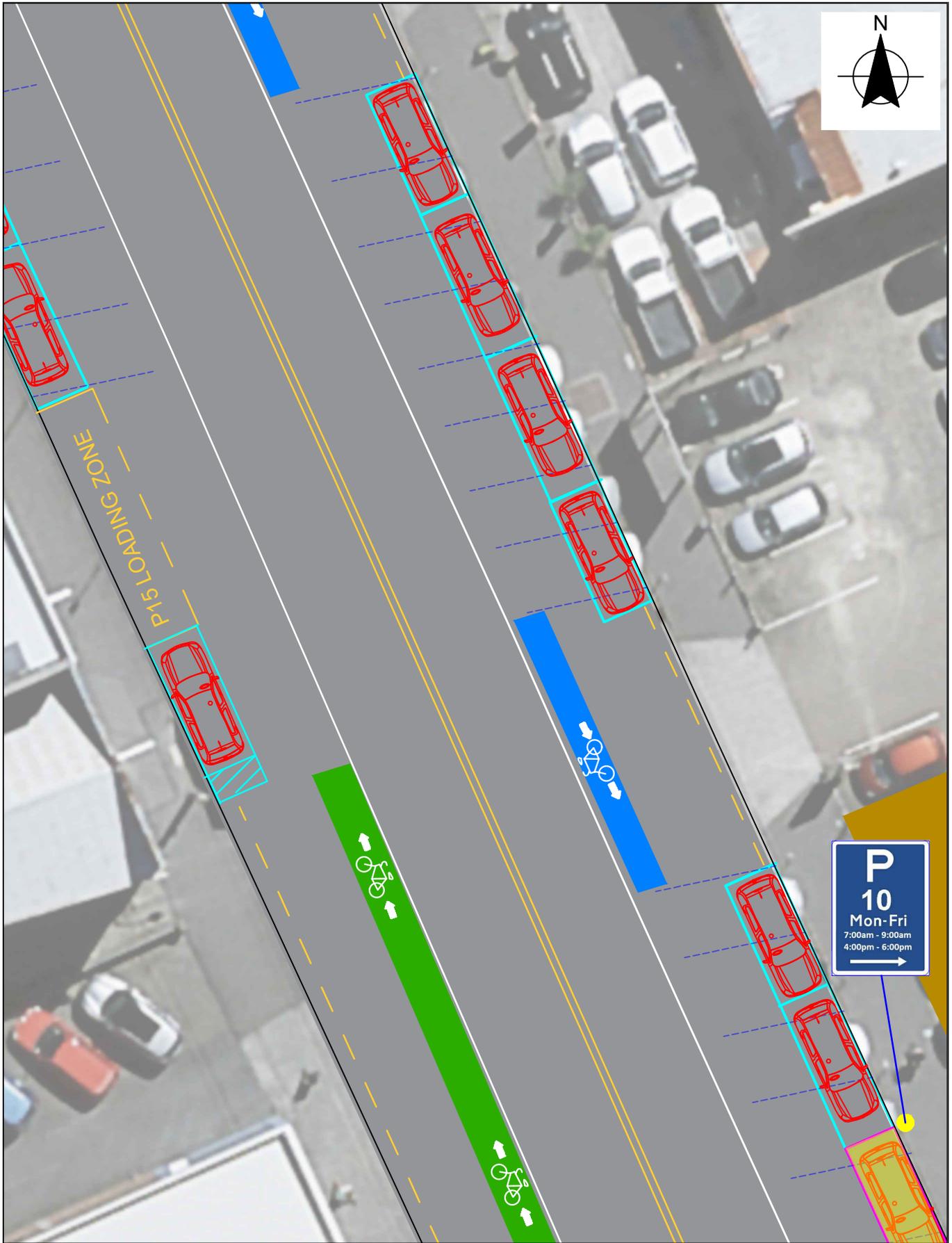
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Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	Date
Scale: (A4 1:200)	

Project: **Thorndon Quay
Angle Parking to
Parallel Parking**
Original Size: **A4** Drawing Ref: **TQ21**

AMENDED PLAN FOLLOWING CONSULTATION

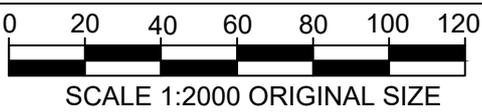


LEGEND

- Proposed road marking / Parallel Parking
- - - Old angle parking road marking to be removed
- Existing roadmarking/ parking
- Proposed cycle markings at vehicle crossings
- Existing cycle markings at vehicle crossings

Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	
Date	
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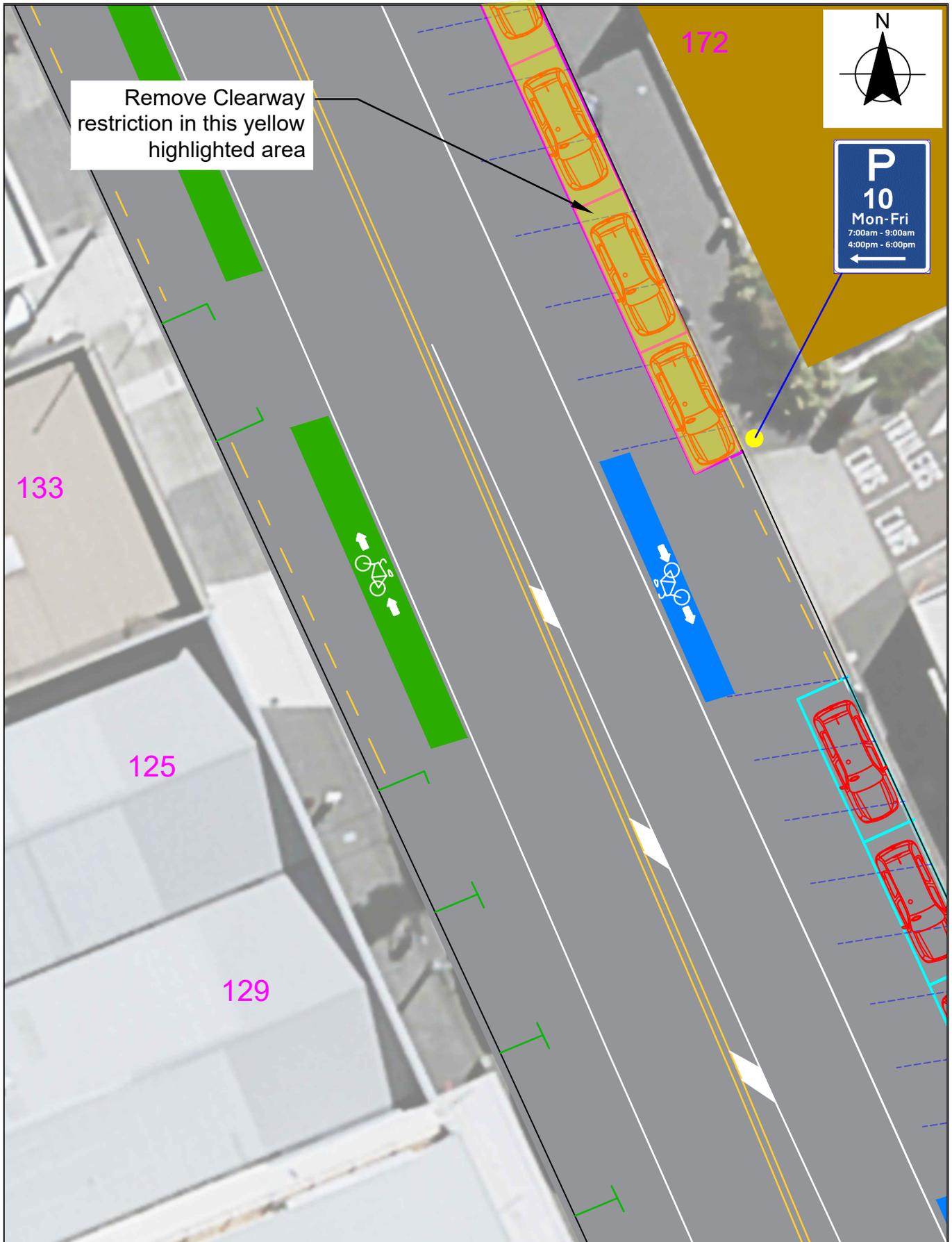
Project: Thorndon Quay Angle Parking to Parallel Parking	Drawing Ref: TQ14
Original Size: A4	



Amended following consultation	AS
Drawn	Job Manager
Project Director	Date

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Wellington City Council**
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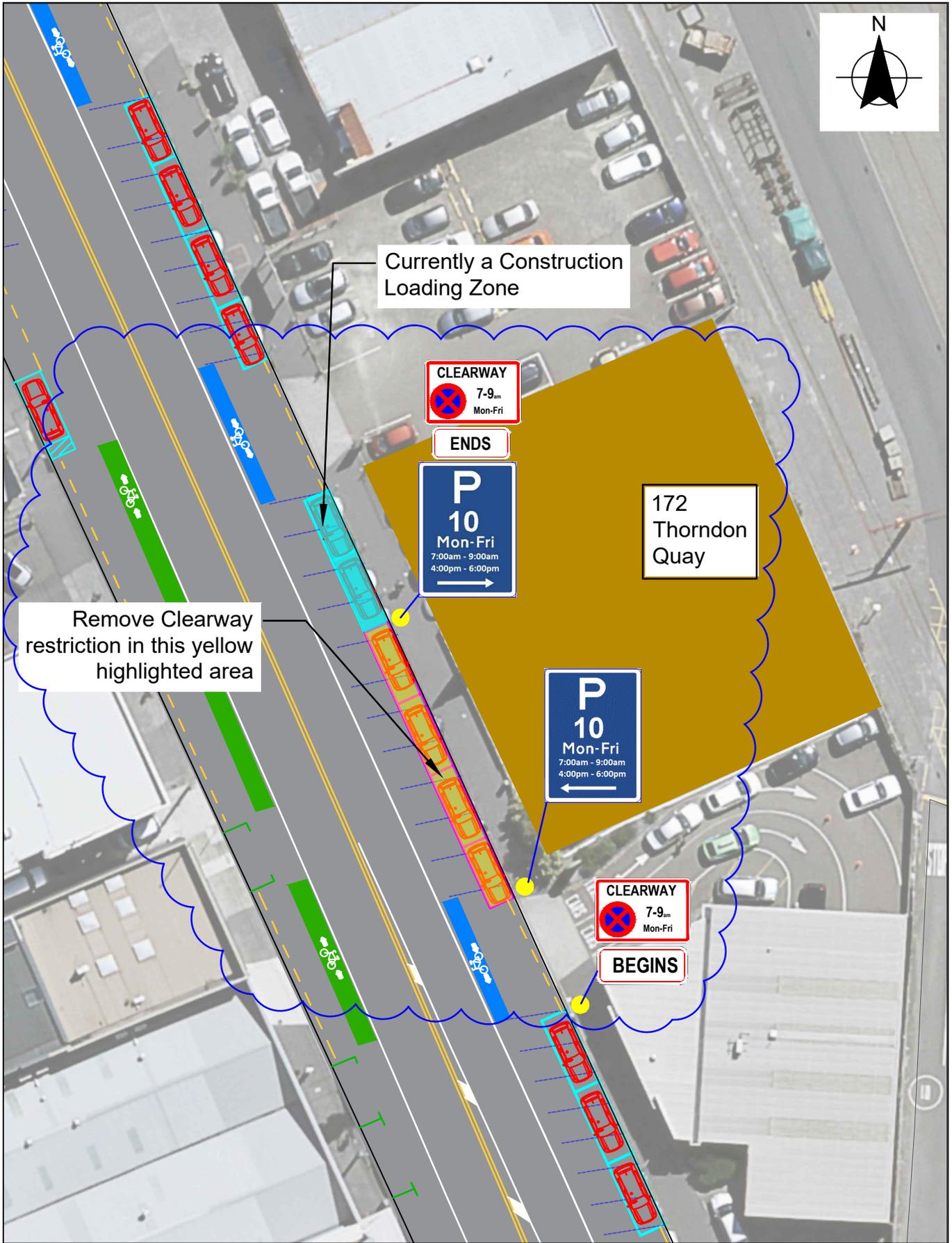
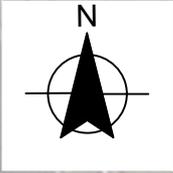
AMENDED PLAN FOLLOWING CONSULTATION



LEGEND Proposed road marking / Parallel Parking Old angle parking road marking to be removed Proposed cycle markings at vehicle crossings Existing cycle markings at vehicle crossings Existing roadmarking/parking	Drawn: A Shahin Drafting Check Approved (Project Director) Date	Designer: A Shahin Design Check Date	Project: Thorndon Quay Angle Parking to Parallel Parking
	Scale: (A4 1:200)	Original Size A4	Drawing Ref: TQ15

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Amended following consultation	AS	15 June 21									
Drawn	Job Manager	Project Director									
Date											

AMENDED PLAN FOLLOWING CONSULTATION

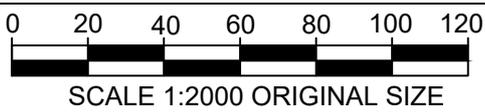


LEGEND

- Proposed road marking / Parallel Parking
- Existing roadmarking/ parking
- Old angle parking road marking to be removed
- █ Proposed cycle markings at vehicle crossings
- █ Existing cycle markings at vehicle crossings

Drawn: A Shahin	Designer: A Shahin
Drafting Check	Design Check
Approved (Project Director)	Date
Scale: (A4 1:200)	

Project:	Thorndon Quay Parking amendment
Sheet Size:	A4
Drawing Ref:	Amendment



Drawn	Job Manager	Project Director	Date
			15-Jun-21

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SUBMISSION ON LAND TRANSPORT RULE: SETTING OF SPEED LIMITS 2021

Purpose

1. This report asks the Pūroro Āmua | Planning and Environment Committee to agree to the draft submission (Attachment 1) on the Ministry of Transport (the Ministry) and Waka Kotahi NZ Transport Agency (Waka Kotahi) *Land Transport Rule: Setting of Speed Limits 2021* consultation document.
2. Submissions are due to the Ministry by 25 June 2021. Officers seek Council endorsement before submitting the response.

Summary

3. The Ministry and Waka Kotahi have proposed a new Land Transport Rule setting out criteria, requirements, and procedures to be followed by Road Controlling Authorities (RCAs) when reviewing and setting speed limits for roads within their jurisdiction. The proposed Rule will replace the existing 2017 Rule for Setting of Speed Limits.
4. The proposal states that the speed of vehicles on our roads is one of the most significant risks to personal safety in our land transport system. The proposed Rule is expected to contribute to road safety by supporting the Road to Zero road safety strategy. City Strategy Committee endorsed the Council's submission on the draft Road to Zero Strategy in August 2019. The submission confirmed that the Council strongly supports the draft strategy, vision, underpinning principles and focus areas.
5. The proposal requires RCAs to collaborate on a whole-of-network approach to speed management and use safety infrastructure as well as speed limits. In addition, the proposal:
 - requires general lowering of speed limits around schools
 - requires 10-year Speed Management Plans to be created every three years for the region. The plans are to be coordinated by the Regional Transport Committees (RTCs) and aligned to the Regional Land Transport Plan (RLTP) process.
 - creates a Register of Land Transport Records, managed by Waka Kotahi, to record all speed limits
 - removes the requirement to set speed limits through a bylaw making process
 - gives the Director of Land Transport (within Waka Kotahi) the responsibility for certifying regional plans
 - creates an independent speed management committee to certify the State highway speed management plans
6. In general, the Wellington City Council (WCC) is supportive of a proactive nationally consistent approach to setting and managing speed limits. A strategic approach is not enabled through the current bylaw process.
7. WCC support the recommendation by the Wellington RTC to have a Rule that develops one plan covering all the State Highways and local roads within a region, certified by a

single authority using a simple, consistent process, with the funding to implement the plan allocated in the National Land Transport Plan.

8. However, we consider the process outlined in the consultation material overly complex and the beneficial outcomes described above could be achieved through a less onerous and prescriptive way.

Recommendation/s

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Approves the draft submission on the *Land Transport Rule: Setting of Speed Limits 2021* consultation document, subject to any amendments agreed by the Committee.
3. Delegates to the Chief Executive and the Chair or Deputy Chair of the Pūroro Āmua | Environment and Planning Committee the authority to amend the submission as per any proposed amendments agreed by the Committee at this meeting, and any minor consequential edits, prior to it being sent.

Background

9. The Ministry of Transport (the Ministry) and Waka Kotahi NZ Transport Agency (Waka Kotahi) are seeking feedback on a proposed new *Land Transport Rule: Setting of Speed Limits 2021*. It would replace the existing Land Transport Rule: Setting of Speed Limits 2017.
10. The consultation document has a 25 June 2021 deadline for submissions.
11. The proposed Rule would replace the existing 2017 Rule and implement a new approach to speed management planning on New Zealand roads. Speed continues to be a major contributing factor to deaths and serious injuries on New Zealand roads.
12. Under the 2017 Rule, the power to manage and set speed limits is given to RCAs, which can be territorial authorities (councils) or non-territorial authorities (e.g. supermarkets or the Department of Corrections). RCAs that are territorial authorities are then members of a Regional Transport Committee (RTC), who have traditionally managed the RLTP process, with RCA input. RTCs are not involved in the current speed limit setting process. Waka Kotahi is the RCA for the State highways and WCC is the RCA for all local roads within our city
13. The proposed Rule will give effect to a new regulatory framework. This includes the following:
 - Bringing together infrastructure investment decisions and speed management decisions by creating a speed management planning process aligned with the RLTP process
 - Requiring all RCAs that are territorial authorities to include their proposed speed limit changes and safety infrastructure treatments (which will include proposed placement of road safety cameras) for the coming 10 years into Plans
 - RTCs will coordinate input from RCAs to create a regional Plan
 - Providing a new consultation process to help align Plans with the RLTP process

- Giving the new Director of Land Transport (within Waka Kotahi) the responsibility for certifying regional Plans
 - Establishing an independent Speed Management Committee to:
 - certify the Waka Kotahi State highway Plan
 - oversee the information and guidance on speed management that Waka Kotahi (as regulator) provides all RCAs
 - Introducing a new process for setting speed limits outside of Plans, and for RCAs that are not territorial authorities
 - Requiring all speed limits (other than temporary speed limits) to be entered into a national Register. Waka Kotahi (as regulator) will be the Registrar of the Register. The Register will give legal effect to all speed limits (other than temporary speed limits).
 - Requiring RCAs to reduce speed limits around:
 - urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate
 - rural schools to a maximum of 60 km/h (variable or permanent speed limits)
14. The consultation document also seeks feedback on the following proposed changes:
- A new process for setting an emergency speed limit, which involves registering the speed limit
 - Consideration of 70 and 90 km/h speed limits and making these speed limits more widely available, either permanently or for an interim (three-year) period
 - Removing the requirement for RCAs to seek Waka Kotahi approval before setting variable speed limits
 - Changes to minimum length requirements over which a speed limit may be applied
 - Changes to the way 'mean operating speed' is considered when setting a speed limit.

Discussion

15. The draft submission outlines Council support for the single plan approach to cover all State Highways and local roads within a region. certified by a single authority using a simple, consistent process, with the funding to implement the plan provided in the NLTP.
16. In general, the draft submission is supportive of a proactive nationally consistent approach to setting and managing speed limits. Officers have some concerns that the process described is overly complex and the same beneficial outcomes could be achieved in a less onerous and prescriptive way. Of note, the submission mentions:
- The public could become confused, or not pick up, that the regional council is leading the speed management planning for territorial authority managed roads.
 - For proposals that affect roads adjacent to or that cross council boundaries, the current standard practice is to collaborate with the relevant council, and this would not change under the new proposed approach.
 - The proposal to have a separate alternative process between RLTP cycles seems overly complex and difficult for the public to understand. If the three-yearly

planning has been based on good policy and consultation and agreed to, an interim process should not be necessary.

17. Officers have contributed to and are supportive of the submission from the Wellington RTC which is supportive of national leadership on implementing safe and appropriate speed and supports the overall objectives of a co-ordinated approach based on safe and appropriate speeds, high-level regional agreement, co-ordinated timeframes, and deadlines for implementation. The RTC submission raises the same concerns as the WCC draft submission about the complexity of the proposed process and affordability of the Rule as drafted.
18. The WCC submission also seeks assurance from Waka Kotahi that those activities and areas that are proposed to have mandatory speed limit and planning requirements will be allocated the funding necessary for the road controlling authority to action.

Options

19. The Committee could decide to:
 - i. Not make a submission; or
 - ii. Agree to the draft submission; or
 - iii. Agree to make an amended draft submission.

Next Actions

20. If the Committee decides to make a submission, any amendments will be incorporated. The document will be finalised and submitted by the deadline of Friday 25 June 2021.

Attachments

Attachment 1. Wellington City Council's draft submission on the Land Transport Rule: Setting of Speed Limits 2021 consultation document [↓](#)  Page 264

Author	Helen Bolton, Senior Advisor
Authoriser	Baz Kaufman, Manager Strategy and Research Stephen McArthur, Chief Strategy & Governance Officer

SUPPORTING INFORMATION

Engagement and Consultation

The Council is responding to the Ministry of Transport's (the Ministry) and Waka Kotahi NZ Transport Agency's (Waka Kotahi) *Land Transport Rule: Setting of Speed Limits 2021* consultation document. All organisations and members of the public can make a submission directly to the Ministry. Officers have also had input to a similar submission agreed by the Wellington RTC on 8 June 2021.

Treaty of Waitangi considerations

The consultation document proposes a requirement for separate consultation with Māori. The draft submission supports this proposal but recommend amending the clauses to add 'and mana whenua' to ensure mana whenua are not missed in any consultation or in the creation of the plans. The draft submission also queries why Māori and mana whenua are not involved in the decision-making on a draft plan.

Financial implications

None from making the submission. There are financial implications for the Council to implement the speed management plans and the confirmation of ensuring funding is available for this has been raised in the draft submission. The recommended long-term plan includes approximately \$8 million over the next 10 years to address speed management.

Policy and legislative implications

None from making this submission. Relevant policy and legislative implications of proposals are discussed in the submission.

Risks / legal

None from making this submission. Any risks and/or legal implications from the Ministry's proposal are raised in the submission.

Climate Change impact and considerations

None from making the submission. Climate change impacts are not referenced in detail in the consultation document. Officers note that a new speed management regime could have a positive impact on overall emissions where it supported mode shift from private vehicles to more active modes of travel.

Communications Plan

Not required.

Health and Safety Impact considered

None from making the submission. The proposed Rule is expected to contribute to road safety through the reduction of deaths and serious injuries.

By email

25 June 2021

Email to: rules@nzta.govt.nz

Tēnā koutou

Submission on Land Transport Rule: Setting of Speed Limits 2021

The Wellington City Council (WCC) thanks the Ministry of Transport and Waka Kotahi for the opportunity to make a submission on the *Land Transport Rule: Setting of Speed Limits 2021 consultation*.

WCC has contributed to and is supportive of the submission from the Wellington Regional Transport Committee (RTC) too. WCC support the recommendation by the Wellington RTC to have a Rule that develops one plan covering all the State Highways and local roads within a region, certified by a single authority using a simple, consistent process, with the funding to implement the plan prioritised.

In general, the Wellington City Council (WCC) is supportive of a proactive nationally consistent approach to setting and managing speed limits. A strategic approach is not enabled through the current bylaw process. Achieving national consistency of speed limits, in certain locations and scenarios, is considered beneficial. Following a mandated forward planning process should also remove some of the roadblocks WCC has experienced achieving speed limit changes through the current bylaw mechanism. However, we consider the process outlined in the consultation material overly complex and the beneficial outcomes described above could be achieved through a less onerous and prescriptive way.

The public could become confused, or not pick up, that the regional council is leading the speed management planning for territorial authority managed roads. WCC successfully consults with the community on proposed speed limit changes. For example, we received 1712 submissions on proposals to change the speed limit in the central city area and 253 submissions for a local suburban centre speed limit proposal. For comparison, the most recent RLTP attracted 300 submissions.

For proposals that affect roads adjacent to or that cross council boundaries, the current standard practice is to collaborate with the relevant council, and this would not change under the new proposed approach.

In addition, the proposal to have a separate alternative process between RLTP cycles seems overly complex and difficult for the public to understand. If the three-yearly planning has been based on good policy and consultation and agreed to, an interim process should not be necessary.

We seek assurance from Waka Kotahi that those activities and areas that are proposed to have mandatory speed limit and planning requirements will be allocated the funding necessary for the road controlling authority to action. WCC has requested \$8 million through the current RLTP to implement priority speed management infrastructure. Much of this is for introducing signage for variable speed limits around schools. Are there more economical approaches to achieving the same reduction in harm benefits as a variable speed limit?

Responses to the questions posed in the consultation draft are provided in the attached.

Yours sincerely

Councillor Iona Pannett
Chair
Environment and Planning Committee

Answers to Questions put forward by the Submission Forms

Items are worded and in the order given by the submission forms published at <https://www.nzta.govt.nz/about-us/consultations/land-transport-rule-setting-of-speed-limits-2021-consultation/>

Speed Management Plans and Speed Management Committee

1. Do you think the proposed Speed Management planning process should replace the existing bylaw process? If not, why not?

Yes, WCC is supportive in part. Using a special consultative procedure is a positive and applying a strategic/forward thinking approach to managing speed settings has benefits not achieved through the current status quo.

2. How do you think the timing of the Speed Management Plans should fit with the National Land Transport Programme process and Regional Land Transport Plans? For example, do you think the Speed Management Plans should be prepared at the same time as the Regional Land Transport Plans?

No, WCC does not support aligning the timing of the plans with the RLTPs. It is not clear what improvements will be gained to the current territorial authority-led consultation by adding in the coordinating role of the Regional Transport Committee or by joining the speed management planning cycle to the Regional Long-term Plan (RLTP) cycle. The RLTP process is complex and timely already, adding in an additional element could make this unwieldy. The RLTP cycle also coincides with WCC's own long-term plan consultation cycle, this additional requirement is likely to lead to resource constraints and potential consultation fatigue by the public. We suggest the speed limit consultation cycle be completed the year before the RLTP cycle and only revisited every 6 years.

3. Do you support the proposed joint consultation process for State Highway and Regional Speed Management Plans? If not, why not?

Yes, strengthening connections between managing speed on state highways and local roads by developing them together is beneficial if the plans are developed concurrently and certified by the same body to ensure consistency and transparency.

For Wellington City, there are stretches of State Highway 1 that pass through the city centre out to the airport that the public may not associate with being a State Highway, and therefore may not note any speed management proposal from The Agency's plan and consultation.

4. Do you think the content requirements are appropriate, both for full and interim Regional Speed Management Plans? If not, why not?

No. WCC do not see the benefit or need for interim plans plus the full Regional Speed Management Plans. The proposed three-year cycle of review is considered to be too onerous and unnecessary.

5. Do you support the proposed approach for the transitional period prior to 2023? If not, why not?

No. WCC suggests that the first cycle should be completed a year before the next RLTP review cycle, so this would mean completion in 2022/23 so a transitional period becomes unnecessary.

6. Do you think the respective roles of RCAs and RTCs proposed under the new rule are appropriate? If not, why not?

No. Based on the proposal, the RCAs will continue to be responsible for preparing the content of the plans, considering submissions and determining changes. RTCs will only be responsible for coordinating consultation requirements. WCC are not convinced this adds any value to the process.

7. Do you support the proposed approach for consultation, including the separate requirement for Māori? If not, why not?

Yes, with recommended amendments. WCC supports the proposed requirement for separate consultation with Māori.

Clause 3.8 proposes separate consultation with Māori on draft State highway and regional speed management plans and when affected by any proposed plan change (3.8(7)). The criteria for affected could be interpreted to cover everywhere and everything, meaning that an RCA must do everything reasonably practicable to separately consult with Māori.

WCC seeks more guidance on the expectation of *everything reasonably practicable* as all local government consultations are constrained by budget and time.

WCC also recommends adding the words 'and mana whenua' to clause 3.8(7) as Māori will reside in an area but not necessarily be mana whenua. To ensure mana whenua mandate are upheld and are not missed in any consultation, this should be made explicit in the clause.

Similarly, for clause 3.9 Māori contribution to creation of plans, this too should include the words 'and mana whenua'.

In addition, WCC recommend a new sub-section is added to clause 3.9 (1) to highlight sites and activities where Māori and mana whenua may have a specific speed Management interest, such as urupā, marae, kura etc. Suggested wording is provided below:

New sub clause 3.9 (1)(d) *consider speed management concerns at, but not limited to, the following Māori and mana whenua sites – marae, papakāinga, kōhanga, kura, wharekura and kaumātua accommodation, urupā.*

It is proposed that the Director of Land Transport at Waka Kotahi certifies the final regional speed management plans. It appears out of step that Māori and mana whenua are enabled to participate in the creation of plan and must be consulted on draft plan but not involved in the final decision-making.

8. Do you think the Speed Management Plan certification requirements are appropriate? If not, why not?

No, WCC does not support the separate Speed Management Plan certification requirements. WCC are concerned that the proposed process will lead to fragmentation. WCC support the views of the Wellington RTC that one single regional plan is created that includes state highways and local roads, plus any non-RTC areas and a single authority certifies the holistic plan. This will ensure a joined-up, consistent regional approach to managing speed and be transparent and simpler for the public to understand and participate.

In Wellington City, State Highway 1 passes through the middle of the city with numerous local roads adjoining and crossing it. To consult on speed management of the state highway separate, or at a different time, to the local roads could result in inconsistencies, confusion and be inefficient. Having a unified plan, development discussions and consultation should improve speed management through Wellington City and the region.

9. Do you think the scope of the Speed Management Committee's role is appropriate? If not, why not?

WCC has no view on this matter.

10. Do you think the Speed Management Committee member requirements are appropriate? If not, why not?

No. WCC note that Māori representation is not specifically mentioned in Schedule 2 Speed Management Committee 1 (3) Appointment of members. WCC recommend that Schedule 2 (1)(3) is amended to ensure at least one member of the speed management committee is Māori. The regional transport committee membership should include mana whenua representation too.

11. Do you think the settings for when to use the alternative process for making speed management changes are appropriate? If not, why not? Are there are any other situations where the alternative process could be helpful?

No. WCC believe that having a separate out of cycle process could confuse the public as it is different to the typical process. It may also lead to unnecessary additional costs.

12. Do you think the process for RCAs that are not territorial authorities to make speed management changes is appropriate? If not, why not?

Yes. As above, a holistic speed management plan should be encouraged to manage the safe, consistent and smooth transition of speeds across boundaries.

Use and lodgement of speed limits survey

1. Do you support the proposed approach for creating an emergency speed limit? If not, why not?

No. WCC have concerns. The proposal states that temporary speed limits do not need to be certified but emergency speed limits must be lodged/certified. This approach seems illogical when, by their nature, an emergency speed limit is used during an unforeseen emergency event that requires very fast response that must be enforceable. RCAs should be setting emergency speed limits using a Traffic Management Plan therefore, no need for them to go into the register.

2. Do you see any issues with temporary speed limits sitting outside the Register for the time being? If so, what are these?

No, WCC have no issue with the proposal for Temporary Speed Limits as it does not change from the current process.

3. Do you think it is clear how the Register should be used? If not, why not?

WCC has no comment on this but would assume the guidelines from Waka Kotahi would cover this adequately.

4. Do you support RCAs being able to set 70 and 90 km/h speed limits without approval from Waka Kotahi? If not, why not?

Yes, see comment below.

5. Do you think RCAs should only have the ability to use 70 and 90 km/h speed limits as interim speed limits (as opposed to permanent speed limits)? If so, would three years be an appropriate term for these speed limits?

WCC supports the concept of setting safe and appropriate speed limits, so if 70 and 90 km/h are determined to be safe and appropriate in specific circumstances, then there should be no need for interim speed limits.

6. Do you support RCAs being able to set variable speed limits without approval from Waka Kotahi? If not, why not?

Yes. WCC supports this and suggests there is a need for a new setting that provides for enforcement when a speed limit has situational settings, such as *30 kilometres per hour when horses are present* or *30 kilometres per hour when cyclists present*. More direction is also required for the signage requirements in these situations as the current provisions only allow for advisory signage, and not regulatory (enforceable) signage.

7. Do you think the circumstances for setting variable speed limits without Waka Kotahi approval are appropriate? If not, why not?

Regarding clause 4.8 of the draft rule, WCC does not support the provision as drafted. WCC believes that the new rule should enable setting of an enforceable, variable speed limit when road user conditions are met, such as when pedestrians, cyclists, horses etc are present. While this appears to be possible under clause 4.8 (b) (1), the requirements for appropriate signage need to be carefully considered and provided for in the Traffic Control Devices rule and related guidance.

8. Do you think there are any situations where Waka Kotahi approval should be sought? If so, what are these?

No. The correct approach for all situations should be fully set out in the guidance that will be provided by Waka Kotahi.

9. Do you support the proposal to replace urban traffic areas with speed limits areas? If not, why not?

Yes. It is important to use consistent speed limits in similar areas within the city, for example, all urban shopping centres should have the same speed limit. This helps drivers to understand, and therefore more likely to comply, with the speed expectation in similar locations around the city.

10. Do you think it is appropriate to use speed limits areas to set any speed limit (up to 100 km/h)? If not, why not?

Yes, we support this proposal.

Speed limits around schools survey

1. Do you support the timeframes for introducing safer speed limits around schools (an initial 40% of changes to be completed by 30 June 2024 and the remaining by 31 December 2029)? If not, what do you think would be more suitable timeframes?

In part. WCC supports a proactive approach being taken to speed management around schools to encourage more children to walk and cycle to school. However, our analysis of the benefits and costs

of the concept lead us to the conclusion that the costs of establishing variable speed limits around schools by time of day do not outweigh the benefits. Applying a full-time speed limit area setting is likely to be significantly cheaper and realise many more safety benefits.

A total of 8 alternative approaches to delivering safer speeds on Wellington's roads have been developed to assess their relative costs and benefits. These options vary across three parameters:

- the approach to safe speeds around schools (permanent or variable)
- the approach to safe speeds citywide (default urban speed limit of 30km/h, 40 km/h or no change)
- the implementation timing (implemented by 2024 or 2030)

A full cost benefit analysis has completed for each of the 8 options. The cost benefit analysis includes detailed cost estimation, modelling of travel time disbenefits using a mesoscopic traffic model in AIMSUN, and crash savings estimation using Crash Analysis System data and Monetised Benefits and Costs Manual Procedures.

Results indicate that implementing variable speed limits around schools provides the lowest benefits and lowest value for money, as compared to options that always employ an area-wide speed management approach or lower speeds around schools. This is due to two factors. Firstly, variable speed limits incur substantially higher costs due to the large number of costly variable speed signs that would be required. In Wellington, the cost associated with variable speed signs is estimated to be around \$8 million dollars to cover all the city's 81 schools and colleges.

Secondly, the crash reduction benefits are low because benefits are only realised over a small proportion of the road network (around 5-7 percent of network length) over a small proportion of the day. In Wellington City, less than 1 percent of deaths and serious injury crashes (3 of 399 over 5 years) occur around schools during school times. Lowering speeds around schools at all times would be somewhat more effective at reducing deaths and serious injuries, as around 14 percent (52 of 399 over 5 years) of deaths and serious injury crashes occur around schools at all times.

However, full-time speed limit area setting is by far the most effective option, as around half of death and serious injury crashes occur in areas that could benefit from a 30 km/h or a 40 km/h speed limit. Furthermore, traffic modelling indicates that travel time disbenefits are relatively minimal, adding around 5 to 6 percent to the average journey time. These disbenefits are more than outweighed by substantial crash reduction benefits of between \$500 and \$900 million, discounted over 40 years.

WCC welcomes Waka Kotahi to contact us for more information on the cost benefit analysis.

2. Do you support the proposal that RCAs would designate rural areas? If not, why not?

Yes. Wellington City has some 55 km/h speed limits on rural roads near Makara. Reviewing the speed limits on this rural road, particularly around the Makara Model School, could have benefits.

3. Do you think the presence of a school nearby meets the 'point of obvious change in the roadside development' requirement for a change in speed limit? If not, why not?

WCC has no view on this matter.

4. When setting variable speed limits around schools, do you support RCAs having the ability to determine school travel time periods (whilst having regard to guidance from Waka Kotahi)? If not, why not?

If variable speed limits are considered an appropriate solution, then RCA's should have the ability to determine school travel times. However, as set out above, WCC is not convinced this is an appropriate solution to the problem.

FORWARD PROGRAMME

Purpose

1. This report provides the Forward Programme for the Pūroro Āmua | Planning and Environment Committee for the next two meetings.

Summary

2. The Forward Programme sets out the reports planned for Pūroro Āmua | Planning and Environment Committee in the next two meetings that require committee consideration.
3. The Forward Programme is a working document and is subject to change on a regular basis.

Recommendation/s

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

Discussion

4. Wednesday 4 August 2021:
 - Traffic Bylaw Review – request to adopt bylaw (Chief Strategy and Governance Officer)
 - The Parade upgrade (Chief Planning Officer)
 - Te Ngākau Civic Precinct framework (Chief Infrastructure Officer)
5. Wednesday 25 August 2021:
 - Evans Bay Parade cycleway – stage 2 public consultation (Chief Planning Officer)

Attachments

Nil

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Authoriser	Jennifer Parker, Democracy Services Manager

SUPPORTING INFORMATION

Engagement and Consultation

N/A

Treaty of Waitangi considerations

N/A

Financial implications

N/A

Policy and legislative implications

Timeframes and deliverables are reliant on organisational resourcing and priorities.

Risks / legal

N/A

Climate Change impact and considerations

N/A

Communications Plan

N/A

Health and Safety Impact considered

N/A